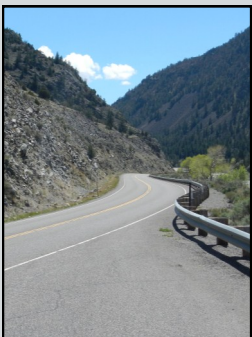
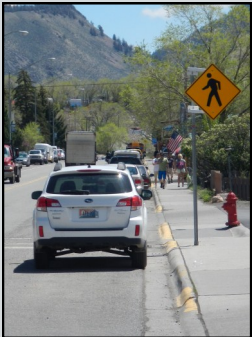


# Appendix 1

## *Consultation, Coordination and Public Involvement*





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ID	Date and Name	Comment	Response
1	02/26/2014 Jerry Ladewig	Needs to be more left and right turn lanes at frequently used corners; South Dry Creek Road (mile 26) needs southbound right turn lane and north bound left turn lane; Trail Creek Road just north of the Emigrant intersection needs right turn lanes both southbound and northbound; astonished to see Maiden Basin Road with recommendation for turn lanes; like see longer no-passing zones and larger, reflective yellow no-passing signs; install large signs reading "Lights on for Safety"; consider reducing the speed limit; please consider all available options to advise drivers to drive in a more responsible, safe manner.	Thank you for your comments. They are included in our study records. Additional locations for turn lane evaluation(s) have been included in the report (see <b>Section 5.2.1</b> ).
2	03/01/2014 Robert Branson	Request a turn-lane be considered for the exits off of US 89 into the 2 Glastonbury subdivisions; near accidents; out-of-state and unfamiliar.	Thank you for your comments. They are included in our study records. Additional locations for turn lane evaluation(s) have been included in the report (see <b>Section 5.2.1</b> ).
3	03/07/2014 Shane Farnor	Concern over wildlife-vehicle collisions and impact on wildlife and human safety; road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife; fully evaluate the potential to reduce wildlife-vehicle collisions on US 89; assure (1) any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions and (2) conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.  (Note that this comment was submitted by numerous individuals. In those cases where the comment language is identical to this comment, reference is made to "see comment number 3").	Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b> ).
4	03/07/2014 Marlene Harrell	See comment number 3.	See response number 3.
5	03/07/2014 Keith Adams	See comment number 3.	See response number 3.
6	03/07/2014 Lee Conway	See comment number 3.	See response number 3.
7	03/07/2014 Eugene Kiedrowski	See comment number 3.	See response number 3.
8	03/07/2014 Dick Forehand	See comment number 3.	See response number 3.



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ID	Date and Name	Comment	Response
9	03/07/2014 Jillian Fiedor	See comment number 3.	See response number 3.
10	03/07/2014 Jane Timmerman	See comment number 3.	See response number 3.
11	03/07/2014 Wm. Schultz	See comment number 3.	See response number 3.
12	03/07/2014 Andrea Silverman	See comment number 3.	See response number 3.
13	03/07/2014 Robert Miller	See comment number 3.	See response number 3.
14	03/07/2014 Andy Morgan	See comment number 3.	See response number 3.
15	03/07/2014 Pete Rorvik	See comment number 3.	See response number 3.
16	03/07/2014 George Ulrrch	See comment number 3.	See response number 3.
17	03/07/2014 Donna Gleaves	See comment number 3.	See response number 3.
18	03/07/2014 Bart Melton	See comment number 3.	See response number 3.
19	03/07/2014 Janet Flury	See comment number 3.	See response number 3.
20	03/07/2014 Richard Glacken	See comment number 3.	See response number 3.



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ID	Date and Name	Comment	Response
21	03/07/2014 Toni Semple	See comment number 3.	See response number 3.
22	03/07/2014 Tony Motto	See comment number 3.	See response number 3.
23	03/07/2014 Linda Cacopardo	See comment number 3.	See response number 3.
24	03/07/2014 Maurene Janke	See comment number 3.	See response number 3.
25	03/07/2014 Ralph Guay	See comment number 3.	See response number 3.
26	03/07/2014 Val Colenso	See comment number 3.	See response number 3.
27	03/07/2014 Doug Hammill	See comment number 3.	See response number 3.
28	03/07/2014 Liz Moran	Both husband and I have been in collisions with wildlife on US 89 – the animals were badly injured and cars totaled; left Mill Creek Forest Service Cabin north of Gardiner and swerved through a herd of elk crossing the road.  Also see comment number 3.	Thank you for your comments. They are included in our study records.  Also see response number 3.
29	03/07/2014 Ann King	See comment number 3.	See response number 3.
30	03/07/2014 Judy Moore	See comment number 3.	See response number 3.
31	03/07/2014 Bill Baum	See comment number 3.	See response number 3.
32	03/07/2014 Joan Daniels	See comment number 3.	See response number 3.



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ID	Date and Name	Comment	Response
33	03/07/2014 Marlene Miller	See comment number 3.	See response number 3.
34	03/07/2014 Joel Vignere	See comment number 3.	See response number 3.
35	03/07/2014 Judith Miller	Have collided with a mule deer on US 89. Also see comment number 3.	Thank you for your comments. They are included in our study records.  Also see response number 3.
36	03/07/2014 V Kent	See comment number 3.	See response number 3.
37	03/07/2014 Julie Gandulla	See comment number 3.	See response number 3.
38	03/07/2014 Melissa Hinz	See comment number 3.	See response number 3.
39	03/07/2014 Evelyn Drews	See comment number 3.	See response number 3.
40	03/07/2014 Rachel Klempel	See comment number 3.	See response number 3.
41	03/07/2014 Pamela Baillio	See comment number 3.	See response number 3.
42	03/07/2014 Constance Fiske	See comment number 3.	See response number 3.
43	03/07/2014 Kathryn Jensen	See comment number 3.	See response number 3.
44	03/07/2014 Magoo Shoulderblade	See comment number 3.	See response number 3.



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ID	Date and Name	Comment	Response
45	03/07/2014 H Mcfadden	See comment number 3.	See response number 3.
46	03/07/2014 D.J. Burgard	See comment number 3.	See response number 3.
47	03/07/2014 Susan Ruiz	See comment number 3.	See response number 3.
48	03/07/2014 Laulette Hansen	See comment number 3.	See response number 3.
49	03/07/2014 David Fears	See comment number 3.	See response number 3.
50	03/07/2014 Dan Goehring	See comment number 3.	See response number 3.
51	03/07/2014 Harlan Mumma	See comment number 3.	See response number 3.
52	03/07/2014 Jean Mc Allister	See comment number 3.	See response number 3.
53	03/07/2014 Norman Bishop	Retired National Park Service employee in Yellowstone. Also see comment number 3.	Thank you for your comments. They are included in our study records.  Also see response number 3.
54	03/07/2014 Larry Carter	See comment number 3.	See response number 3.
55	03/07/2014 Peg Dollinger	See comment number 3.	See response number 3.
56	03/07/2014 April Roby	See comment number 3.	See response number 3.



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ID	Date and Name	Comment	Response
57	03/08/2014 Rhiannon Blanchard	See comment number 3.	See response number 3.
58	03/08/2014 Monica Kelly Wright	See comment number 3.	See response number 3.
59	03/08/2014 Dee Hellings	See comment number 3.	See response number 3.
60	03/08/2014 Billy Angus	See comment number 3.	See response number 3.
61	03/08/2014 James Sweaney	See comment number 3.	See response number 3.
62	03/08/2014 Clinton Sennett	See comment number 3.	See response number 3.
63	03/08/2014 Gail Richardson	Support projects to reduce horrific waste of our precious wildlife by vehicles often driven at high speeds on US 89; crashes sometimes injure people as well and cause lots of damage to vehicles; MDT should be at the forefront of helping to prevent wildlife collisions and protecting the public.  Also see comment number 3.	Thank you for your comments. They are included in our study records.  Also see response number 3.
64	03/08/2014 Philip Naro	See comment number 3.	See response number 3.
65	03/08/2014 George Seielstad	See comment number 3.	See response number 3.
66	03/08/2014 Jeanette Copeland	See comment number 3.	See response number 3.



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ID	Date and Name	Comment	Response
67	03/08/2014 Norm Denton	See comment number 3.	See response number 3.
68	03/08/2014 Cat Maxwell	See comment number 3.	See response number 3.
69	03/08/2014 Nike Stevens	Have experienced high numbers of wildlife on the highway; have narrowly averted one collision with a deer despite slowing down and being careful; hard to look all directions at once; recommend increasing signing and using flashing lights that turn on when animals are near the highway; reduce speed limit north of YNP; evaluate all methods available and work to reduce wildlife-vehicle collisions on US 89.	Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b> ).
70	03/08/2014 Wm Schultz	See comment number 3.	See response number 3.
71	03/08/2014 Toddy Perryman	See comment number 3.	See response number 3.
72	03/08/2014 Susan Sharp	Do what is needed to evaluate and improve US 89 to minimize the collision potential between motorists and animals; road is an important approach to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife; implement the technology needed to reduce vehicle / wildlife collisions and improve those sections that are prime collision areas; consider building some animal bridges like the one that has been built along Hwy 93 South on the Flathead Indian Reservation.	Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b> ).
73	03/08/2014 Lilyana Srnoguy	See comment number 3.	See response number 3.
74	03/08/2014 Mike O'Connell	See comment number 3.	See response number 3.
75	03/08/2014 Terri Shaw	See comment number 3.	See response number 3.
76	03/08/2014 Dan Sullivan	See comment number 3.	See response number 3.



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ID	Date and Name	Comment	Response
77	03/08/2014	See comment number 3.	See response number 3.
	Carole Parker	Provide additional police presence along this route to regulate speeding vehicles; have never viewed a police vehicle along this corridor; speed limits should be reduced - why hurry to kill?; a few solar lights could be placed in the 'bad' areas - light sensitive high street lamps.	Statutory and special speed zones are posted in accordance with adopted Montana Transportation Commission resolutions (see Section 3.2.12).
78	03/08/2014	See comment number 3.	See response number 3.
	Eric Drissell		
79	03/08/2014	See comment number 3.	See response number 3.
	Peter Reum		
80	03/08/2014	See comment number 3.	See response number 3.
	Richard Faltonson		
81	03/09/2014	See comment number 3.	See response number 3.
	Paul Okerberg		
82	03/09/2014	See comment number 3.	See response number 3.
	Ruth Grindinger	Travel corridor every day - what about a passage under the road way for animals; shouldn't this be studied?	
83	03/09/2014	See comment number 3.	See response number 3.
	Linda Pierce		
84	03/09/2014	See comment number 3.	See response number 3.
	Deborah Busch		
85	03/09/2014	See comment number 3.	See response number 3.
	Lisa Stanton		
86	03/09/2014	See comment number 3.	See response number 3.
	Anne Milllbrooke		



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ID	Date and Name	Comment	Response
87	03/10/2014 Mark Robertson	See comment number 3.	See response number 3.
88	03/10/2013 Joe Gross	Place signage just south of Livingston noting distances to restrooms along US 89; install pull-outs between RP 41 and RP 47; install 4 lanes between RP 41 and RP 47; fishing access out of Emigrant needs a by-pass between RP 33 and RP 34; Dry Creek area needs a bypass between RP 27 and RP 28; restroom area between RP 23 and RP 24 needs a bypass; need a pull-out between RP 17 and RP 18 going into Yankee Jim Canyon; traffic backup in Gardiner getting into YNP; need a bypass between RP 1 and RP 2; envision a wildlife underpass near RP 27; envision an elk overpass between RP 17 and RP 18. (Note individual also attached numerous letters and articles relative to the Gardiner Gateway Project, with corresponding comments; see appendix 1 for attachments.)	Thank you for your comments. They are included in our study records.
89	03/11/2014 Janet Dunham	See comment number 3.	See response number 3.
90	03/10/2014 Temia Keel	Resident in Mammoth; frequently travel US 89; know dangerous in terms of wildlife-vehicle collisions; critical to appropriately evaluate options and reduce such dangerous situations.  Also see comment number 3.	Thank you for your comments. They are included in our study records.  Also see response number 3.
91	03/11/2014 Colleen Eldred	Complete a full study of US 89 (Livingston to Gardiner) to identify collision reducing measures to reduce collisions with wildlife and improve human safety.	Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b> ).
92	03/11/2014 Gregory Dalling	Drive US 89 between Livingston and Gardiner 2 - 3 days per week.  Also see comment number 3.	Thank you for your comments. They are included in our study records.  Also see response number 3.
93	03/11/2014 Sabina Strauss	See comment number 3.	See response number 3.
94	03/11/2014 Katherine Basirico	See comment number 3.	See response number 3.



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ID	Date and Name	Comment	Response
95	03/11/2014 Carolyn Fifer	Problems of wildlife versus vehicles; great potential for accidents; many options available to greatly reduce the chances of accidents; MDT should undertake a full study of the entire length of US 89 and implement significant improvements; use this opportunity to save lives; institute in Bozeman specializing in creative techniques to move wildlife over and under highways; traffic between Livingston and Gardiner will most definitely increase; let's do the job right while we have the opportunity.	Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b> ).
96	03/11/2014 Joe Bauman	<i>See comment number 3.</i>	<i>See response number 3.</i>
97	03/11/2014 Michele Wolff	<i>See comment number 3.</i>	<i>See response number 3.</i>
98	03/11/2014 Alex Russell	Strongly urge substantial improvements be made for wildlife and motorist safety along US 89; many cost effective methods for funneling wildlife around or through hazardous areas exist; communities along the front range of the Canadian Rocky Mountains have been very successful at reducing wildlife collisions with highway over and underpasses.	Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b> ).
99	03/11/2014 Kristine Ellingsen	Familiar with US 89 having driven it off and on for nearly 40 years; well aware of the wildlife to either side of the road each time I drive; attempt to limit usage to daylight hours; always saddened to see the carcasses of animals who have died while trying to get to forage or water on the other side of this road; concerned to know that many people have been injured because of wildlife/car collisions. Consider a study to determine the places where wildlife is most likely to cross; consider road designs that incorporate near-natural crossings for the many animals who need to intersect our high-speed human trails; most animals have few or no instincts that would help them correctly interpret and respond to the threat of an approaching automobile.	Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b> ).
100	03/11/2014 Jennifer Harris	<i>See comment number 3.</i>	<i>See response number 3.</i>
101	03/12/2014 Mike McGrath (USFWS)	Thank you for the opportunity to comment on the draft report for this corridor planning study; draft report did a good job addressing wildlife-vehicle collisions and potential remedies, as well as fish passage issues for any potential bridge or culvert replacement projects that might arise.	Thank you for your comments. They are included in our study records.
102	03/12/2014 Rose Norman	Please consider the deer and elk problem on US 89 South; consider planning a safe route for animal migration to the river across the highway; route is dangerous to the numerous animal population(s) and to the drivers who must use this route to travel.	Thank you for your comments. They are included in our study records.



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103	03/12/2014 Charlsie Bader	See comment number 3.	See response number 3.
104	03/12/2014 Katherine Carr	See comment number 3.	See response number 3.
105	03/12/2014 Jon Springer	Improvements options developed without knowledge of a future capacity demand at the Corwin Springs intersection; Royal Teton Ranch is presently contemplating revival of the LaDuke hot springs facility at the original Corwin Springs site, with a presently contemplated commercial opening back half of 2015.	Thank you for your comments. They are included in our study records. Additional locations for turn lane evaluation(s) have been included in the report (see <b>Section 5.2.1</b> ).
106	03/13/2014 Sandra Sobanski	See comment number 3.	See response number 3.
107	03/13/2014 Christina Bauer	See comment number 3.	See response number 3.
108	03/13/2014 Susan Barron	See comment number 3.	See response number 3.
109	03/13/2014 Andrea Jones (MT FWP)	<p>Wildlife is a primary issue for this area in terms of safety, resource conservation, and public interest; fifty percent of reported vehicle collisions over the past five years were caused by wildlife; impact to the wildlife resource is important to consider; wildlife is of great public concern in this area, as reflected by many public comments received.</p> <p>Draft report recommendations inadequate in regards to any specific recommendations for achieving a reduction in animal-vehicle conflicts; wildlife mitigation projects relegated to time and place where a higher priority project is being developed. Some suggestions for mitigation that merit additional consideration are as follows:</p> <ul style="list-style-type: none"> <li>• Mileposts 1 – 17: Reduction of speed limits between Carbella and the town of Gardiner.</li> <li>• Mileposts 12 – 16: Wildlife detection system to alert drivers to wildlife in the roadway in Yankee Jim Canyon.</li> <li>• Mileposts 16 – 22: Wildlife underpasses.</li> </ul> <p>Many hotspots for deer collisions along the corridor; ask that these be assessed on the ground to consider locations and strategies for the most feasible and cost-effective mitigations, to be included in the final report as recommendations. Specific areas we suggest for consideration</p>	Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b> ).



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		<p>are:</p> <ul style="list-style-type: none"> <li>• Mileposts 1 – 13: The entire Gardiner Basin has exceptionally high numbers of deer carcasses;</li> <li>• Mileposts 1 – 5: Just west of the town of Gardiner is an area of exceptionally high numbers of deer carcasses as well as other wildlife including elk, bison and bighorn sheep;</li> <li>• Mileposts 20 – 30: Very high numbers of deer carcasses between the town of Emigrant and Carbella;</li> <li>• Mileposts 30 – 45: Moderate to high numbers of deer carcasses between Emigrant and Pine Creek</li> </ul> <p>Fish passage considerations will need to be made for any future projects that cross surface waters. We request that the following be implemented if bridge work is to be completed:</p> <ul style="list-style-type: none"> <li>• Bridge span be increased to minimize constriction of the water and to accommodate flood events more easily by allowing access to the floodplain;</li> <li>• The number of piers reduced to the minimum if a free span is not possible.</li> </ul> <p>FWP maintains and operates 17 fishing access sites (FAS) within the US 89 highway corridor study area. For the thirteen sites accessed directly from US 89, FWP has the following concerns regarding safe ingress and egress which we request MDT take into account in its corridor design process:</p> <ul style="list-style-type: none"> <li>• The length of stable approaches, which lack suitable traction when exiting the FAS either with large RVs or tow vehicle with boat trailer.</li> <li>• Deteriorating highway shoulders in areas of pioneered river access points.</li> <li>• Dysfunctional approaches and unsafe ingress and egress, (i.e. Slip &amp; Slide FAS).</li> <li>• Difficult approach angle, (i.e. Brogan Landing FAS).</li> <li>• During peak use, seven of the directly accessed sites typically have no less than twenty tow vehicles and trailers accessing the site.</li> <li>• Increased use, above routine peaks, can occur if other river drainages in southwest experience low water flow. This will increase the volume of traffic on US 89 and crowding at FAS along the corridor.</li> <li>• The lack of scenic pull-outs and/or turn-around areas often resulting in large RVs using private roads or property to turn-around in order to travel in the opposite direction on US 89.</li> <li>• The lack of adequate turning lanes for FAS, particularly at Carter's Bridge FAS, Mallard's Rest FAS, and Grey Owl FAS.</li> </ul>	<p>Additional locations for turn lane evaluation(s) have been included in the report (see <b>Section 5.2.1</b>).</p>



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110	03/13/2014  Jerry Grebenc (Montana's for Safe Wildlife Passage & National Parks Conservation Association)	Urge MDT to revise the Draft to recommend a comprehensive study of how best to reduce collisions between motorists and wildlife, which account for 50 percent of all reported crashes from 2007 to 2012, along the US 89 study corridor from Livingston to Gardiner.  The Draft should recommend that MDT undertake (or commission) a comprehensive wildlife mitigation study using existing data; request MDT commit to conducting (or commissioning) a further analysis of wildlife-vehicle collision risk in the US 89 corridor and the feasibility of implementing mitigation measures.	Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b> ).
111	03/14/2014  Diane Hilborn	Conduct additional study of US 89 from Livingston to Gardiner; lower the number of animal related vehicle accidents to benefit both people and animals; suggest signs be put up leaving both cities that instructs drivers to turn on their headlights for safety - many accidents would be avoided with one simple sign.	Thank you for your comments. They are included in our study records.
112	03/14/2014  Alan Shaw (Church Universal & Triumphant / The Summit Lighthouse)	Have a recommended safety improvement based on two crashes I'm aware of; close proximity of the LaDuke Hot Springs; in January 2014 and in July 2010, two crashes occurred northbound at approximately RP 6; 2014 crash resulted in a fatality; severity of both crashes could have been potentially mitigated by lengthening the existing guardrail at this location; 2014 vehicle crash completely missed the existing guardrail; SUV passed to the outside of the guardrail and rolled; 2010 crash impacted the end of the guardrail ( PDF provided and in Appendix 1); consideration should be given to extending the guardrail in this section.	Thank you for your comments. They are included in our study records.  This comment was forwarded to MDT Butte District personnel for further consideration.
113	03/14/2014  Kylie Paul (Defenders of Wildlife)	Several wildlife species of our focus live in and around Yellowstone National Park including grizzly bears, gray wolves, wolverines, and lynx, and we are concerned with habitat connectivity and species health in the region; as reported by MDT in the Draft, collisions between motorists and wildlife account for 50% of all reported crashes from 2007 to 2012 along the US 89 study corridor from Livingston to Gardiner; US 89 thus presents a public safety problem, causing human injuries and lives, and is of course a risk to wildlife, from common species to threatened or endangered species.  MDT does not offer any wildlife-related safety improvements to this highly dangerous situation. Instead, the Draft states that MDT will review "any improvement option relevant to wildlife mitigation ... on a project case-by-case basis." These potential options will be explored in the future at (as-yet-undetermined) "as needed" locations within an "as needed" timeframe. This is disappointing and unacceptable.  MDT can and should include an assessment into this Draft that will help guide and streamline efforts for mitigation in the future; MDT could and should suggest mitigation measures to reduce wildlife collisions at specific locations; MDT is already familiar with the variety of mitigation measures available as they have incorporated them effectively on US93 North and South. It is entirely feasible and logical to incorporate this level of analysis and recommendations into the Draft; while MDT offers vague language for wildlife-related safety improvements, it provides detailed language and site-specific suggestions for other recommended improvements. Specific planning to address wildlife concerns should be added into the Draft. It is not appropriate to	Thank you for your comments. They are included in our study records.  Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b> ).



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ID	Date and Name	Comment	Response
		<p>leave such planning for piecemeal projects in the future.</p> <p>Defenders respectfully requests that MDT revise the Draft to include an identification of wildlife-vehicle collision “hot spots” and recommendations of mitigation measures at these locations, or that it recommends a comprehensive study in the very near future to do so. Human and wildlife safety on and along this highway is of utmost interest to Defenders, local Montanans, and the thousands of Yellowstone National Park visitors who travel to this area to appreciate the diversity of wildlife in the region.</p>	
114	03/18/2014  Alyssa Allen (Glastonbury Landowners Association, Inc.)	The Glastonbury Landowners Association (GLA), represents owners of 396 separate tracts of land within two large subdivisions, which are accessed westerly off U.S. Route 89 by three county roads: Trail Creek Road, Story Road, and Dry Creek Road. We would like to be considered in this study for three possible exit lanes at these three county roads. We would be perfectly willing, as part of this study, to have traffic counters at all three of our entrances to show just how much traffic is using our subdivision roads.	Thank you for your comments. They are included in our study records. Additional locations for turn lane evaluation(s) have been included in the report (see <b>Section 5.2.1</b> ).
115	03/20/2014  Daniel Wenk  (Yellowstone National Park)  RECEIVED AFTER CLOSE OF COMMENT PERIOD	<p>Reduce impacts on wildlife in the study area; wildlife resources are important for hunting, photography, and wildlife viewing; many of the wildlife species, such as elk, bison, deer, and pronghorn, that winter in the Gardiner Basin and Paradise Valley spend summers inside of Yellowstone National Park and tourists come from all over the world to see these species.</p> <p>Paradise Valley is known to have a high rate of vehicle-wildlife collisions; vehicle operational speed is generally considered the factor that contributes most to vehicle-wildlife collisions; several mitigations have potential for reducing the risks of vehicle collisions with wildlife, including reductions in speed limits, wildlife crossing structures, and wildlife detection systems.</p> <p>In our review of the study, we observed that much of the current plan is designed to make traffic move faster, which may have the unintended consequence of additional wildlife mortality within this corridor.</p> <p>We recommend that the existing study report be revised to commit to a comprehensive study of the highway corridor that would identify where collision-reducing measures would be most cost effective and offer the highest probability to reduce vehicle wildlife collisions. Reducing vehicle-wildlife collisions will make the corridor safer for Paradise Valley residents, visiting tourists, and the wildlife resources that are so important to the Greater Yellowstone Ecosystem and enjoyment by the public.</p>	<p>Thank you for your comments. They are included in our study records.</p> <p>Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
116	04/03/2014  Jess Davies  (US Corps of Engineers)	Projects must avoid and minimize impacts to aquatic resources to the greatest extent practicable; under the authority of Section 404 of the CWA, Department of the Army permits are required for the discharge of fill material into waters of the U.S.; Waters of the U.S. include the area below the ordinary high water mark of stream channels and lakes or ponds connected to the tributary system, and wetlands adjacent to these waters; isolated waters and wetlands, as well as man-made channels, may be Waters of the U.S. in certain circumstances, which must be determined	Thank you for your comments. They are included in our study records.



The matrix below contains a summary of the comments received during the Draft Corridor Planning Study Document comment period and includes a response when clarification is required. Comments are shown in their entirety on the CD in Appendix 1.

ID	Date and Name	Comment	Response
	RECEIVED AFTER CLOSE OF COMMENT PERIOD	on a case-by case basis. Future plans for improvements on the corridor need to consider avoidance of aquatic resources where practicable; minimization of adverse impacts where avoidance cannot occur; and possible compensatory mitigation for adversely affected aquatic resources; the section of the Yellowstone River and its adjacent riparian and floodplain areas lie within the boundaries of the Special Area Management Plan (SAMP) for the Upper Yellowstone River; permitting projects in waters of the U.S. within the SAMP area will require compliance with the SAMP to ensure minimal effects on the Yellowstone River and associated areas. Improvements along the U.S. Highway 89 corridor may have effects on aquatic resources along the East River Road corridor; please consider making this part of the dialogue as the corridor study moves ahead. Thank you for the opportunity to provide input. The Corps looks forward to continued involvement on this project.	
117	04/11/2014  Lynn Chan  RECEIVED AFTER CLOSE OF COMMENT PERIOD	Encourage same roadway characters and practices as YNP to allow variances to road design; not in favor of road widening or passing lanes other than at busy intersections where safety is a legitimate issue; not many intersections busy enough to offset the visual ugliness and resource impacts of wide sections of asphalt; grade properly versus installing curb and gutter; when installing curb and gutter in Gardiner take into consideration where the water will go - Gardiner side streets do not have designed drainage; believe speed limits currently are just right in the valley and in Gardiner; do agree that the 25 mph speed limit could extend to the end of the built up area in Gardiner; wholeheartedly support a bike lane, bike path, sidewalks, trails and any treatments that support and encourage non-motorized travel within and between our communities; support the idea of bus stops along the road at potential future bus pick-up points such as Pine Creek, Emigrant and Corwin Springs.  Support and encourage replacement of HPS and LPS street lights on 30 foot poles and do NOT support any additional lighting of the road corridor or intersections; Gardiner is hoping to change out the lights on HW 89 to a pedestrian scale, historic looking, fully shielded LED light.	Thank you for your comments. They are included in our study records.  Statutory and special speed zones are posted in accordance with adopted Montana Transportation Commission resolutions (see <b>Section 3.2.12</b> ).  Non-motorized path development and lighting in Gardiner are discussed in <b>Section 5.3</b> and <b>Section 5.2.4</b> , respectively.
118	04/23/2014  Dan Vermillion  RECEIVED AFTER CLOSE OF COMMENT PERIOD	Urge MDT to analyze how to reduce wildlife-vehicle collisions into corridor planning study; wildlife-vehicle collisions represent one of the largest causes of accidents on Highway 89 south of Livingston; am a property owner in one of the primary collision hot spots - witness people with overturned cars, shattered front ends, or maimed deer sitting on the side of road; aside from the obvious unnecessary harvest of wildlife, this poses a safety risk for the drivers on Highway 89; is a public safety issue; need further study on how to reduce wildlife-vehicle collisions.  Montanans place importance on wildlife and the important role wildlife plays in our quality of life; also true of visitors to Paradise Valley; visitors are a very important part of our economy.  Highway 89 is a very important roadway to the people of Park County; commend MDT for undertaking the planning study; study must analyze how to minimize wildlife-vehicle collisions; as traffic volume increases the collisions with wildlife will increase and the public safety imperative/economic imperative of reducing these collisions also increase.	Thank you for your comments. They are included in our study records.



ID	Date and Name	Comment	Response
1	02/26/2014 Jerry Ladewig	<p>From: <a href="mailto:www@mdt.mt.gov">www@mdt.mt.gov</a> [mailto:<a href="mailto:www@mdt.mt.gov">www@mdt.mt.gov</a>] Sent: Wednesday, February 26, 2014 9:56 PM To: MDT Comments - Project Subject: Comment on a Project or Study Submitted</p> <p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 02/26/2014 21:55:41 Project/Study Commenting On:Paradise Name: Jerry Ladewig Email Address: <a href="mailto:stoneviewmt@gmail.com">stoneviewmt@gmail.com</a></p> <p>Comment or Question: On February 6 I submitted comments. Alas, i may not have been clear in my use of the term passing lane. there needs to be more left and right turn lanes at frequently used corners. when such turn lanes are installed as a third lane, there needs to be a lane on the outside to allow people to pass by the turning vehicle. so at South Dry Creek Road, near mile 26, there needs to be a southbound right turn lane and a north bound left turn lane, with a third lane northbound on the east side of the road bed. Ditto for Trail Creek, just north of the Emigrant intersection. the Emigrant intersection has a left turn lane both north bound and southbound, but needs right turn lanes both southbound and northbound. We have 150 to 175 occupied homes, some with multiple vehicles, in each Glastonbury area accessed by these 2 roads. i was astonished to see Maiden Basin came up with a recommendation to put in turn lanes when it is a wide open area. It seems there are way fewer occupants, and hence less turning, than at Dry Creek or Trail Creek. Plus, there are businesses off Dry Creek Road that generate more traffic. and people are building, which generates more traffic. i would also like to see longer no pass zones, especially at the subject intersections above, and larger, reflective yellow no pass signs. Also, please install large signs reading "Lights on for safety". Other states have these. I have been out at 6:30 a.m. and observed cars of a color that blends into the background.</p> <p>People think as they can see well enough to drive, that others can see them. We all know Highway 89 is a dangerous highway. I have to drive it whenever i leave home. And have you considered reducing the speed limit? 55 would not be unreasonable, as an accident reduction tool. Please consider all available options to advise drivers to drive in a more responsible, safe manner.</p> <p>And thank you for the public informational meetings. Jeff Keys is a good moderator.</p> <p>Reference Number = prjcomment_821685791015625</p>	<p>Thank you for your comments. They are included in our study records. Additional locations for turn lane evaluation(s) have been included in the report (see <b>Section 5.2.1</b>).</p>



ID	Date and Name	Comment	Response
2	03/01/2014 Robert Branson	<p>From: www@mdt.mt.gov [mailto:www@mdt.mt.gov] Sent: Saturday, March 01, 2014 6:29 PM To: MDT Comments - Project Subject: Comment on a Project or Study Submitted</p> <p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 03/01/2014 18:29:29 Project/Study Commenting On:Paradise Name: Robert Branson Email Address: robranson@bigsky.net</p> <p>Comment or Question: this is for the Paradise Valley Corridor Study - I am requesting that a turn-out lane be considered for the exits off of hwy 89 into the 2 Glastonbury subdivisions. , personally, have had experiences of very near accidents due to the current lack, and the number of residents there makes this an imperative concern - especially due to the out-of-state, and thus unfamiliar, drivers that use this hiway. Thanks, Robert Branson</p> <p>Reference Number = prjcomment_0933837890625</p>	<p>Thank you for your comments. They are included in our study records. Additional locations for turn lane evaluation(s) have been included in the report (see <b>Section 5.2.1</b>).</p>
3	03/07/2014 Shane Farnor	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Shane Farnor Sent: Friday, March 07, 2014 1:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>As a former resident of Gallatin County, I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. Currently, this stretch of highway is not as safe as it could be for wildlife and motorists. I know; I used to travel it often.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Shane Farnor 3076 63rd Ave SW Seattle, WA 98116-2708</p>	
4	03/07/2014  Marlene Harrell	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Marlene Harrell Sent: Friday, March 07, 2014 1:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>Sincerely,</p> <p>Ms. Marlene Harrell 196 Cedar Circle Saint Marie, MT 59231 (406) 524-3721</p>	
5	03/07/2014 Keith Adams	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Keith Adams Sent: Friday, March 07, 2014 1:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term. It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely, Mr. Keith Adams 351 Majestic View Dr Manhattan, MT 59741-8495</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
6	03/07/2014 Lee Conway	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Lee Conway Sent: Friday, March 07, 2014 1:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the</p>



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		<p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Lee Conway 125 1/2 S 4th St E # A Missoula, MT 59801-2727</p>	<p>report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
7	03/07/2014 Eugene Kiedrowski	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Eugene Kiedrowski Sent: Friday, March 07, 2014 1:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Eugene Kiedrowski PO Box 261 Emigrant, MT 59027-0261 (406) 223-3673</p>	
8	03/07/2014 Dick Forehand	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Dick Forehand Sent: Friday, March 07, 2014 1:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Dick Forehand PO Box 1107 20 S. Broadway Ave. Red Lodge, MT 59068-1107 (496) 446-1346</p>	
9	03/07/2014 Jillian Fiedor	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Jillian Fiedor Sent: Friday, March 07, 2014 1:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		Miss Jillian Fiedor 1312 4th St W Billings, MT 59101-5908	
10	03/07/2014  Jane Timmerman	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Jane Timmerman Sent: Friday, March 07, 2014 1:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Jane Timmerman 186 Rosewood Dr Apt A Kalispell, MT 59901-3482 (406) 257-2729</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
11	03/07/2014  Wm. Schultz	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Wm Schultz Sent: Friday, March 07, 2014 1:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the</p>



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		<p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Wm Schultz 339 4th St W Whitefish, MT 59937-3028</p>	<p>report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
12	03/07/2014  Andrea Silverman	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Andrea Silverman Sent: Friday, March 07, 2014 1:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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13	03/07/2014 Robert Miller	<p>From: National Parks Conservation Association [mailto:npsca@npsca.org] On Behalf Of Robert R. Miller Sent: Friday, March 07, 2014 1:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Robert R. Miller 349 Westchester Sq S Billings, MT 59105-1627</p>	
14	03/07/2014 Andy Morgan	<p>From: National Parks Conservation Association [mailto:npsca@npsca.org] On Behalf Of Andy Morgan Sent: Friday, March 07, 2014 1:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely, Mr. Andy Morgan 3636 Kingsbury Pl Missoula, MT 59808-5248</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
15	03/07/2014 Pete Rorvik	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Pete Rorvik Sent: Friday, March 07, 2014 1:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Pete Rorvik 24 Main St SW Ronan, MT 59864-2701</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
16	03/07/2014 George Ulrrch	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of George Ulrrch Sent: Friday, March 07, 2014 2:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>I have seen wild life bridges and tunnels in other states !!!!!!!!!!!</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. George Ulrrch PO Box 2821 Browning, MT 59417-2821</p>	
17	03/07/2014 Donna Gleaves	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Donna Gleaves Sent: Friday, March 07, 2014 2:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Donna Gleaves 1226 Wildflower Trl Livingston, MT 59047-8981 (406) 223-9588</p>	
18	03/07/2014 Bart Melton	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Bart Melton Sent: Friday, March 07, 2014 2:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Bart Melton 3001 Westridge Dr Bozeman, MT 59715-6166 (301) 498-7232</p>	
19	03/07/2014  Janet Flury	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Janet Flury Sent: Friday, March 07, 2014 2:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely, Mrs. Janet Flury 902 Apgar Vw Columbia Falls, MT 59912-9473 (815) 475-9991</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
20	03/07/2014 Richard Glacken	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Richard Glacken Sent: Friday, March 07, 2014 2:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Richard Glacken PO Box 246 Trego, MT 59934-0246 (406) 882-4062</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
21	03/07/2014 Toni Semple	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Toni Semple Sent: Friday, March 07, 2014 2:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Toni Semple 13 Cokedale Spur Livingston, MT 59047-8902</p>	
22	03/07/2014  Tony Motto	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Tony Motto Sent: Friday, March 07, 2014 2:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>)</p>



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		<p>wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Tony Motto 10 Chieftan Ct Livingston, MT 59047-8841</p>	
23	03/07/2014  Linda Cacopardo	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Linda Cacopardo Sent: Friday, March 07, 2014 2:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Linda Cacopardo PO Box 708 Lame Deer, MT 59043-0708 (406) 477-7187</p>	
24	<p>03/07/2014</p> <p>Maurene Janke</p>	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Maurene Janke Sent: Friday, March 07, 2014 3:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Maurene Janke 415 N 17th Ave Bozeman, MT 59715-3109</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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25	03/07/2014 Ralph Guay	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Ralph Guay Sent: Friday, March 07, 2014 3:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Ralph Guay 429 S Sanders St Helena, MT 59601-5216 (406) 431-0615</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
26	03/07/2014 Val Colenso	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Val Colenso Sent: Friday, March 07, 2014 3:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Val Colenso 107 Dudley Street East Helena, MT 59635-0791</p>	
27	03/07/2014 Doug Hammill	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Doug Hammill Sent: Friday, March 07, 2014 3:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Dr. Doug Hammill PO Box 1494 Eureka, MT 59917-1494</p>	
28	03/07/2014  Liz Moran	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Liz Moran Sent: Friday, March 07, 2014 3:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I'm sad to admit that both my husband and I have been in collisions with wildlife on the street of US Highway 89 between Livingston and Gardiner in Montana. We hit an elk and a deer; the animals were badly injured and our cars were totaled. One early morning leaving the Mill Creek Forest Service Cabin north of Gardiner, we swerved through a herd of elk crossing the road and but by the grace of God - and his driving - avoided collision.</p> <p>I am certainly concerned about the safety of Yellowstone visitors and residents on this stretch of road. But I'm also deeply concerned about the safe crossing for wildlife in this critical habitat around the national park.</p> <p>I understand other cities and regions have made accommodations for wildlife crossing dangers roads; please consider researching what could be done on 89.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Liz Moran 214 Jim St Billings, MT 59101-9728</p>	
29	03/07/2014 Ann King	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Ann King Sent: Friday, March 07, 2014 3:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		Mrs. Ann King PO Box 156 Busby, MT 59016-0156 (406) 592-3529	
30	03/07/2014  Judy Moore	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Judy Moore Sent: Friday, March 07, 2014 4:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Judy Moore 352 Brayton Way Florence, MT 59833-6851 (406) 370-8457</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
31	03/07/2014  Bill Baum	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Bill Baum Sent: Friday, March 07, 2014 4:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle</p>



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		<p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Bill Baum PO Box 5414 Kalispell, MT 59903-5414</p>	<p>collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
32	03/07/2014  Joan Daniels	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Joan Daniels Sent: Friday, March 07, 2014 4:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Joan Daniels 192 Grey Eagle Rd Stevensville, MT 59870-6462 (406) 218-8536</p>	
33	03/07/2014 Marlene Miller	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Marlene Miller Sent: Friday, March 07, 2014 4:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Marlene Miller PO Box 4017 Butte, MT 59702-4017</p>	
34	03/07/2014 Joel Vignere	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Joel Vignere Sent: Friday, March 07, 2014 4:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Joel Vignere</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		PO Box 194 Lakeside, MT 59922-0194 (406) 844-3479	
35	03/07/2014  Judith Miller	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Judith Miller Sent: Friday, March 07, 2014 5:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>I myself have collided with a mule deer on this very highway. The poor creature jumped the rail from the ditch to the paving into the path of my car.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Judith Miller 21 Pinto Ranch Ln Livingston, MT 59047-8605</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
36	03/07/2014  V Kent	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of V Kent Sent: Friday, March 07, 2014 5:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the</p>



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		<p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. V Kent PO Box 5224 Helena, MT 59604-5224 (406) 449-2624</p>	<p>report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
37	03/07/2014 Julie Gandulla	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Julie Gandulla Sent: Friday, March 07, 2014 5:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Julie Gandulla 418 S 15th Ave Bozeman, MT 59715-4138</p>	
38	03/07/2014 Melissa Hinz	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Melissa Hinz Sent: Friday, March 07, 2014 5:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Melissa Hinz 1953 Golf Course Rd Bayside, CA 95524-9022 (406) 360-3839</p>	
39	03/07/2014 Evelyn Drews	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Evelyn Drews Sent: Friday, March 07, 2014 6:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		Ms. Evelyn Drews PO Box 147 East Glacier Park, MT 59434-0147	
40	03/07/2014 Rachel Klempel	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Rachel Klempel Sent: Friday, March 07, 2014 6:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Rachel Klempel 303 Coverdell Rd Bigfork, MT 59911-6118</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
41	03/07/2014 Pamela Baillio	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Pamela Baillio Sent: Friday, March 07, 2014 6:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3</b>).</p>



ID	Date and Name	Comment	Response
		<p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Pamela Baillio PO Box 161410 Big Sky, MT 59716-1410 (406) 995-2885</p>	and 5.5).
42	03/07/2014 Constance Fiske	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Constance Fiske Sent: Friday, March 07, 2014 6:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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43	03/07/2014 Kathryn Jensen	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Kathryn Jensen Sent: Friday, March 07, 2014 6:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Kathryn Jensen 22 Appleway Dr Apt 14 Kalispell, MT 59901-1603 (608) 772-1534</p>	
44	03/07/2014  Magoo Shoulderblade	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Magoo Shoulderblade Sent: Friday, March 07, 2014 6:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		Ms. Magoo Shoulderblade General Delivery Lame Deer, MT 59043-9999 (406) 477-3991	
45	03/07/2014 H Mcfadden	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of H Mcfadden Sent: Friday, March 07, 2014 7:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. H Mcfadden 1418 Cherry Dr Bozeman, MT 59715-5925 (406) 599-6669</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
46	03/07/2014 D.J. Burgard	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of D. J. Burgard Sent: Friday, March 07, 2014 7:12 PM To: Ludlow, Sheila</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle</p>



ID	Date and Name	Comment	Response
		<p>Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. D. J. Burgard PO Box 2017 Columbia Falls, MT 59912-2017</p>	<p>collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
47	03/07/2014  Susan Ruiz	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Susan Ruiz</p> <p>Sent: Friday, March 07, 2014 7:42 PM</p> <p>To: Ludlow, Sheila</p> <p>Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Susan Ruiz 280 Idaho Hill Rd Marion, MT 59925-9813</p>	
48	03/07/2014 Laulette Hansen	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Laulette Hansen Sent: Friday, March 07, 2014 7:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Dr. Laulette Hansen 127 S Easy St Missoula, MT 59802-5485 (406) 543-3554</p>	
49	03/07/2014 David Fears	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of David Fears Sent: Friday, March 07, 2014 8:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		Mr. David Fears 730 Lewis Ave Billings, MT 59101-5842 (619) 621-9271	
50	03/07/2014 Dan Goehring	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Dan Goehring Sent: Friday, March 07, 2014 8:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Dan Goehring 725 Wolf Creek Dr Bigfork, MT 59911-6430 (406) 837-1171</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
51	03/07/2014 Harlan Mumma	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Harlan Mumma Sent: Friday, March 07, 2014 8:42 PM To: Ludlow, Sheila</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle</p>



ID	Date and Name	Comment	Response
		<p>Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Harlan Mumma 224 Pine Woods Ct Whitefish, MT 59937-8517 (406) 862-8718</p>	<p>collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
52	<p>03/07/2014</p> <p>Jean Mc Allister</p>	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Jean Mc Allister</p> <p>Sent: Friday, March 07, 2014 8:42 PM</p> <p>To: Ludlow, Sheila</p> <p>Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Jean Mc Allister 3840 Rimrock Rd Apt 1207 Billings, MT 59102-0124 (248) 626-5324</p>	
53	03/07/2014  Norman Bishop	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Norman Bishop Sent: Friday, March 07, 2014 8:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>As a retiree from the National Park Service who served in Yellowstone from 1980 to 1997, and who returns for visits frequently, I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. Both I and my wife have had collisions with deer there. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Norman Bishop 4898 Itana Cir Bozeman, MT 59715-9391 (406) 582-0597</p>	
54	03/07/2014  Larry Carter	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Larry Carter Sent: Friday, March 07, 2014 9:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Larry Carter PO Box 56 Fairfield, MT 59436-0056</p>	
55	03/07/2014 Peg Dollinger	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Peg Dollinger Sent: Friday, March 07, 2014 10:43 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Peg Dollinger 151 Glacier Big Sky, MT 59716 (406) 995-3636</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
56	03/07/2014 April Roby	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of April Roby Sent: Friday, March 07, 2014 10:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 7, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. April Roby 414 Sweetgrass Ct Great Falls, MT 59405-1326</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
57	03/08/2014 Rhiannon Blanchard	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Rhiannon Blanchard Sent: Saturday, March 08, 2014 1:13 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Rhiannon Blanchard PO Box 615 Hot Springs, MT 59845-0615</p>	
58	03/08/2014  Monica Kelly Wright	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Monica Kelly Wright Sent: Saturday, March 08, 2014 12:13 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Monica Kelly Wright 33098 Orchard Dr Bigfork, MT 59911-8472</p>	
59	03/08/2014 Dee Hellings	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Dee Hellings Sent: Saturday, March 08, 2014 1:43 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Dee Hellings 6955 Bristol Ln Bozeman, MT 59715-9506</p>	
60	03/08/2014  Billy Angus	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Billy Angus Sent: Saturday, March 08, 2014 2:13 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Billy Angus 604 N 2nd St Hamilton, MT 59840-2108</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
61	03/08/2014 James Sweaney	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of James Sweaney Sent: Saturday, March 08, 2014 2:13 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. James Sweaney PO Box 613 Gardiner, MT 59030-0613</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
62	03/08/2014 Clinton Sennett	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Clinton Sennett Sent: Saturday, March 08, 2014 5:37 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Clinton Sennett 1430 Joyland Road Lewistown, MT 59457</p>	
63	03/08/2014 Gail Richardson	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Gail Richardson Sent: Saturday, March 08, 2014 8:08 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>My husband, John, and I support projects to reduce the horrific waste of our precious wildlife by vehicles often driven at high speeds on Hwy 89 north of Yellowstone. Of course, these crashes sometimes injure people as well and cause lots of damage to vehicles. This stretch of road is the gateway to Yellowstone National Park and</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>should be safe for park visitors, local residents, and wildlife. We ask that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>MTDOT should be at the forefront of helping to prevent wildlife collisions and protecting the public. Please do your best to be proactive in this regard.</p> <p>Thank you for listening.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Gail Richardson 5263 Cimmeron Dr Bozeman, MT 59715-8756 (406) 585-7206</p>	
64	03/08/2014  Philip Naro	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Philip Naro Sent: Saturday, March 08, 2014 8:08 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Philip Naro 21 Crescent Point Rd Bozeman, MT 59715-2120 (406) 595-6663</p>	
65	03/08/2014  George Seielstad	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of George Seielstad Sent: Saturday, March 08, 2014 8:41 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		Mr. George Seielstad 7400 Rosewood Ct Missoula, MT 59808-9331 (406) 493-0761	
66	03/08/2014  Jeanette Copeland	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Jeanette Copeland Sent: Saturday, March 08, 2014 9:11 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Jeanette Copeland 1832 Montana St Missoula, MT 59801-1404</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
67	03/08/2014  Norm Denton	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Norm Denton Sent: Saturday, March 08, 2014 9:15 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the</p>



ID	Date and Name	Comment	Response
		<p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Norm Denton 210 S Electric Street West Yellowstone, MT 59758 (206) 660-2098</p>	<p>report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
68	03/08/2014 Cat Maxwell	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Cat Maxwell Sent: Saturday, March 08, 2014 10:42 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Cat Maxwell 871 Bighorn Ln Stevensville, MT 59870-6319</p>	
69	03/08/2014 Nike Stevens	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Nike Stevens Sent: Saturday, March 08, 2014 10:44 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I drive U.S Highway 89 to Yellowstone and have experienced high numbers of wildlife on the highway especially around this time of the year. We narrowly averted one collision with a deer despite slowing down and being careful. Hard to look all directions at once. I would recomend increasing signing and using flashing lights that turn on when animals are near the highway. A reduction in the speed limit north of Yellowstone would also benefit humans and wildlife especially at night.</p> <p>Please evaluate all methods available and work to reduce wildlife-vehicle collisions on US 89.</p> <p>I urge you to: 1. Assure that future projects on US 89 include technologies to reduce wildlife-</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>vehicle collisions. 2. Conduct a study to determine the worst areas for collisions so that efforts to reduce the hazard can be located where they will be most productive.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Dr. Nike Stevens 15300 Horse Creek Rd Bozeman, MT 59715-9630 (406) 686-4283</p>	
70	03/08/2014 Wm Schultz	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Wm Schultz Sent: Saturday, March 08, 2014 1:40 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		Mr. Wm Schultz 339 4th St W Whitefish, MT 59937-3028	
71	03/08/2014 Toddy Perryman	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Toddy Perryman Sent: Saturday, March 08, 2014 12:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Toddy Perryman 1525 Silver Sage Ln Corvallis, MT 59828-9573</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
72	03/08/2014 Susan Sharp	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Susan Sharp Sent: Saturday, March 08, 2014 12:13 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3</b>).</p>



ID	Date and Name	Comment	Response
		<p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>Please do what is needed to evaluate and improve US Highway 89 to minimize the collision potential between motorists and animals. This road is an important approach to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife.</p> <p>Please implement the technology needed to reduce vehicle / wildlife collisions and improve those sections that are prime collision areas. Perhaps you could even consider building some animal bridges like the one that has been built along Hwy 93 South on the Flathead Indian Reservation. I have read that it has been very successful in minimizing animal / vehicle encounters.</p> <p>Thank you.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Susan Sharp 2859 Whitefish Stage Kalispell, MT 59901-6764</p>	and 5.5).
73	03/08/2014 Lilyana Snoguy	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Lilyana Snoguy Sent: Saturday, March 08, 2014 3:11 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p>	Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b> ).



ID	Date and Name	Comment	Response
		<p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Lilyana Srnoguy 2124 N Rouse Ave Tlr 10 Bozeman, MT 59715-2247</p>	
74	03/08/2014 Mike O'Connell	<p>From: National Parks Conservation Association [mailto:npsca@npsca.org] On Behalf Of Mike O'Connell Sent: Saturday, March 08, 2014 3:11 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Mike O'Connell PO Box 6368 Bozeman, MT 59771-6368</p>	
75	03/08/2014 Terri Shaw	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Terri Shaw Sent: Saturday, March 08, 2014 4:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Terri Shaw 315 W Broadway St</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		Butte, MT 59701-9126 (406) 299-2753	
76	03/08/2014 Dan Sullivan	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Dan Sullivan Sent: Saturday, March 08, 2014 4:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Dan Sullivan 611 W Callender St Livingston, MT 59047-2523</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
77	03/08/2014 Carole Parker	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Carole Parker Sent: Saturday, March 08, 2014 6:11 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>PERHAPS ADDITIONAL POLICE PRESENCE ALONG THIS ROUTE COULD BE INCREASED TO REGULATE SPEEDING VEHICLES -- I HAVE NEVER, EVER VIEWED A POLICE VEHICLE ALONG THIS CORRIDOR -- SPEED LIMITS SHOULD BE REDUCED -- WHY HURRY TO KILL? A FEW SOLAR LIGHTS COULD BE PLACED IN THE 'BAD' AREAS -- LIGHT SENSITIVE HIGH STREET LAMPS. FLASHING YELLOW OR RED LIGHTS. OR, BETTER YET -- STOP TRAFFIC WITH THE EXCEPTION OF HOMEOWNERS AT NIGHT.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Carole Parker PO Box 102 Townsend, MT 59644-0102 (406) 438-2507</p>	<p>Statutory and special speed zones are posted in accordance with adopted Montana Transportation Commission resolutions (see <b>Section 3.2.12</b>).</p>
78	03/08/2014 Eric Drissell	<p>From: National Parks Conservation Association [mailto:nPCA@nPCA.org] On Behalf Of Eric Drissell Sent: Saturday, March 08, 2014 8:12 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Eric Drissell PO Box 161910 Big Sky, MT 59716-1910</p>	
79	03/08/2014 Peter Reum	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Peter Reum Sent: Saturday, March 08, 2014 8:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Peter Reum 431 Custer Ave Billings, MT 59101-2838 (406) 702-1662</p>	
80	03/08/2014  Richard Faltonson	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Richard Faltonson Sent: Saturday, March 08, 2014 10:42 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 8, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Richard Faltonson 41 Midnight Canyon Rd Nye, MT 59061-8030 (406) 328-6459</p>	
81	03/09/2014 Paul Okerberg	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Paul Okerberg Sent: Sunday, March 09, 2014 11:14 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 9, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Paul Okerberg 145 Ridge Run Dr Whitefish, MT 59937-8607</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		(406) 250-6245	
82	03/09/2014 Ruth Grindinger	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Ruth Grindinger Sent: Sunday, March 09, 2014 12:44 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 9, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>I travel this corridor every day. What about a passage under the road way for animals? Shouldn't this be studied?</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Ruth Grindinger 48 Yellowstone Trl Livingston, MT 59047-8727 (406) 220-0665</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
83	03/09/2014 Linda Pierce	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Linda Pierce Sent: Sunday, March 09, 2014 2:44 PM To: Ludlow, Sheila</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle</p>



ID	Date and Name	Comment	Response
		<p>Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 9, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Linda Pierce 48 Hitching Post Rd Bozeman, MT 59715-9241 (406) 522-5496</p>	<p>collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
84	<p>03/09/2014</p> <p>Deborah Busch</p>	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Deborah Busch</p> <p>Sent: Sunday, March 09, 2014 6:14 PM</p> <p>To: Ludlow, Sheila</p> <p>Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 9, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Deborah Busch 1909 Missoula Ave Missoula, MT 59802-3543 (406) 721-2597</p>	
85	03/09/2014  Lisa Stanton	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Lisa Stanton Sent: Sunday, March 09, 2014 3:13 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 9, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Lisa Stanton PO Box 186 Kila, MT 59920-0186 (406) 844-0258</p>	
86	03/09/2014 Anne Milllbrooke	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Anne Milllbrooke Sent: Sunday, March 09, 2014 4:44 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 9, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>Sincerely,</p> <p>Ms. Anne Millbrooke 3410 Golden Valley Dr Bozeman, MT 59718-1915</p>	
87	03/10/2014 Mark Robertson	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Mark Robertson Sent: Monday, March 10, 2014 6:29 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 10, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Mark Robertson PO Box 1937 Red Lodge, MT 59068-1937</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
88	03/10/2013 Joe Gross	<p>Sheila Sudlow Mgt. Statewide Urban Planning Project Manager P.O. Box 201009 Helena, MT 59629-1009</p> <p>Gardiner, Mont Paradise Valley Corridor Planning Study between Livingston &amp; Gardiner.</p> <p>Coming from Livingston to Gardiner on the edge of Livingston, sign shows what roads are open in Yellowstone Park. There should be a sign put up, how far to the next Restroom. Starting at DeQuay to Mallards Rest MP-47 to 41, should be pull out &amp; I could see a 4-way, with the fisherman's School Buses, Causes back up &amp; slow traffic.</p> <p>MP 34 to 33 Fishing access out of Emigrant a by pass. Coming over the hill &amp; meeting cars fish &amp; some suppose to work on that fishing access this summer.</p> <p>MP-28 to 27 Dry Creek Area a by Pass</p> <p>MP-24 to 23 Restroom Area, needs a by pass bad, Can't see it until year on it.</p> <p>MP 18-17 Coming onto Tom Miner before going into Yankee Jim Canyon should have a pull of Ramp, for slow traffic, Coming from Yankee Jim Canyon to Gardiner, Not much</p> <p>RECEIVED MAR 07 2014 TRANSPORTATION PLANNING</p>	<p>Thank you for your comments. They are included in our study records.</p>



ID	Date and Name	Comment	Response
		<p>Areas where you can pass - &amp; if you meet an oncoming car, you can't pass, so cars converge into Gardiner maybe 20-30+ each more cars in a line coming into town &amp; and arrive at the Gardiner Yellowstone Park Ranger station, then you get a back up a mile long - better beyond the back of Ranger station. Can't check them in fact enough.</p> <p>&amp; about a by pass, say between mp. 2-41 going into the Gardiner Air port &amp; the Green Bores, shouldn't be no problem.</p> <p>Deer &amp; Elb. on the road all over, I could see a underpass around MP- 27.</p> <p>Elb. &amp; Over pass between MP-17 &amp; 18 Elb. coming from the River or going to the River from some mountain Ranch.</p> <p>My views &amp; opinion.</p> <p>Jeff Ebert</p> <p>Sincerely, Joseph Cross Box 225 Gardiner MT 59030</p>	<p>Thank you for your comments. They are included in our study records.</p>



ID	Date and Name	Comment	Response
		<p><i>Just a note</i> </p> <p><i>I will mail some letters &amp; info for the Gardiner Saturday projects like this week that I &amp; the Community don't agree with the National Park Road proposal it's a Yellowstone Association Road. &amp;</i></p> <p><i>Everybody knows it &amp; don't pay my taxes for the Bays info.</i></p> 	<p>Thank you for your comments. They are included in our study records.</p>



ID	Date and Name	Comment	Response
		<p style="text-align: right;">Gardiner mt 3-6-14</p> <p>Ms. Sudlow,</p> <p>I like mentioned when I mailed my Paradise Valley Corridor planning study between Livingston Montana &amp; Gardiner Montana that I would mail copies from Little on the Gardiner Gateway Road project into Yellowstone National Park there at Gardiner.</p> <p>Letter dated February 12, 2014 from the National Park Service, doesn't say much except Double talk. Only about meetings held at the Yellowstone Association, 85 percent employed by the Association, doesn't say why they didn't show my map when the Gals said was a letter box was time to close doors for the evening meetings at the school. I did ask, who do we talk about the Gard Extram Road. Answer was not on the property tonight meetings at the Community Center, meeting is over now. Can a person have to get Rude? Both Chamber &amp; Council meetings cancelled since we got the letter. I wonder. Help for the Bap info</p> <p style="text-align: right;">Joseph Thors</p>	<p>Thank you for your comments. They are included in our study records.</p>

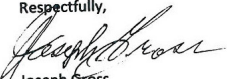


ID	Date and Name	Comment	Response
		<p>January 30, 2013</p> <p>Joseph Gross Gardiner, MT</p> <p>All concerned,</p> <p>Gardiner Gateway Project Update within Park County, MT posted January 23, 2013. Comments to the directed to the Park County Clerk &amp; Recorder.</p> <p>My proposal Map &amp; Write-up has never been shown to the public, even after it was put up for view to some folks attending the meeting. All we got from the two attending on the panel was the road into the park from Third Street. Even when a couple of gals, said that the map &amp; picture shown on the other proposal is a lot better plan, One member on the panel said that was for discussion next time, it was time to close down for the evening. It has never been shown, always an excuse—not on the program tonight.</p> <p>January 19, 2012:</p> <p>Meeting in Livingston staff from the National Park Service, Chamber of Commerce, Greater Gardiner Community Council, State Highway Department, &amp; others, about 50 people in all. Gardiner Chamber President is also the Director of Sales &amp; Marketing for the Yellowstone Association*President, Gardiner Community Council past president, Gardiner Chamber of Commerce. Most all on the committees same bunch, different titles, there are a few on the Community ?ouncil, <del>not</del> Chamber member. Not all people had a chance to speak or didn't feel like speaking, I did speak for a few minutes &amp; told them after looking the crew over, made me feel like I come in with Lewis and Clark Expedition because nobody knew anything about the early fifties, what we done in the Park because none were old enough to remember maybe born say '51 or '52. Except a couple visitors how we had to make some changes at the Paint Pots in the Park for the tourist, and run all of the raw sewage from Mammoth to the Lagoon in Gardiner &amp; repair black top part of Park Street, 10 feet from side walk to main Park road, before Centennial year. One from the Park Service personnel spoke up and said we have spoken about this before &amp; costs to much money. But failed to mention why my Road Proposal cost more money. My plan comes straight in off the Yellowstone River Bridge on Second Street into the Park and say 150 feet into the Park. Would be a bathroom &amp; a small museum. Arriving on Park Street you could go right into the Park via the Arch or go straight since 80-85 percent of people don't stop at the Arch. From Second Street into the Park &amp; road connecting from the Arch, could also use the bathroom and from there to the Ranger Station would be a 2<del>nd</del> way into the Park and only one way out from Ranger Station to Second Street and no cars going out through the Arch. One Local Elected Official spoke and said they should really find a better way</p>	<p>Thank you for your comments. They are included in our study records.</p>



ID	Date and Name	Comment	Response
		<p>into the Park on Third Street. This is a Yellowstone Association Proposal going into the Park from Third Street and the Arch and say within 300 feet you have 3 left hand turns. Also coming out on Third Street and not out of the Arch. Be a big Bottle Neck and Traffic Jam and will cause more cars to be backed up. New coming from the Ranger Station to the Arch and Third Street is a mile long. Yes cars backed up that far. With their plans, we will have cars in both directions over the Yellowstone River, as stated on June 15, 2012. Bozeman Daily Chronicle which was stretched some, they haven't gone that far coming into town headed for the Park. But I have seen them going out of town over the Yellowstone River, &amp; have pictures of it. The more chaos <i>Klash</i> to register people going into the Park, the more back up and may go beyond Food Farm and the Bank building.</p> <p>The meeting in Livingston I mentioned 7 or 8 years ago we had tried for a Resort Tax &amp; failed, &amp; were going to use the money for a bathroom, <i>new part</i> at the Yellowstone Association, Third Street Parking space, and I was informed it was private property. What land in Gardiner isn't? Except what I had proposed which is every bodies land &amp; Park Service the steward, we could build it so you can shut it down say first of November &amp; open say April or May. Paradise Gallery on Park Street is for sale for \$3,50,000 cheap and no place to park. I bet you \$100.00 if you build the bathroom on my plan will remove the bottle neck and traffic jam at <i>MARSH</i>. Really a safety hazard. Use my plan, everybody is talking bathrooms here is your plan and tour busses can stop. My plan and there is call for new sidewalk on Park Street. So you can have parking on both sides, <i>my</i> plan also calls for moving the fence back say 20 or 30 feet and level thee ground for RV parking &amp; new lights in the area, The community and I sure don't support the plan, it's <i>NOT</i> National Park Service, its Yellowstone Association, making them self-drive in, because there businesses comes from across the street by the Arch and goes up to Third Street and aren't afraid to ask for money and really half the property they own. Don't pay any taxes and what they pay is half from what they should be paying. And paid \$173,000 for advertising displays at the Bozeman Airport couple months ago and don't pay really nothing for Park County coffers, figures don't add up, all for them, and nothing for you. Theirs is all tax free. Maybe I should have a couple Bird dogs checking on them. What Border they get their money from. They don't work for the community, they are in business for themselves &amp; run competition with fellow down the street people working, call them not good neighbors, people working, but wrong business.</p> <p>When I put the picture and write up in the Gardiner Chamber newsletter this summer. How the road was coming into Gardiner with trees on both sides of the street. No sidewalks and say from the Food Farm on up New Road to be built with couple bridges on either side &amp; cost &amp; to take the best land for a road—decide to stay on Route, remove the trees and take some property and widen then the street with road and sidewalk and widen the Bridge for walkways. Yes I was a Chamber of Commerce President at the time and now called the Unofficial Elected</p>	<p>Thank you for your comments. They are included in our study records.</p>



ID	Date and Name	Comment	Response
		<p>Mayor or better known as the "trouble-maker." This is only part 1—Wait 'til you hear the Rest of the Story, went Mammoth and Silver Gate and Cooke City will all use the Corwin Springs. <sup>RIVER</sup> <i>CROSSING</i></p> <p>Somebody did ask how old I was at a meeting, I told them I was 93. Said lie a little don't you, told him after attending all these Road &amp; Buffalo Meetings I figured I was getting pretty good at it.</p> <p>So many <del>Red Flags</del> Red Flags last couple years in town, let's not build a dead trap. We could shut down all up-town and school, no business open.</p> <p>So many questions need answers, I have pictures, ask. (Sizes 4x6, 11x18.)</p> <p><i>X I know got them</i></p> <p>Respectfully,              Joseph Gross            Gardiner, MT</p>	<p>Thank you for your comments. They are included in our study records.</p>



ID	Date and Name	Comment	Response
		<p><b>Alternate plan for Gateway Project</b>  Editor: <i>LIVINGSTON ENTERPRISE 6-17-13</i></p> <p>In April, the Park County Commissioners were updated on the project known as the "Gardiner Gateway Project," a project to change the entry road to Yellowstone through Gardiner.</p> <p>I have proposed an alternate plan, but it has never been shown to the public, even after it was put up for view to some folks attending the April meeting. All we got from two of the people from the Park Service attending the meeting was a preference for using the road into the Park from Third Street. Even when a couple of gals said that the map and picture on my proposal was a better plan, one Park Service member on the panel said that was for discussion "next time." That's not much of an excuse.</p> <p>I, and the community, sure don't support the Third Street entrance into Yellowstone Park. For one thing, in a span of 300 feet on that plan, you have three left-hand turns — a real bottleneck!</p> <p>My plan comes straight off the Yellowstone River Bridge on Second Street into the Park, and meets the road coming from the Roosevelt Arch. Arriving on Park Street, you could also go right into the Park via the Arch. You would have a two-way road into the Park from Second, connecting with the Arch road from there to the Ranger Station and from there a two-way into the Park. Useful, since 80-85 percent of the cars don't stop at the Arch now.</p> <p>The way it is now, the road from the Ranger station to Third Street is a mile long, and cars and buses wait in line 25-35 minutes to get through the Ranger station gate and arrive at Mammoth. The restroom area parking lot is full of cars and buses, so visitors may take another 15-30 minutes to get to a bathroom — one lady from England said recently she'd "gladly pay \$200" for the use of a bathroom!</p> <p>There's also a complaint that the Arch is too narrow, and sometimes they wait up to 30 minutes for RVs to navigate through the sharp curve. My plan is to use Second Street as a way coming out, which takes care of the narrow curve through the Arch.</p> <p>We have as many tourists in one day now as we had in a week a few years ago.</p> <p>My plan calls for a bathroom between Park Street and Arch Park road, say about 100-150 feet into the area, lots of room for buses, RVs and cars to park and use the bathrooms. I bet anybody \$100 it would clear the traffic and bathroom-jam at Mammoth.</p> <p>We do agree on making more room on Park Street, with parking, sidewalks, and lights. My plan also calls for moving the fence back 20-30 feet, and level the area for RV parking. Yes, you could also put up a boardwalk from Third Street across, and meet the "Welcome" sign to Yellowstone Park. Make a walkway around the Arch, maybe a tree or two, and a couple of picnic tables.</p> <p>In June, 2012, Gov. Brian Schweitzer stood underneath the historic Roosevelt Arch in Gardiner, and signed a "Memorandum of Understanding" with the Park Superintendent, and representatives from Park County and Gardiner community groups. The "Memorandum" was for the development of a good road system at the gateway, but they still haven't finalized a workable plan.</p> <p>This is a "wake-up call." If we are building a road into Yellowstone National Park for years and generations to come and use county, state and federal money for the road, let's build it so people can use it and not a road that's obsolete before it's built. Not a special drive-in for private business as their current preferred plan seems to be.</p> <p>I will be glad to talk with anyone — facts are facts and not fiction. If anyone needs pictures to see how it would work and where cars can park, I have them too — in two sizes.</p> <p>The Gardiner Gateway Project needs to have more thinking put into it, and those who are making the decisions need to be more open-minded.</p> <p style="text-align: right;"><i>Joseph Gross Gardiner</i></p>	<p>Thank you for your comments. They are included in our study records.</p>



ID	Date and Name	Comment	Response
		<p><b>Better options exist for new Gardiner entrance to YNP</b></p> <p>I sure don't support the Third Street entrance into the Yellowstone National Park. Say within 300 feet you have three left hand turns, a bottleneck.</p> <p>My plan comes straight in off the Yellowstone River Bridge on Second Street into the park. Arriving on Park Street, you could go right into the park via the Arch. From there to the Ranger Station would be a two-way into the park. And only one way out from the Ranger Station to Second Street, and no cars going out through the Arch. One local elected official spoke and said they should really find a better way into the park, than on Third Street. This is really a National Park road project. My proposal calls for a road built for years and generations to come.</p> <p>Now coming from the Ranger Station to the Arch and Third Street is a mile long. Yes, cars backed up that far, trying to enter the park and people trying to find a bathroom, and you finally get through the Ranger Station 25-35 minutes later and arrive at Mammoth, and the restroom area parking lot is full of cars and busses. So another 15-30 minutes later, you may use the bathroom.</p> <p>Working with tourists for years, bathrooms are a main problem. Also a complaint that Arch is too narrow and they had to wait 30 minutes with his RV to come out of sharp curve. My plan is to use Second Street out and only one way in takes care of the curve and traffic. We have as many tourists in one day now what we had in a week a few years ago.</p> <p><i>BOZEMAN CHRONICLE</i> APRIL 13-13 Joseph Gross Gardiner</p> <p><i>BLISS SUN- AUG. 11-2013</i> <b>Gardiner roads raise many concerns</b></p> <p>A local paper on July 25 mentioned that rangers working in the (north) gate kiosk couldn't collect entrance fees fast enough and traffic backed up through Gardiner turning the bridge across the Yellowstone River into a parking lot. This is an old bridge built in 1934 and was updated in the middle part of 1970 with walkways put on both sides of the bridge. When you have gravel trucks, gasoline truck, buses and RVs besides your regular delivery trucks, trucks and cars, it is a lot of weight.</p> <p>What if the bridge breaks down?</p> <p>What if a large fire breaks out on the park side of the river? Fire trucks can't get there unless they go to Corwin Springs and back about 10 miles.</p> <p>The 10-inch water water line hooked on the bottom of the bridge deck supplies the school, all residents and businesses and the Xanterra laundry.</p> <p>I wouldn't touch that road for all the tea in China.</p> <p><b>Joseph Gross Gardiner</b></p> <p><i>9-9-13</i> <b>Gardiner gateway plan should be revised</b> <i>BILLINGS</i></p> <p>I am writing to express my concerns and opposition to proposed construction of a Third Street entrance in Gardiner into Yellowstone National Park.</p> <p>The current plan has three left-hand turns within 300 feet of roadway, which produces a significant traffic bottleneck. In addition, there is a right turn out, which further adds to traffic blockage potential.</p> <p>In an alternative I propose, an entrance would instead be constructed coming off of the roadway near the Yellowstone River bridge on Second Street and proceeding into the public park to meet the road connecting with the Roosevelt Arch.</p> <p>This plan would maintain a two-way roadway taking traffic into the public park from Second Street, and connecting with the Arch road. Outbound traffic would, therefore, come from the ranger station on Second Street, not via the Arch and would avoid the sharp curve in the roadway.</p> <p>Public restrooms in Gardiner must be constructed between Second Street and Arch Park Road, which would allow the welcome center to have ample parking.</p> <p>Under the current construction plan, having vehicles parked on the Yellowstone River bridge presents very serious safety concerns with the added weight of vehicles parked on the bridge.</p> <p>I challenge the Park County Commission to convene a meeting to allow this alternative road plan to be discussed. The perception of myself and many others is that a couple of Park Street businesses are swaying the plans for their benefit alone. I and many others wish to have input and a fair outcome where everyone may benefit and prosper.</p> <p><b>Joseph Gross Gardiner</b></p>	<p>Thank you for your comments. They are included in our study records.</p>




ID	Date and Name	Comment	Response
		<p style="text-align: right;">1-14-14 <i>Gardiner M</i></p> <p>Sally Jewell US Secretary Department of Interior 1849 C Street NW Washington, DC 20240</p> <p>Dear Ms. Sally Jewell,</p> <p>The Gardiner Gateway Project on a new road into Yellowstone National Park from Gardiner Montana beside the Roosevelt Arch into the Park.</p> <p>I am enclosing copies from my letters and the newspaper articles in various papers, sort of a recap and also under separate cover map around my proposal for the road bathrooms and say information center to be constructed and not build a road that's obsolete before it's constructed. By their own admission say cars are parked over the Yellowstone River Bridge, which divides the town and most of the town along Park Street on Yellowstone Park.</p> <p>The bridge was built in 1934 and in early 1970 we added on and made walk ways on both sides of the bridge on the South side underneath the bridge is a 10 inch waterline which supplies water for all uptown school residence, Xantera, Laundry which does all laundry for the hotels and cabin in Yellowstone Park. Also Northwestern Energy power line hooked underneath the bridge, supplies all electric to that side of town. Now we just put a 4 inch pipeline across that supplies cable for cell phones and internet.</p> <p>The bridge has all it can handle besides using it is parking lot. What if a gas truck is on it with 8-10 thousand gallons gas and should the bridge collapse. Be a big boom and maybe kill a bunch people. The <u>bridge is the LIFE LINE</u> for the communities of Silver Gate, Cooke City, Mammoth, and Yellowstone National Park. Should the bridge fail and no water would also shut down the Park, Hotel, and cabins. Old Faithful Inn could advertise, Yes we are open, <del>bring</del> <sup>you bring</sup> towels, sheets, and pillow cases, we furnish room water and blankie if needed, huh?</p> <p>This is a Yellowstone Association Project and we can't support it. So we got assistant Superintendent with the National Park Service and his wife is the Program Manager with the Yellowstone Association Institute. This works now really nice. The Gardiner Community is unincorporated and sort of run by the Park County Commissioners, which doesn't give us too much support. Like I said in one of my letters too many red flags and the Association and Park Service trying to build a death trap. Have a couple using a State and County Land for their own use and can't walk over it. Also buried a propane tank that shouldn't be, thus, yes Red flags all over the place and I and the community can't support it.</p>	<p>Thank you for your comments. They are included in our study records.</p>

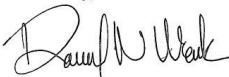


ID	Date and Name	Comment	Response
		<p>Yes, maybe, you can talk with Senator Baucus, he knows about the project and started his politics from Gardiner, Yellowstone River Bridge, where he ran for U.S. Representative in early 1970 and also when he ran for U.S. Senator and cut the ribbon when we had the walkways put on, also gave his support when we had 10-12 feet from sidewalk to the road blacktop and got rid of the mud holes on Park Street coming and going into the stores.</p> <p>We ask for your support and use our map and suggestions for the Gardiner Gateway Project. The Association is not the best for the community and if they build their road, the community may pay them property taxes under protest.</p> <p>All this for your information and another road map.</p> <p>I thank you.</p> <p>Sincerely,    Joseph Gross  PO Box 225  Gardiner, MT 59030</p>	<p>Thank you for your comments. They are included in our study records.</p>




ID	Date and Name	Comment	Response
		 <p>United States Department of the Interior NATIONAL PARK SERVICE PO Box 168 Yellowstone National Park Wyoming 82190</p> <p>IN REPLY REFER TO:</p> <p>L76(YELL)</p> <p>FEB 12 2014</p> <p>Mr. Joseph Gross P.O. Box 225 Gardiner, Montana 59030</p> <p>Dear Mr. Gross:</p> <p>Thank you for your continued efforts to better the community of Gardiner. United States Secretary of the Interior Sally Jewell shared your letter with my office regarding the North Entrance/Park Street Improvement Plan.</p> <p>On May 19, 2010, Yellowstone National Park sent a scoping letter to more than 320 individuals, organizations, federal and state agencies, affiliated Native American tribes, local governments, and local news organizations as well as posting scoping information on the park's website at <a href="http://www.nps.gov/yell">http://www.nps.gov/yell</a>. An open house meeting was held on June 8, 2010, at the Yellowstone Association Headquarters in Gardiner, Montana. During the 30-day scoping period, 52 public responses were received which included approximately 130 comments. A majority of respondents were in support of improvements for the North Entrance Station and Park Street area.</p> <p>On July 14, 2011, Yellowstone National Park released a 30-day review of the Environmental Assessment (EA) with several illustrations to enable readers to understand the potential impacts of the three alternatives evaluated in the EA. Written comments were accepted through the National Park Service Planning, Environment and Public Comment (PEPC) website at <a href="http://parkplanning.nps.gov/yell">http://parkplanning.nps.gov/yell</a>, in person or by mail. During this time the park held an open house on the EA on August 1, 2011, again at the Yellowstone Association Headquarters in Gardiner, Montana. During the 30-day review period, 78 public responses were received which included approximately 150 comments. After review and analysis of these responses, approval from the Intermountain Regional Director was sought. Your comments were insightful and aided in refining the preferred alternative. However, the addition of a new entrance road, parking lot and welcome center within the Gardiner Triangle was determined a significant adverse impact to the cultural and natural resources within the park. Therefore, the alternative was considered but rejected from further evaluation.</p> <p>The purpose and need of the North Entrance/Park Street EA is to improve traffic circulation and parking, manage congestion, improve storm water deficiencies and safety, and improve visitor experience while minimizing the impacts to the cultural and natural resources within the park. The project area encompasses the North Entrance Station, Park Street, Gardiner Transportation Center, and the Roosevelt Arch. An Environmental Assessment (EA) proposing three alternatives was released for public review and comment in July 2011.</p>	<p>Thank you for your comments. They are included in our study records.</p>



ID	Date and Name	Comment	Response
		<p>Among the highlights of the approved preferred alternative:</p> <ul style="list-style-type: none"> <li>• <i>A new entrance station complex will be built to better facilitate entry into the park.</i></li> <li>• <i>Expanded parking areas, crosswalks and walkways will be installed, protecting pedestrians, improving traffic circulation, and allowing better access to businesses along Park Street.</i></li> <li>• <i>Visitor traffic will continue to enter YNP through the historic Roosevelt Arch.</i></li> <li>• <i>The administrative road in front of the Gardiner Transportation Center will be moved to separate traffic from delivery vehicles and employee parking.</i></li> </ul> <p>A Finding of No Significant Impact (FONSI) allowing construction to begin on the Gardiner, Montana, North Entrance and associated Park Street infrastructure was signed by the National Park Service Intermountain Regional Director on October 13, 2011.</p> <p>Improvements are being planned in conjunction with Park County, Montana; Montana Department of Transportation; Gardiner Chamber of Commerce; Greater Gardiner Community Council; and Western Federal Lands Highways. Construction is anticipated to be completed in phases as funding becomes available to reduce impacts to the regional gateway communities including Gardiner, Montana. The state Highway 89 bridge which you have referenced spans the Yellowstone River outside the boundary of Yellowstone National Park and falls under the jurisdiction of the Montana Department of Transportation (MDT). As of November 2012, MDT rated the structure's sufficiency status as "Not Deficient." For additional information regarding the bridge please contact the Montana Department of Transportation. Additionally, Yellowstone National Park, in coordination with Park County, Montana Department of Transportation and Western Federal Lands Highways have methodically analyzed historic, existing and projected traffic numbers in order to anticipate and mitigate impacts as a result of the project.</p> <p>Copies of the EA and the FONSI, along with several maps that illustrate details of the improvements, are available on the National Park Service PEPC website at <a href="http://parkplanning.nps.gov/yell">http://parkplanning.nps.gov/yell</a>. Thank you again for your letter and interest in the North Entrance/Park Street Improvement Plan in Yellowstone National Park.</p> <p>Sincerely,</p>  <p>Daniel N. Wenk Superintendent</p> <p>cc w/inc.: Honorable Max Baucus Honorable Jon Tester Honorable Steve Daines</p>	<p>Thank you for your comments. They are included in our study records.</p>

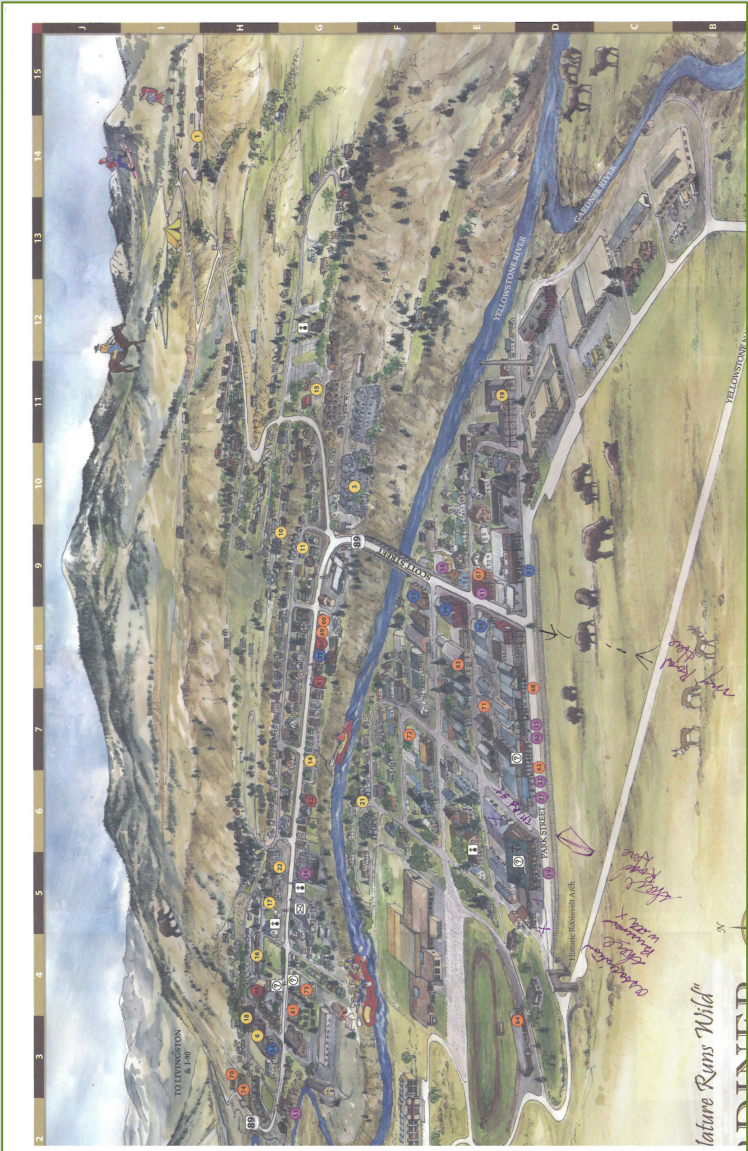


ID	Date and Name	Comment	Response
			Thank you for your comments. They are included in our study records.



ID	Date and Name	Comment	Response
			<p>Thank you for your comments. They are included in our study records.</p>



ID	Date and Name	Comment	Response
			Thank you for your comments. They are included in our study records.



ID	Date and Name	Comment	Response
89	03/11/2014 Janet Dunham	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Janet Dunham Sent: Monday, March 10, 2014 7:51 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 10, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Janet Dunham 291 Owings Creek Rd Hamilton, MT 59840-9539</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
90	03/10/2014 Temia Keel	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Temia Keel Sent: Monday, March 10, 2014 9:51 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 10, 2014</p> <p>Ms. Sheila Ludlow</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>As a resident in Mammoth i frequently travel the route on US Hwy 89 and know how dangerous this area can be in terms of wildlife-vehicle collisions and feel it is critical to appropriately evaluate options and reduce such dangerous situations.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Temia Keel PO Box 222 Yellowstone National Park, WY 82190-0222</p>	
91	03/11/2014 Colleen Eldred	<p>From: <a href="mailto:www@mdt.mt.gov">www@mdt.mt.gov</a> [mailto:<a href="mailto:www@mdt.mt.gov">www@mdt.mt.gov</a>] Sent: Tuesday, March 11, 2014 9:48 AM To: MDT Comments - Project Subject: Comment on a Project or Study Submitted</p> <p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 03/11/2014 09:48:09 Project/Study Commenting On:Paradise Name: Colleen Eldred Email Address: <a href="mailto:caemt22@gmail.com">caemt22@gmail.com</a></p> <p>Comment or Question:</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>PLEASE make an addition to require a full study of this stretch of highway 89 (Livingston to Gardiner) which would identify where collision reducing measures would be most cost-effective and offer the greatest opportunity to reduce collisions with wildlife and improve human safety. Now is the time. Thank you.</p> <p>Reference Number = prjcomment_373809814453125</p>	
92	03/11/2014 Gregory Dalling	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Gregory Dalling Sent: Tuesday, March 11, 2014 8:52 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 11, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>Dear Montana Department of Transportation -</p> <p>I drive US Highway 89 back and forth between Livingston and Gardiner Montana on average 2 - 3 days per week. I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on this route. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>Sincerely, Gregory L. Dalling P.O. Box 619 Gardiner, MT 59030</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		Mr. Gregory Dalling PO Box 619 Gardiner, MT 59030-0619	
93	03/11/2014 Sabina Strauss	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Sabina Strauss Sent: Tuesday, March 11, 2014 10:52 AM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 11, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to:</p> <ol style="list-style-type: none"> <li>1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions.</li> <li>2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</li> </ol> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Sabina Strauss 4 Maiden Basin Dr Gardiner, MT 59030-9331 (406) 848-2128</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
94	03/11/2014 Katherine	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Katherine Basirico Sent: Tuesday, March 11, 2014 10:52 AM</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to</p>



ID	Date and Name	Comment	Response
	Basirico	<p>To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 11, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Katherine Basirico PO Box 995 Anaconda, MT 59711-0995</p>	<p>reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
95	03/11/2014  Carolyn Fifer	<p>From: www@mdt.mt.gov [mailto:www@mdt.mt.gov] Sent: Tuesday, March 11, 2014 11:06 AM To: MDT Comments - Project Subject: Comment on a Project or Study Submitted</p> <p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 03/11/2014 11:06:08 Project/Study Commenting On:Paradise Name: carolyn fifer Email Address: catfifer@gmail.com</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>Other Details: us highway 89 Livingston to Gardiner</p> <p>Comment or Question: All, You are currently working on a project concern US Hwy 89 from Livingston to Gardiner. Anyone who has travelled this section of highway has experienced the problem of wildlife vs vehicle. Never have I seen a greater potential for accidents which will result in serious injury to travelers and death to wildlife . There are many options available currently to greatly reduce the chances of accidents. This is the perfect time for MDT to undertake a full study of the entire length of US Hwy 89 between Livingston and Gardiner and implement significant improvements that will save hundreds of lives over the coming years. I suspect it will be quite a few years before another study of Hwy 89 is undertaken. please use this opportunity to save lives. There is an institute in Bozeman specializing in creative techniques to move wildlife over and under highways. I have a number of booklets provided by various wildlife agencies which also present excellent remedies to wildlife vs vehicle accidents. You are more than welcome to any of these brochures should you be interested. Imagine how many lives will be saved by conducting a complete study of the highway now. Traffic between Livingston and Gardiner will most definitely increase. Lets do the job right while we have the opportunity. Please. You can contact me at 406-451-3880 or my email. Thank you very much for your consideration.</p> <p>Reference Number = prjcomment_659515380859375</p>	
96	03/11/2014 Joe Bauman	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Joe Bauman Sent: Tuesday, March 11, 2014 12:53 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 11, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>Motion sensors and reduced speed limit in high vehicle/wildlife contact areas are two ways to help control vehicle/wild life accidents. These and other methods should be utilized to reduce accidents.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mr. Joe Bauman 109 W Lewis St Apt 2-1 Livingston, MT 59047-3041 (434) 941-0514</p>	
97	03/11/2014 Michele Wolff	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Michele Wolff Sent: Tuesday, March 11, 2014 3:53 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 11, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Michele Wolff PO Box 1113 Big Timber, MT 59011-1113 (406) 396-4919</p>	
98	03/11/2014 Alex Russell	<p>From: <a href="mailto:www@mdt.mt.gov">www@mdt.mt.gov</a> [mailto:<a href="mailto:www@mdt.mt.gov">www@mdt.mt.gov</a>] Sent: Tuesday, March 11, 2014 7:55 PM To: MDT Comments - Project Subject: Comment on a Project or Study Submitted</p> <p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 03/11/2014 19:55:09 Project/Study Commenting On:Paradise Name: Alex russell Email Address: russella17@gmail.com Other Details: 89 between Gardiner and Livingston</p> <p>Comment or Question: Dear Sir/Madame,</p> <p>I strongly urge you to make substantial improvements to wildlife and motorist safety along 89 from Livingston to Gardiner. There are many cost effective methods for funneling wildlife around of through hazardous areas. For example, Communities along the front range of the Canadian Rocky Mountains have been very successful at reducing wildlife collisions with highway over and underpasses.</p> <p>Sincerely</p> <p>Alex Russell Bozeman, MT</p> <p>Reference Number = prjcomment_574920654296875</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
99	03/11/2014  Kristine Ellingsen	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Kristine Ellingsen Sent: Tuesday, March 11, 2014 8:23 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 11, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I'm familiar with US Highway 89 between Livingston and Gardiner, having driven it off and on - in all seasons - for nearly 40 years. I'm well aware of the wildlife to either side of the road each time I drive, and I attempt to limit my transits on this roadway to daylight hours. I am always saddened to see the carcasses of animals who have died while trying to get to forage or water on the other side of this road, and I am concerned to know that many people have been injured because of wildlife/car collisions.</p> <p>Please consider a study to determine the places where wildlife is most likely to cross, and for the future, please consider road designs that incorporate near-natural crossings for the many animals who need to intersect our high-speed human trails. Most of these animals have few or no instincts that would help them correctly interpret and respond to the threat of an approaching automobile.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Kristine Ellingsen PO Box 398 Bozeman, MT 59771-0398 (406) 586-3563</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
100	03/11/2014  Jennifer Harris	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Jennifer Harris Sent: Tuesday, March 11, 2014 9:54 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3</b>).</p>



ID	Date and Name	Comment	Response
		<p>Mar 11, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Jennifer Harris 3140 Drury Ln Billings, MT 59105-5123</p>	and 5.5).
101	03/12/2014 Mike McGrath (USFWS)	<p>From: McGrath, Mike [mailto:mike_mcgrath@fws.gov] Sent: Wednesday, March 12, 2014 8:37 AM To: Ludlow, Sheila Subject: Paradise Valley Corridor Planning Study</p> <p>Hi Sheila,</p> <p>Thank you for the opportunity to comment on the draft report for this corridor planning study. The draft report did a good job addressing wildlife-vehicle collisions and potential remedies, as well as fish passage issues for any potential bridge or culvert replacement projects that might arise. However, the Service does not have any further comment on this draft report at this time.</p> <p>Mike</p> <p>Mike McGrath</p>	Thank you for your comments. They are included in our study records.



ID	Date and Name	Comment	Response
		<p>Fish and Wildlife Biologist USFWS Montana ES Field Office 585 Shepard Way, Suite 1 Helena, MT 59601 406-449-5225 ext. 201</p> <p><a href="http://www.fws.gov/montanafieldoffice">www.fws.gov/montanafieldoffice</a></p> <p>Telework Schedule: Monday and Thursday 7 am - 5:30 pm Helena: Tuesday and Wednesday 7 am - 5:30 pm</p>	
102	03/12/2014 Rose Norman	<p>From: <a href="mailto:www@mdt.mt.gov">www@mdt.mt.gov</a> [mailto:<a href="mailto:www@mdt.mt.gov">www@mdt.mt.gov</a>] Sent: Wednesday, March 12, 2014 12:31 PM To: MDT Comments - Project Subject: Comment on a Project or Study Submitted</p> <p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 03/12/2014 12:31:17 Project/Study Commenting On:Paradise Name: Rose Norman Email Address: sakesplace @wispwest.net</p> <p>Comment or Question: Please consider the deer and elk problem on Highway 89 South. Consider planning a safe route for animal migration to the river across the highway. Now the route is dangerous to the numerous animal population and to the drivers who must use this route to travel, there is no alternative route. Rose and Paul Norman Permanent Residents of Gardiner MT 59030</p> <p>Reference Number = prjcomment_401123046875</p>	Thank you for your comments. They are included in our study records.
103	03/12/2014 Charlsie Bader	<p>From: National Parks Conservation Association [mailto:<a href="mailto:nPCA@npca.org">npca@npca.org</a>] On Behalf Of Charlsie Bader Sent: Wednesday, March 12, 2014 3:09 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 12, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p>	Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b> ).



ID	Date and Name	Comment	Response
		<p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Charlsie Bader 5451 W Beryl Ave Glendale, AZ 85302-1535 (623) 931-2590</p>	
104	03/12/2014 Katherine Carr	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Katherine Carr Sent: Wednesday, March 12, 2014 3:57 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 12, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Katherine Carr 6666 Westminister St Fenton, MI 48430-9022</p>	
105	03/12/2014  Jon Springer	<p>From: www@mdt.mt.gov [mailto:www@mdt.mt.gov] Sent: Wednesday, March 12, 2014 7:11 PM To: MDT Comments - Project Subject: Comment on a Project or Study Submitted</p> <p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 03/12/2014 19:11:02 Project/Study Commenting On:Paradise Name: Jon Springer Email Address: jspringer@tsl.org Other Details: Hyw 89 at Corwing Springs</p> <p>Comment or Question: The Improvements Options Summary of the Paradise Valley Corridor Planning Study appears to have been developed without knowledge of a future capacity demand at the Corwin Springs intersection.</p> <p>Royal Teton Ranch is presently contemplating revival of the LaDuke hot springs facility at the original Corwin Springs site, with a presently contemplated commercial opening back half of 2015.</p> <p>Reference Number = prjcomment_68402099609375</p>	<p>Thank you for your comments. They are included in our study records. Additional locations for turn lane evaluation(s) have been included in the report (see <b>Section 5.2.1</b>).</p>
106	03/13/2014  Sandra Sobanski	<p>From: National Parks Conservation Association [mailto:npsa@npsa.org] On Behalf Of Sandra Sobanski Sent: Thursday, March 13, 2014 8:21 AM To: Ludlow, Sheila</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle</p>



ID	Date and Name	Comment	Response
		<p>Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 13, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Sandra Sobanski 358 E E 19th Street New York, NY 10003-2842 (212) 683-2173</p>	<p>collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>
107	<p>03/13/2014</p> <p>Christina Bauer</p>	<p>From: National Parks Conservation Association [mailto:npca@npca.org] On Behalf Of Christina Bauer</p> <p>Sent: Thursday, March 13, 2014 10:03 AM</p> <p>To: Ludlow, Sheila</p> <p>Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 13, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>




ID	Date and Name	Comment	Response
		<p>Dear Ms. Ludlow,</p> <p>I am a long-time Livingston resident and travel to the park on a weekly basis for recreation. I am very concerned about the impact that wildlife-vehicle collisions on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Ms. Christina Bauer PO Box 286 Livingston, MT 59047-0286</p>	
108	03/13/2014 Susan Barron	<p>From: National Parks Conservation Association [mailto:nPCA@npca.org] On Behalf Of Susan Barron Sent: Thursday, March 13, 2014 12:17 PM To: Ludlow, Sheila Subject: Protect Motorist and Yellowstone's Wildlife!</p> <p>Mar 13, 2014</p> <p>Ms. Sheila Ludlow 2701 Prospect Ave. Helena, MT 59620</p> <p>Dear Ms. Ludlow,</p> <p>I am very concerned over the impact that wildlife-vehicle collisions have on wildlife and human safety on US Highway 89 between Livingston and Gardiner, Montana. This stretch of road is the gateway to Yellowstone National Park and should be safe for park visitors, local residents, and wildlife. I request that you fully evaluate the potential to reduce wildlife-vehicle collisions on US 89.</p> <p>Specifically, I urge you to: 1. Assure any future projects on US 89 consider the cost-</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>effectiveness of including technologies to reduce wildlife-vehicle collisions. 2. Conduct a study of key collision 'hot spots' in the near-term to fully understand the scope, scale, and opportunity specific to reducing wildlife-vehicle collisions on 89 in the long-term.</p> <p>It is critical that your final plan for 89 will include recommendations that will improve human safety and protect migratory wildlife just north of America's first National Park for years to come.</p> <p>Sincerely,</p> <p>Mrs. Susan Barron 265 W Grant Avenue Pomona, NJ 08240 (609) 652-4962</p>	
109	03/13/2014  Andrea Jones  (MT FWP)	<p>From: Jones, Andrea Sent: Thursday, March 13, 2014 1:48 PM To: Ludlow, Sheila Subject: Paradise Valley Corridor Planning Study Comments</p> <p>Dear Sheila,</p> <p>Please the attached comments in response to the Paradise Valley Corridor Planning Study Draft Report. Thank you for the opportunity to share our concerns. I am sending this on behalf of FWP Region 3 Supervisor Pat Flowers.</p> <p>A hard copy will go out in today's mail. Let me know if you have any questions about its contents.</p> <p>Regards,</p> <p>Andrea Jones Information and Education Manager Montana Fish, Wildlife &amp; Parks Region 3 - Bozeman Phone: 406-994-6931</p>	<p>Thank you for your comments. They are included in our study records.</p>



ID	Date and Name	Comment	Response
		 <p>March 13, 2014</p> <p>Sheila Ludlow MT Department of Transportation 2701 Prospect Avenue PO Box 201001 Helena, MT 59620-1001</p> <p>Re: Draft Paradise Valley Corridor Planning Study</p> <p>Dear Ms. Ludlow,</p> <p>Thank you for the opportunity to submit comments and concerns in regards to the Paradise Valley Corridor Planning Study draft report. We appreciate the effort the Montana Department of Transportation (MDT) has put into providing a detailed and thorough report while including stakeholders in the process. I understand that once finalized this report will provide the foundation for development of future projects, and as such it is important to carefully consider what recommendations are included and how they are prioritized. In my comments that follow, I will address wildlife and fisheries concerns, as well as issues pertaining to fishing access sites.</p> <p>As detailed in the environmental scan and draft report, wildlife is a primary issue for this area in terms of safety, resource conservation, and public interest. The crash rate and crash severity rate for the corridor is above average and the leading cause of collisions are wildlife on or near the roadway. Fifty percent of reported vehicle collisions over the past five years were caused by wildlife. This is likely a substantial underestimate of actual wildlife collisions, as the number of carcasses retrieved from the roadside has averaged 151 per year, while reported wildlife collisions have averaged 28 per year.</p> <p>Additionally, the impact to the wildlife resource is important to consider. The very high rates of wildlife collisions along Highway 89 reflect an impact to wildlife populations and to the movement corridors wildlife use, which are critical for migration and population connectivity. We have concerns with the long term effects of high collision rates and increasing vehicle traffic on wildlife; collisions can have direct impacts on small populations, and highways are known to impede animals' ability to move across the landscape. We have concerns with all wildlife but most especially our elk, deer, bison, antelope and bighorn sheep populations which are known to frequently cross or linger near the highway. Though bighorn sheep and antelope comprise only a small percent of collisions, these populations are vulnerable due to small population sizes. Elk winter range in the south end of Paradise Valley and Gardiner Basin is bisected by Highway 89. In terms of raw numbers, mule deer have been most impacted with 1,116 mule deer retrieved from the roadside over the past 11 years, averaging 100 mule deer per year. With trends in traffic volume increasing, and projects recommended by this study aimed at accommodating increased</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>




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		<p>traffic volume and facilitating faster travel, we are faced with a likelihood of increased impacts on the wildlife populations.</p> <p>Wildlife is of great public concern in this area, as reflected by many public comments received during the course of the corridor study process by MDT as well as by Montana Fish, Wildlife &amp; Parks (FWP). The wildlife resources here are iconic, and draw visitors from local communities, across the continent and from abroad with wildlife viewing and hunting as primary attractions. This is an important resource to conserve for the local economy, for the broader public enjoyment, and for the intrinsic value of the natural resource.</p> <p>Given the safety and resource management concerns, along with the social importance of wildlife in this region, we appreciate that the corridor study draft report includes as an objective to “Evaluate best practice mitigation strategies as appropriate to reduce potential animal-vehicle conflicts.” However we find the draft report recommendations inadequate in regards to any specific recommendations for achieving a reduction in animal-vehicle conflicts, and regret that consideration of impacts of the highway on the wildlife resource is not included as an objective. The draft report includes no specific wildlife mitigations recommended as stand-alone projects to be developed; wildlife mitigation projects will only be considered in the context of developing other projects. This effectively relegates any wildlife mitigation projects to the time and place where a higher priority project is being developed, rather than identifying locations where they are most needed and cost-effective. In contrast, there are a number of specific projects proposed to facilitate travel, including expanding the highway to three lanes, adding passing lanes and turning lanes, and increased signage or advance warning lights. Unlike the wildlife mitigation recommendations, each of these recommendations includes a specific location and timeframe for developing the project.</p> <p>Given that wildlife on or near the roadway is the leading cause of collisions in this corridor, that most public comments received referenced wildlife, and that this region is a destination for iconic wildlife viewing and hunting, FWP respectfully requests that MDT prioritize mitigation of wildlife collisions and barriers to wildlife movement along the Paradise Valley/Gardiner Basin corridor by recommending projects specific to locations where wildlife conflicts are of greatest concern, due to frequent wildlife collisions and/or high impacts on wildlife movements and connectivity. Below are some suggestions for mitigation that we believe merit additional consideration:</p> <ul style="list-style-type: none"> <li>• <b>Mileposts 1 – 17: Reduction of speed limits between Carbella and the town of Gardiner.</b> This area has very high densities of wintering wildlife, high incidence of wildlife collisions, and high potential for collisions to have impact on wildlife populations. We suggest the speed limit be reduced to a level appropriate to these risks. This could be proposed as a seasonal speed restriction as most wildlife migrate out of the area during the summer months, and/or a speed restriction during dusk to dawn hours when wildlife are most active and least visible.</li> <li>• <b>Mileposts 12 – 16: Wildlife detection system to alert drivers to wildlife in the roadway in Yankee Jim Canyon.</b> Collisions with bighorn sheep occur yearly along this stretch and may impact this very small and isolated herd. Bison are restricted to Gardiner Basin by the cattle guard at the east end of Yankee Jim Canyon, however at times they may aggregate in proximity to the cattle guard where sight distance is limited.</li> </ul>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<ul style="list-style-type: none"> <li>• <b>Mileposts 16 – 22: Wildlife underpasses.</b> This area is adjacent to the FWP Wildlife Management Area and in proximity to several conservation easements on private land that were acquired in order to provide winter range for elk and other wildlife. Typically 2,000-3,000 elk winter in this area and connectivity across the highway is critical. Collisions with elk along this stretch are frequent.</li> </ul> <p>We also request that additional analysis be undertaken to consider mitigation for deer collisions. Based on the roadside carcass data as a rough spatial index of collisions, there are many hotspots for deer collisions along the corridor. We ask that these be assessed on the ground to consider locations and strategies for the most feasible and cost-effective mitigations, to be included in the final report as recommendations. Specific areas we suggest for consideration are:</p> <ul style="list-style-type: none"> <li>• <b>Mileposts 1 – 13:</b> The entire Gardiner Basin has exceptionally high numbers of deer carcasses;</li> <li>• <b>Mileposts 1 – 5:</b> Just west of the town of Gardiner is an area of exceptionally high numbers of deer carcasses as well as other wildlife including elk, bison and bighorn sheep;</li> <li>• <b>Mileposts 20 – 30:</b> Very high numbers of deer carcasses between the town of Emigrant and Carbella;</li> <li>• <b>Mileposts 30 – 45:</b> Moderate to high numbers of deer carcasses between Emigrant and Pine Creek</li> </ul> <p>As to fisheries concerns, fish passage considerations will need to be made for any future projects that cross surface waters. We request that the following be implemented if bridge work is to be completed:</p> <ul style="list-style-type: none"> <li>• Bridge span be increased to minimize constriction of the water and to accommodate flood events more easily by allowing access to the floodplain;</li> <li>• The number of piers reduced to the minimum if a free span is not possible.</li> </ul> <p>Also, Yellowstone cutthroat trout are not listed as a Montana Species of Concern in the Fisheries section of the document. We would appreciate the correction of this omission.</p> <p>Due to the close proximity of the highway and the Yellowstone River, we request any future projects that will have associated surface runoff from snow and rain events be designed so that the runoff does not directly enter the river. FWP's preference is for settling basins or a similar treatment method prior to water from road and bridge surfaces entering the river.</p> <p>Any road or shoulder widening projects should be done in a manner that does not reduce the natural buffer between the Yellowstone River and associated tributaries and the highway. This will eliminate the need for additional protections such as rip rap, that have negative impacts on river and stream form and function, to protect infrastructure.</p> <p>Additionally, FWP maintains and operates 17 fishing access sites (FAS) within the US 89 highway corridor study area. Thirteen of these sites are directly accessed by recreational use traffic off of US 89, with the remaining four sites accessed by secondary roads that connect to US 89. The majority of the FAS directly accessed from US 89 experience extensive use by outfitters and the general public throughout the summer.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>For the thirteen sites accessed directly from US 89, FWP has the following concerns regarding safe ingress and egress which we request MDT take into account in its corridor design process:</p> <ul style="list-style-type: none"> <li>• The length of stable approaches, which lack suitable traction when exiting the FAS either with large RVs or tow vehicle with boat trailer.</li> <li>• Deteriorating highway shoulders in areas of pioneered river access points.</li> <li>• Dysfunctional approaches and unsafe ingress and egress, (i.e. Slip &amp; Slide FAS).</li> <li>• Difficult approach angle, (i.e. Brogan Landing FAS).</li> <li>• During peak use, seven of the directly accessed sites typically have no less than twenty tow vehicles and trailers accessing the site.</li> <li>• Increased use, above routine peaks, can occur if other river drainages in southwest experience low water flow. This will increase the volume of traffic on US 89 and crowding at FAS along the corridor.</li> <li>• The lack of scenic pull-outs and/or turn-around areas often resulting in large RVs using private roads or property to turn-around in order to travel in the opposite direction on US 89.</li> <li>• The lack of adequate turning lanes for FAS, particularly at Carter's Bridge FAS, Mallard's Rest FAS, and Grey Owl FAS.</li> </ul> <p>Thank you again for considering FWP's concerns. Our staff is available to collaborate with MDT if desired to assist with developing specific recommendations. We look forward to working with MDT towards the mutual benefit of mitigating wildlife collisions and facilitating wildlife movement, while maintaining the health of the local fishery, and ensuring the safety of those recreating within the Paradise Valley/Gardiner Basin corridor.</p> <p>Sincerely,</p>  <p>Patrick J. Flowers Regional Supervisor Montana Fish, Wildlife &amp; Parks</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p> <p>Additional locations for turn lane evaluation(s) have been included in the report (see <b>Section 5.2.1</b>).</p>



ID	Date and Name	Comment	Response
110	03/13/2014  Jerry Grebenc (Montana's for Safe Wildlife Passage & National Parks Conservation Association)	<p>From: Jerry Grebenc [mailto:jerry@future-west.org] Sent: Thursday, March 13, 2014 8:02 PM To: Ludlow, Sheila Cc: Stephanie Adams; renee@climateconservation.org; Meredith Rainey Subject: Comments on Hwy 89 Planning Study</p> <p>Hello Ms. Ludlow,</p> <p>Montanans for Safe Wildlife Passage (MSWP) and the National Parks Conservation Association (NPCA) appreciate the opportunity to provide input on the Draft Paradise Valley Corridor Planning Study (Draft). As described in the attached PDF document, we urge the Montana Department of Transportation (MDT) to revise the Draft to recommend a comprehensive study of how best to reduce collisions between motorists and wildlife, which account for 50% of all reported crashes from 2007 to 2012, along the US 89 study corridor from Livingston to Gardiner. Doing so will help ensure that Montana residents and visitors alike are able to travel safely through the aptly named Paradise Valley, the premiere gateway entrance to Yellowstone National Park, the first national park in the world and the oldest in the United States.</p> <p>Please let us know if you have any questions and thank you for your time and consideration.</p> <p>Sincerely,</p> <p>Jerry Grebenc</p> <p>-- Jerry Grebenc FUTURE WEST 321 East Main Street #309   PO Box 1253, Bozeman, MT 59771 406-587-2974   406-439-0283 (cell) www.future-west.org</p> <p>Communities that work. Communities that last.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<div data-bbox="604 305 898 402" data-label="Image"> </div> <div data-bbox="1113 289 1255 435" data-label="Image"> </div> <p>March 13, 2014</p> <p><i>Via MDT Online Comment Form and E-mail to sludlow@mt.gov</i></p> <p>Sheila Ludlow MT Department of Transportation 2701 Prospect Avenue P.O. Box 201001 Helena, Montana 59620-1001</p> <p>Re: Comments on Draft Paradise Valley Corridor Planning Study US 89 (Gardiner to Livingston)</p> <p>Dear Ms. Ludlow:</p> <p>Montanans for Safe Wildlife Passage (MSWP) and the National Parks Conservation Association (NPCA) appreciate the opportunity to provide input on the Draft Paradise Valley Corridor Planning Study (Draft). As described below, we urge the Montana Department of Transportation (MDT) to revise the Draft to recommend a comprehensive study of how best to reduce collisions between motorists and wildlife, which account for 50% of all reported crashes from 2007 to 2012, along the US 89 study corridor from Livingston to Gardiner. Doing so will help ensure that Montana residents and visitors alike are able to travel safely through the aptly named Paradise Valley, the premiere gateway entrance to Yellowstone National Park, the first national park in the world and the oldest in the United States.</p> <p><b>I. Background and introduction</b></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 people who have been working on improving safe passage for wildlife and aquatic species for over 15 years, including research, mapping, monitoring, policy work, and on-the-ground projects.</p> <p>NPCA was established in 1919 with the mission to protect and enhance America's national park system for present and future generations. NPCA gives voice to those who support the national parks with over 800,000 members and supporters, with more than 3,400 residing in Montana. A large portion of the work conducted by NPCA is developed with an eye to connecting and</p> <p><i>Paradise Valley/Highway 89 Draft Corridor Study MSWP &amp; NPCA Comments, March 2014 Page 1</i></p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>protecting the iconic wildlife of our national parks, with a focus on adjacent federal, state, and private lands.</p> <p>Vehicle traffic on United States Highway 89 (US 89) from Livingston to Gardiner is likely to increase over the next 20 years. In fact, in 2013 alone, Yellowstone National Park saw a 4% increase in vehicle traffic. To prepare for this growth and address existing public safety concerns, MDT initiated a corridor planning study in May 2013 on US 89, in cooperation with the Federal Highway Administration and Park County. According to MDT, the purpose of the study is to “determine potential improvement options to address safety and operational concerns within the transportation corridor based on needs identified by the public, the study partners, and resource agencies.” (Draft at xi.)<sup>1</sup> On February 21, 2014, MDT released a Draft of the study for public review and comment. MSWP and NPCA offer the following comments on that Draft.</p> <p><b>II. MDT’s own data confirm that the number one safety factor along US 89 – associated with 50% of reported crashes – is an encounter with wildlife on or near the roadway.</b></p> <p>Collisions between wildlife and vehicles (“wildlife-vehicle collisions” or WVCs for short) along the US 89 study corridor pose a major threat to public safety. From 2007 to 2012, MDT indicates that wildlife were involved in 142 crashes, or 50%, of the total number of 286 collisions that were reported to the Montana Highway Patrol along the study corridor. (14-15) For perspective, that is almost 30 crashes per year – roughly, a crash every other week – where a local resident or visitor driving on US 89 contacts the state Highway Patrol to report that s/he has been in an accident as a result of an encounter with wildlife on or near the roadway.</p> <p>In addition to reviewing crash data, MDT collects data on the number of wildlife carcasses recovered from the side of the road. Although MDT does not include carcasses for which there was no accompanying accident report in the count of 142 wildlife-vehicle collisions discussed in the prior paragraph,<sup>2</sup> during the same 5-year period from 2007 to 2012, over 700 large mammal carcasses were collected and reported by MDT on this stretch of US 89. If one were to reasonably assume that the vast majority, if not all, of the wildlife carcasses recovered along the roadway were, in fact, due to a collision with a motorist, then the carcass data suggests that wildlife-vehicle collisions are deplorably underrecorded – with only 1 in 5, or roughly 20%, of such collisions being reported to the Highway Patrol and acknowledged as a collision by MDT. If that is the case, then there are, on an annual average, almost 12 collisions per month along US 89 that involve large mammals.</p> <p>Even if one completely disregards the carcass data and focuses solely on reported collisions, there can be no doubt an encounter with wildlife is the number one safety issue along the study corridor. None of the other collision factors identified by MDT in the Draft – icy, snowy or wet</p> <p><sup>1</sup> Unless otherwise indicated, all numerical citations are to the Draft study.  <sup>2</sup> For a more detailed discussion of this issue, see Section V below.</p> <p style="text-align: right;"><i>Paradise Valley/US 89 Draft Corridor Study MSWP &amp; NPCA Comments, March 2014 Page 2</i></p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>conditions (18%), alcohol or drugs (8%), driving too fast (6%), driving carelessly (5%) or failing to yield (5%) – even comes close to being implicated in as many crashes as wildlife (50%).</p> <p><b>III. Even though wildlife pose the #1 threat to public safety along US 89, MDT does not commit to taking any concrete actions to reduce wildlife-vehicle collisions.</b></p> <p>Despite the overwhelming threat to public safety, the Draft does not recommend that MDT commit to taking any specific, tangible actions to reduce the number of crashes involving wildlife. Rather, the Draft states merely that MDT will review “any improvement option relevant to wildlife mitigation ... on a project case-by-case basis.”<sup>3</sup> (49) These potential options will be explored in the future at (as-yet-undetermined) “as needed” locations within an “as needed” timeframe. (57) In other words, MDT will review “wildlife connectivity issues and concerns” and determine whether “specific recommendations should be made” in the future, “as part of the normal transportation project development process.” (49)</p> <p>The vague language used for wildlife-related safety improvements stands in sharp contrast to the detailed language used for other recommended improvements. In the case of those other options, MDT doesn’t recommend implementation on “as needed” timeframe or at an “as needed” location on a “case-by-case” basis. Rather, the Draft recommends taking specific, tangible actions (e.g., building a right-hand turn lane) within a defined timeframe (e.g., in the next 5-10 years) and at a specific location (e.g., designated by a mile marker, or “reference point” (RP) location on the highway, measured, in some cases, within a tenth of a mile).</p> <p><b>IV. Instead of taking steps to reduce wildlife-vehicle collisions, MDT’s recommended improvement options appear to actually increase the risk of such collisions.</b></p> <p>The Draft primarily recommends constructing two types of improvement options along the main body of the highway (not including the Livingston and Gardiner rural/urban interfaces):</p> <ul style="list-style-type: none"> <li>(1) A series of right- and/or left-turn lanes within the next 5-10 years at mile marker/reference points 5.15, 19.8 and 37.2, at a total cost of \$1.2 million; and</li> <li>(2) A series of passing lanes in the next 10-20 years at four potential spot locations from mile marker/RP 16.6 to 19.8; RP 25.6 to 28.4; RP 40.0 to 42.0; and RP 44.4 to 47.9, at an estimated cost of \$12.4 million each. (57)</li> </ul> <p>These improvements appear to be geared toward easing vehicle congestion and improving passing opportunities and road geometries along the corridor, thereby improving the level of</p> <p><small><sup>3</sup> The Draft (at 51) states “study partners ... are committed to evaluating wildlife mitigation opportunities along the US 89 corridor through the examination of best-practice, wildlife mitigation strategies on a project-by-project basis.” Although we cannot speak on behalf of other study partners, the final study should clarify that neither MSWP nor NPCA agrees that evaluating wildlife mitigation opportunities on a project-by-project basis is sufficient or cost effective.</small></p> <p style="text-align: right;"><small>Paradise Valley/US 89 Draft Corridor Study MSWP &amp; NPCA Comments, March 2014 Page 3</small></p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>service delivered by the roadway. While the merits of MDT's recommended improvements to US 89's level of service are beyond the scope of these comments, <b><i>it is critical that the Draft acknowledge that these improvements will likely increase the speed at which motorists will be able to drive on US 89.</i></b> (This is known as the "operating speed," which should not be confused with the legally posted speed limit.) Numerous studies indicate that the operating speed of a highway is one of the most significant predictors of wildlife-vehicle collisions (<i>e.g.</i>, Newman <i>et al.</i> 2012), as the driver's reaction time is reduced to a fraction of the time s/he would have to react at slower speeds. Found &amp; Boyce's (2011) models suggest that lowering legally posted speed limits on roads traveling through areas with a high deer-vehicle collision risk may also lead to a reduction in collisions. Lowering posted speed limits has also been shown to reduce vehicle collision rates with bighorn sheep and elk. (Bertwhistle 1999.) All three species are present in the study area, with deer (84%) and elk (11%) being involved in the overwhelming majority of reported wildlife-vehicle crashes. (14)</p> <p>Although the posted (legal) speed may be higher or lower than the operating speed, at least one study of traffic speeds in Yellowstone National Park concluded that "[a]ctual speeds averaged 16 mph higher than the [55 mph] posted speed limits on road segments where design and condition did not act to slow vehicle speeds." (Gunther <i>et al.</i> 1998.) Other studies similarly conclude that road improvements, including straightening out curves, increasing lane and shoulder widths and paving gravel surfaces, are associated with an increase in wildlife-vehicle collisions. (Vokurka &amp; Young 2008; Leblond <i>et al.</i> 2007; Jones 2000; Gunther <i>et al.</i> 1998.)</p> <p><b>Far from mitigating the safety risk of wildlife-vehicle collisions – the #1 factor involved in 50% of reported crashes – the Draft's recommended improvements thus appear to have precisely the opposite effect.</b> The trade-off between improving the level of service along the corridor and mitigating for wildlife-vehicle collisions was raised in August 2013 by MDT's partner agencies, who cautioned that wildlife "[m]itigation strategies should be analyzed if speeds are increased as a result of any project(s) identified from the study." (6) The Draft should acknowledge this trade-off and recommend specific, tangible actions to reduce the number of crashes involving wildlife.</p> <p><b>V. MDT's own data confirm the presence of wildlife-vehicle collision hot spots that warrant further analysis on a stand-alone basis.</b></p> <p><b>US 89 presents serious risks to motorists and wildlife.</b> As noted, over a 5-year period from 2007 to 2012, a total of 286 collisions were reported along this stretch of US 89, of which almost 50% (142) involved wildlife. (14) MDT does not include wildlife carcasses found along the highway that are not accompanied by a reported crash in its count of wildlife-vehicle collisions, and states that "not all carcasses are a result of a wildlife-vehicle collision." (15) However, during the 11-year period from 2002 to 2012 over 1,650 large mammals were killed along the study corridor, including 1,554 deer, 94 elk, 6 bighorn sheep, 1 antelope, 1 bison, 1 black bear,</p> <p style="text-align: right;"><small>Paradise Valley/US 89 Draft Corridor Study MSWP &amp; NP/CA Comments, March 2014 Page 4</small></p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>and 1 moose (15; Table 3.3), and we suggest that it is not feasible that any more than a small fraction, if any, of these animals died of causes other than collisions. Any such cases are likely to be far outweighed by additional carcasses resulting from collisions that went unrecorded due to animals dying beyond the highway right-of-way, errors and omissions in collection and reporting of carcasses by maintenance crews, lack of coordination in reporting of carcasses to MDT by law enforcement officials or private citizens, removal of carcasses by passing motorists or by natural predators or scavengers, and animal remains becoming obscured by snow, ice, vegetation, or roadside debris. Ultimately, regardless of precise wildlife-vehicle collision counts, the US 89 corridor clearly presents a serious risk to the safety of both motorists and the iconic wildlife of Paradise Valley, thereby compelling a comprehensive study of mitigation strategies.</p> <p><b>Collisions with wildlife cost Americans life, limb, and property.</b> Approximately 6 million collisions occur each year in the United States. It is currently estimated that 1-2 million of these collisions occur between vehicles and large animals, and this figure has been on the rise. (Huijser et al. 2009.) Each year, wildlife-vehicle collisions cause hundreds of human deaths, over 29,000 injuries, and cost Americans over \$8 billion, not to mention the harm to native wildlife, including game species. Between vehicle repair costs, medical bills, towing fees, accident attendance and investigation costs, monetary value of road-killed game species, and the cost of animal carcass removal and disposal, 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).</p> <p><b>Mitigation measures can drastically reduce wildlife-vehicle collisions.</b> Over forty potential measures aimed at mitigating wildlife-vehicle collisions have been developed, with variable rates of effectiveness (reviewed in Huijser et al. 2009). Most demonstrate less than 50% reductions in WVCs (<i>e.g.</i>, warning signs, vegetation removal to improve visibility); some are highly effective but prohibitively expensive (elevated roadways or road tunnels); and others are only effective by completely obstructing crucial movement of wildlife (continuous fencing). In contrast, wildlife under- and overpasses (accompanied by fencing and jump-outs that prevent animals from entering the roadway and allow them to escape if they do) and automatic detection systems (ADS), which warn drivers when animals approach the road, have been observed to reduce WVCs by 79-97%,<sup>4</sup> while allowing wildlife to access crucial habitat. Despite their upfront costs, 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>Mitigation at WVC hotspots can be cost-effective.</b> Huijser and colleagues (2009) conducted a comprehensive cost-benefit analysis of wildlife under- and overpasses, ADS, and other mitigation measures. This analysis weighed the cost of each measure's design, implementation,</p> <p><small><sup>4</sup> Under- and overpasses with fencing and jumpouts: 94%-97% (Woods 1990), 80% (Clevenger <i>et al.</i> 2001), 87% (Dodd <i>et al.</i> 2007), 90% (Ward 1982). ADS: 82% (Mosler-Berger and Romer 2003), 91% (Dodd and Gagnon 2008).</small></p> <p><small>Paradise Valley/US 89 Draft Corridor Study MSWP &amp; NPCA Comments, March 2014 Page 5</small></p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>maintenance, and removal spread over a 75-year period (the expected lifespan of crossing structures) against the measure's projected benefits, which factor in the effectiveness of the measure in reducing WVCs and the costs associated with the average collision with a deer, elk, or moose (these species account for most WVCs and are the only species for which sufficient data exists to estimate total collision cost). Break-even points were established, corresponding to the benefit (in avoided collision costs) that each measure would need to generate over a 75-year period to exceed the measure's cost.</p> <p>These break-even points were then converted into simple "rules of thumb" regarding the number of wildlife-vehicle collisions per mile per year that would have to occur for installation of a mitigation measure to be cost-effective. For example, if a road segment experiences 7 or more deer collisions per mile per year, then the benefits of installing wildlife underpasses (combined with fencing and jump-outs) are expected to exceed the costs of installing and maintaining those crossings for 75 years<sup>5</sup>. For elk and moose, which are much larger and therefore cause more damage, the rules of thumb are even lower: 2.6 elk/mile/year and 1.5 moose/mile/year. At sites where these thresholds are met, it may actually cost taxpayers more to do nothing to prevent collisions with wildlife than it costs to do something. Where mitigation is determined to make sense (based on further assessment of site-specific conditions), taking steps to prevent collisions and provide safe passage is predicted to save human lives, wildlife, and money – creating a win-win situation.</p> <p><b>We performed a preliminary cost-benefit analysis of potential mitigation measures on US 89 using wildlife carcass data from 2002-2012 provided by MDT, based on the rules of thumb estimated by Huijser and colleagues (2009).</b> Figure 1 illustrates the distribution and average annual monetary costs of wildlife-vehicle collisions occurring along US 89 during this time period. Our analysis identified four sites (in red) at which average annual counts of deer, elk, and moose together exceeded threshold rules of thumb for installing an automatic detection system (ADS),<sup>6</sup> 11 additional sites (in orange) at which the threshold for overpass installation is met, and 14 additional sites (in yellow) at which the threshold for underpass installation is met (all combined with fencing and jump-outs).</p> <p>It is important to note that the rule of thumb threshold values at which a given mitigation measure is expected to become cost effective are national averages, and actual cost-effectiveness will depend upon many factors, including the design and materials of the mitigation measure to be implemented, the topography and soil characteristics of the installation site, the width and</p> <p><sup>5</sup> Rules of thumb listed and utilized here are based on a discount rate (which enables correct comparison of cost and benefit values that are distributed asymmetrically over the life of the mitigation measure) of 3%, the median value presented in Huijser et al. 2009.</p> <p><sup>6</sup> Threshold values for ADS are higher than those for under- and overpasses, despite their lower upfront costs, because these costs are only amortized over the 10 year expected ADS lifespan rather than the 75 year lifespan of crossing structures.</p> <p style="text-align: right;"><i>Paradise Valley/US 89 Draft Corridor Study MSWP &amp; NPCA Comments, March 2014 Page 6</i></p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p>condition of the road segment to be mitigated, the presence of existing culverts or bridges, and whether mitigation can be implemented in conjunction with an existing highway construction or upgrade project.</p> <p>We also note that while threshold values were determined based on average costs of reported collisions, collision data could not be obtained from MDT, and this preliminary analysis is therefore based on wildlife carcass data instead. MDT suggests that cost-benefit analysis of carcass data is not valid because any collision that produced a carcass but wasn't reported to the state Highway Patrol was likely to be far less costly than the average reported collision. However, Huijser et al. (2009) indicate that carcass data do, in fact, constitute a valid source of data for cost-benefit analysis, due to a variety of factors that are likely to contribute to rule of thumb values being conservative estimates and/or to collision data underestimating true collision rates. These factors include:</p> <ul style="list-style-type: none"> <li>• Estimated mitigation costs are based on a four-lane divided highway and may be lower for US 89, a 2-lane undivided road (depending on local site conditions).</li> <li>• Estimates do not include costs of collisions with animals other than deer, elk, and moose due to insufficient data to estimate average costs of these collisions.</li> <li>• Estimates do not incorporate any monetary value associated with threatened or endangered species or ecological connectivity.</li> <li>• Average property damage due to collisions with wildlife has increased since the time of this study, with the average cost of a deer collision up 3.3% between 2012 and 2013. (RMIIA 2014.)</li> <li>• Unreported collisions are not necessarily less severe or expensive than reported collisions. Of the 25% of WVCs estimated to go unreported in British Columbia, only 10% are thought to be unreported due to the low cost of the collision. (Sielicki 2010.) In the U.S., where comprehensive insurance coverage is optional and less pervasive, costly collisions are more likely to go unreported by the uninsured or underinsured. The National Highway Traffic Safety Administration estimates at least 10 million crashes go unreported each year. (RMIIA 2014.)</li> <li>• Carcasses are underreported. MDT states that not all carcass collection is reported consistently or on a regular schedule, and that the rate of underreporting of carcass data is unknown. Carcasses may go unreported for a variety of reasons (see p. 1). Thus, even based on carcass data, our analysis is likely to underestimate the true number of animals struck by vehicles on US 89.</li> <li>• Collisions are known to be underreported. Insurance and police reports are estimated to underreport WVCs by approximately 50%, and law enforcement is estimated to only record approximately 14% of deer-vehicle collisions. (Huijser et al. 2009.) Cost-benefit analysis based only on collision data may therefore considerably underestimate the true frequency of animals being struck by vehicles.</li> </ul> <p style="text-align: right;"><i>Paradise Valley/US 89 Draft Corridor Study MSWP &amp; NPCA Comments, March 2014 Page 7</i></p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		<p><b>VI. The Draft should recommend that MDT undertake (or commission) a comprehensive wildlife mitigation study using existing data.</b></p> <p>The Draft indicates that MDT already has in hand “extensive data on animal-vehicle crash trends, patterns of carcass locations, and general wildlife movements across the highway.” (52) We thus request that MDT commit to conducting (or commissioning) a further analysis of wildlife-vehicle collision risk in the US 89 corridor and the feasibility of implementing mitigation measures.<sup>7</sup></p> <p>Using existing 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” with the highest risk of wildlife-vehicle collisions and/or where the highway bisects known wildlife habitat and corridors;</li> <li>• An evaluation and ranking of the selected “hot spots” with regard to the local and regional conservation value, suitability for the implementation of mitigation measures (based on topography, soil stability, adjacent land use and other related parameters);</li> <li>• A cost-benefit analyses investigating the costs associated with wildlife-vehicle collisions at the selected “hot spots” and how these costs may be mitigated through different types of mitigation measures; 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>Moreover, the impacts of increased vehicle speeds expected to result from currently planned construction of turn and passing lanes on the risk of wildlife-vehicle collisions must be investigated in and adjacent to the affected road segments.</p> <p>The attached Appendix A describes several wildlife mitigation studies that could be used as a model for the proposed study.</p> <p><small><sup>7</sup> Contrary to the Draft’s suggestion (at 51-52), we are not requesting that MDT or other stakeholders conduct a “valley-wide wildlife conservation assessment.”</small></p> <p><small>Paradise Valley/US 89 Draft Corridor Study MSWP &amp; NPCA Comments, March 2014 Page 8</small></p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p><b>VII. Conclusion</b></p> <p>MSWP and NPCA urge MDT to revise the Draft to recommend a comprehensive study to identify wildlife-vehicle collision “hot spots” and to determine concrete steps employing proven solutions to mitigate these collisions along this iconic gateway into Yellowstone National Park.</p> <p>Respectfully submitted,</p> <p><i>Montanans for Safe Wildlife Passage</i></p> <p>Renee Callahan &amp; Meredith McClure: Center for Large Landscape Conservation <a href="mailto:renee@climateconservation.org">renee@climateconservation.org</a>, <a href="mailto:meredith@climateconservation.org">meredith@climateconservation.org</a></p> <p>Jerry Grebenc, Future West <a href="mailto:jerry@future-west.org">jerry@future-west.org</a></p> <p><i>National Parks Conservation Association</i> Stephanie Adams, <a href="mailto:SAdams@npsa.org">SAdams@npsa.org</a></p> <p>cc:</p> <p>Pat Flowers, Regional Supervisor, Montana Fish, Wildlife &amp; Parks</p> <p>Jeff Hagener, Director, Montana Fish, Wildlife &amp; Parks</p> <p>Dan Vermillion, Chair, Montana Fish, Wildlife &amp; Parks Commission</p> <p>Dan Wenk, Superintendent, Yellowstone National Park</p> <p>David E. Hallac, Chief, Yellowstone National Park Center for Resources</p> <p>Mary Erickson, Forest Supervisor, Custer and Gallatin National Forests</p> <p style="text-align: right;"><small>Paradise Valley/US 89 Draft Corridor Study MSWP &amp; NPCA Comments, March 2014 Page 9</small></p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
		<p><b>References:</b></p> <p>Bertwhistle, J. 1999. The effects of reduced speed zones on reducing bighorn sheep and elk collisions with vehicles on the Yellowhead Highway in Jasper National Park. <i>In: Proceedings of the International Conference on Wildlife Ecology and Transportation</i>, Missoula, MT, p. 727-735.</p> <p>Clevenger, A. P., B. Chruszcz, and K. Gunson. 2001. Highway mitigation fencing reduces wildlife-vehicle collisions. <i>Wildlife Society Bulletin</i> 29:646-653.</p> <p>Dodd, N., and J. Gagnon. 2008. Preacher Canyon Wildlife Fence and Crosswalk Enhancement Project State Route 260, Arizona. First year progress report. Project JPA 04-088. Arizona Game and Fish Department, Research Branch, Phoenix, Arizona, USA.</p> <p>Dodd, N. L., J. W. Gagnon, S. Boe, A. Manzo, and R. E. Schweinsburg. 2007. Evaluation of measures to minimize wildlife-vehicle collisions and maintain permeability across highways: Arizona Route 260. Final Report 540. FHWA-AZ-07-540. Arizona Department of Transportation, Phoenix, Arizona, USA.</p> <p>Found, R. &amp; M.S. Boyce. 2011. Predicting deer-vehicle collisions in an urban area. <i>Journal of Environmental Management</i> 92: 2486-2493. Doi:10.1016/j.jenvman.2011.05.010</p> <p>Gunther, K.A., M.J. Biel, H.L. Robison. 1998. Factors Influencing the Frequency of Road-killed Wildlife in Yellowstone National Park. <i>In: Proceedings of the 1998 International Conference on Wildlife Ecology &amp; Transportation</i>, Fort Myers, Florida. <a href="http://www.icot.net/downloads/98paper05.pdf">http://www.icot.net/downloads/98paper05.pdf</a></p> <p>Huijser, M.P., P. McGowen, J. Fuller, A. Hardy, A. Kociolek, A.P. Clevenger, D. Smith &amp; R. Ament. 2007. Wildlife-vehicle collision reduction study. Report to congress. U.S. Department of Transportation, Federal Highway Administration, Washington D.C., USA, available at: <a href="ftp://ftp.odot.state.or.us/techserv/ORWildlifeMoveStrategy/WildlifeConnectionsConference/Wildlife_Vehicle_Collision_Reduction_report_to_Congress.pdf">ftp://ftp.odot.state.or.us/techserv/ORWildlifeMoveStrategy/WildlifeConnectionsConference/Wildlife_Vehicle_Collision_Reduction_report_to_Congress.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 &amp; Society</i>, 14(2):15.</p> <p>Jones, M.E. 2000. Road upgrade, road mortality and remedial measure: impacts on a population of eastern quolls and Tasmanian devils. <i>Wildlife Research</i> 27: 289-296. Doi: 10.1071/WR98069</p> <p>Leblond, M., C. Dussault, J. Ouellet, M. Poulin, R. Courtois, &amp; al., e. 2007. Electric fencing as a measure to reduce moose-vehicle collisions. <i>Journal of Wildlife Management</i> 71(5): 1695-1703.</p> <p>Montana Department of Transportation. 2013. eScan: Paradise Valley Corridor Study, US 89 (Gardiner to Livingston). Final Report.</p> <p>Montana Department of Transportation. 2014. Paradise Valley Corridor Planning Study, US 89 (Gardiner to Livingston). Draft Report.</p> <p>Mosler-Berger, C., and J. Romer. 2003. Wildwarnsystem CALSTROM. <i>Wildbiologie</i> 3:1- 12.</p> <p style="text-align: right;"><i>Paradise Valley/US 89 Draft Corridor Study MSWP &amp; NP/CA Comments, March 2014 Page 10</i></p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



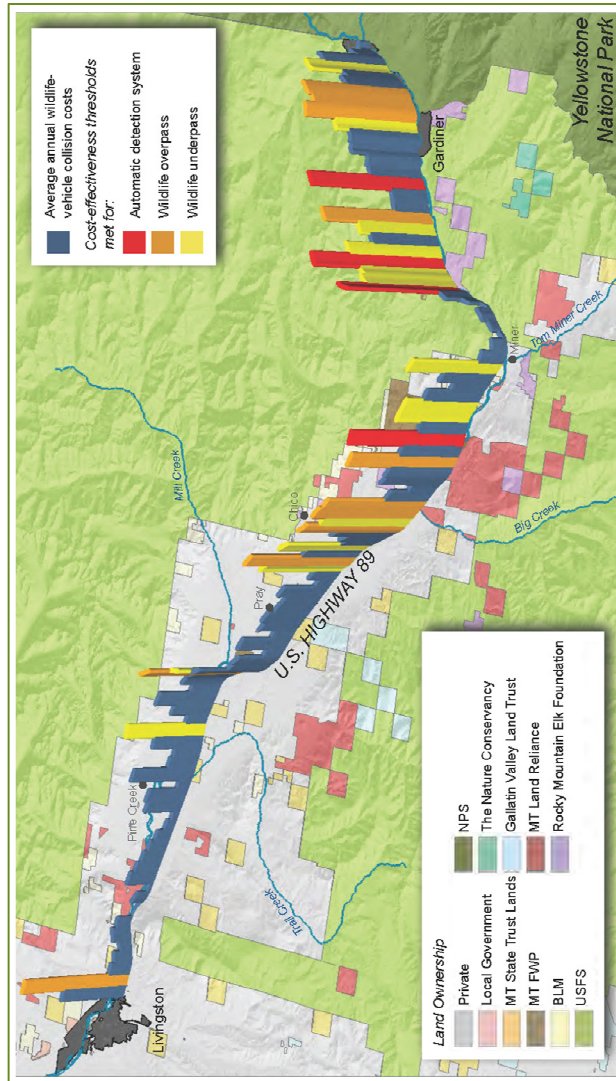
ID	Date and Name	Comment	Response
		<p>Neumann, W., G. Ericsson, H. Dettki, N. Bunnefeld, N.S. Keuler, D.P. Helmers, V.C. Radeloff. 2012. Difference in spatiotemporal patterns of wildlife road-crossings and wildlife-vehicle collisions, <i>Biological Conservation</i> 145: 70–78. Doi:10.1016/j.biocon.2011.10.011.</p> <p>Rocky Mountain Insurance Information Association. 2014. Wildlife on the Road. Auto and Homeowners Insurance information for Colorado, New Mexico, Utah, and Wyoming. <a href="http://www.rmia.org/auto/traffic_safety/Wildlife_on_the_road.asp">http://www.rmia.org/auto/traffic_safety/Wildlife_on_the_road.asp</a>. Accessed 03/06/2014.</p> <p>Sielecki, L. E. 2010. Wildlife accident monitoring and mitigation in British Columbia: WARS 1988-2007: Special Annual Report. Ministry of Transportation and Infrastructure, British Columbia.</p> <p>Vokurka, C.S. &amp; R.K. Young. 2008. Relating Vehicle-Wildlife Crashes to Road Reconstruction. In: <i>Transportation Research Board, 86<sup>th</sup> Annual Meeting</i>, Washington, DC.</p> <p>Ward, A. L. 1982. Mule deer behavior in relation to fencing and underpasses on Interstate 80 in Wyoming. <i>Transportation Research Record</i> 859:8–13.</p> <p>Woods, J. G. 1990. Effectiveness of fences and underpasses on the Trans-Canada highway and their impact on ungulate populations. Report to Banff National Park Warden Service, Banff, Alberta, Canada.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>

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ID	Date and Name	Comment	Response
		<div data-bbox="606 305 898 402" data-label="Image"> </div> <div data-bbox="1113 289 1255 435" data-label="Image"> </div> <p><b>Appendix A</b> <b>Model Wildlife Mitigation Studies</b></p> <p>A. <b>Jackson Hole Highway Mitigation:</b> Much of the highway infrastructure in the Jackson Hole, Wyoming area is likely to be reconstructed in the near future. Viewing this as an opportunity to identify and prioritize those segments that might require mitigation for wildlife, the Jackson Hole Conservation Alliance commissioned a study by the Western Transportation Institute of Montana State University. Based upon this research mitigation recommendations were identified for selected road sections in the Jackson Hole area. <a href="#">Download the study.</a></p> <p>B. <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></p> <p>C. <b>Trappers Point (US 191):</b> The well-known mule deer and pronghorn antelope migration corridor of Trappers Point was the subject of an extensive wildlife movement study by Wyoming Department of Transportation, Federal Highways Administration and many other partners to develop effective wildlife crossing structures where the migration corridor intersected with a 23-mile stretch of US 191 between Pinedale and Bondurant. This research project resulted in the construction of six wildlife underpasses and two wildlife overpasses, which became the first in Wyoming. <a href="#">Download the study.</a></p> <p style="text-align: right;"><small>Paradise Valley/US 89 Draft Corridor Study MSWP &amp; NP/CA Comments, March 2014 Page A-1</small></p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



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		 <p>The map displays the Paradise Valley Corridor along U.S. Highway 89, stretching from Gardiner to Livingston. It features a legend for 'Average annual wildlife-vehicle collision costs' with four categories: 'Cost-effectiveness thresholds met for:' (dark blue), 'Automatic detection system' (red), 'Wildlife overpass' (orange), and 'Wildlife underpass' (yellow). The map also shows 'Land Ownership' with various categories: Private, Local Government, MT State Trust Lands, MT FW/P, BLM, USFS, NPS, The Nature Conservancy, Gallatin Valley Land Trust, MT Land Reliance, and Rocky Mountain Elk Foundation. Key geographical features include Pine Creek, Big Creek, and the Yellowstone National Park boundary.</p>	<p>Thank you for your comments. They are included in our study records. Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>

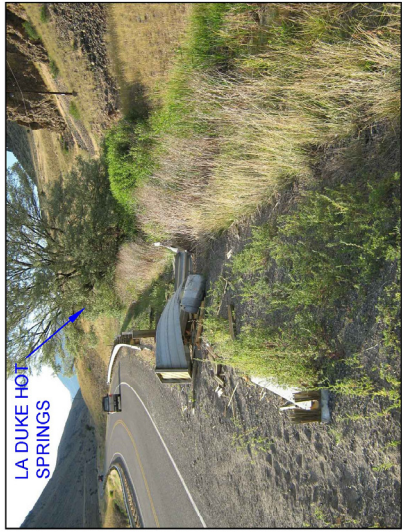
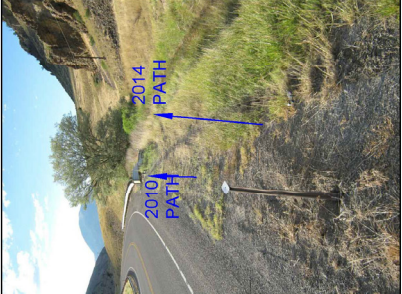



ID	Date and Name	Comment	Response
111	03/14/2014 Diane Hilborn	<p>From: <a href="mailto:www@mdt.mt.gov">www@mdt.mt.gov</a> [mailto:<a href="mailto:www@mdt.mt.gov">www@mdt.mt.gov</a>] Sent: Friday, March 14, 2014 9:50 AM To: MDT Comments - Project Subject: Comment on a Project or Study Submitted</p> <p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 03/14/2014 09:50:28 Project/Study Commenting On:Paradise Name: Diane Hilborn Email Address: <a href="mailto:ynpcats@hotmail.com">ynpcats@hotmail.com</a></p> <p>Comment or Question: Please conduct the study of Highway 89 from Livingston to Gardiner. Lowering the number of animal related vehicle accidents would benefit both people and animals. Also, I would suggest that signs be put up leaving both cities that instructs drivers to turn on their headlights for safety. Driving down the valley, especially in low light conditions, it's amazing how much easier it is to see the cars with their headlights on when you are looking to pass another car. Many accidents would be avoided with one simple sign.</p> <p>Diane Hilborn Mammoth Hot Springs, WY</p> <p>Reference Number = prjcomment_67047119140625</p>	<p>Thank you for your comments. They are included in our study records.</p>
112	03/14/2014 Alan Shaw (Church Universal & Triumphant / The Summit Lighthouse)	<p>Hi:</p> <p>Thanks for the opportunity to provide comments. I do have a recommended safety improvement based on two crashes I'm aware of. Our interest in this location is based upon the close proximity of the LaDuke Hot Springs.</p> <p>In January 2014 and in July 2010, two crashes occurred northbound at approximately RP 6. The 2014 crash resulted in a fatality. The severity of both crashes could have been potentially mitigated by lengthening the existing guardrail at this location. The 2014 vehicle crash completely missed the existing guardrail. The SUV passed to the outside of the guardrail and rolled. The 2010 crash impacted the end of the guardrail, see the attached PDF. I do not have the details of these crashes. Consideration should be given to extending the guardrail in this section.</p> <p>Thanks for your time and effort to prepare this study. It was well presented.</p> <p>Alan Shaw</p>	<p>Thank you for your comments. They are included in our study records.</p> <p>This comment was forwarded to MDT Butte District personnel for further consideration.</p>



ID	Date and Name	Comment	Response
		Business Office Manager Church Universal & Triumphant / The Summit Lighthouse www.tsl.org 406-848-9294   ashaw@tsl.org 63 Summit Way, Gardiner, MT 59030	




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		<div>   <p>PICTURES OF 2010 CRASH</p> <p>2014-3-13</p>  <p>SOUTH BD - RP 6</p> </div>	<p>Thank you for your comments. They are included in our study records.</p> <p>This comment was forwarded to MDT Butte District personnel for future consideration.</p>



ID	Date and Name	Comment	Response
113	03/14/2014  Kylie Paul (Defenders of Wildlife)	<p>From: Kylie Paul [mailto:kpaul@defenders.org] Sent: Friday, March 14, 2014 4:53 PM To: Ludlow, Sheila Subject: Paradise Valley Corridor Planning Study_Defenders of Wildlife comments</p> <p>Hello Sheila, I've attached a comment letter from Defenders of Wildlife regarding the Paradise Valley Corridor Planning Study. Thank you for the opportunity to comment. Thank you, Kylie Paul</p> <p>Kylie Paul Rockies and Plains Representative</p> <p>259 W. Front Street, Suite B Missoula, Montana 59802 Tel: 406-728-8800      Cell: 406-370-6979</p> <p>kpaul@defenders.org   www.defenders.org</p>	<p>Thank you for your comments. They are included in our study records.</p> <p>Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>

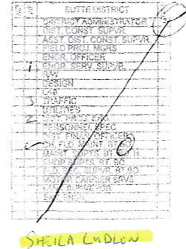


ID	Date and Name	Comment	Response
		 <p>Rockies and Plains Program Montana Field Office 259 W. Front Street, Suite B   Missoula, Montana 59802   tel: 406.728.8800 fax: 406.728.9490 www.defenders.org</p> <p><b>March 14, 2014</b></p> <p><i>Via MDT Online Comment Form and E-mail to sludlow@mt.gov</i></p> <p><b>Sheila Ludlow</b> MT Department of Transportation 2701 Prospect Avenue P.O. Box 201001 Helena, Montana 59620-1001</p> <p>Re: Comments on Draft Paradise Valley Corridor Planning Study US 89 (Gardiner to Livingston)</p> <p>Dear Ms. Ludlow:</p> <p>We appreciate the opportunity to provide comment on the Draft Paradise Valley Corridor Planning Study (Draft). Defenders of Wildlife (Defenders) is a national non-profit organization with more than one million members and supporters nationwide, of which 4,900 reside in Montana. Defenders works on conserving and restoring native species and the habitat upon which they depend.</p> <p>Several of the species we focus on live in and around Yellowstone National Park including grizzly bears, gray wolves, wolverines, and lynx, and we are concerned with habitat connectivity and species health in the region. We have worked on conflicts with wildlife and roadways for many years in various national and local levels. On a more personal note, Defenders' staff often travels this section of Highway 89 and know first-hand the dangers associated with wildlife on the roadway; a Defenders employee struck an elk on Highway 89 between Livingston and Gardiner and we want to ensure this is less likely to happen to others in the future.</p> <p>As reported by MDT in the Draft, collisions between motorists and wildlife account for 50% of all reported crashes from 2007 to 2012 along the US 89 study corridor from Livingston to Gardiner. US 89 thus presents a public safety problem, causing human injuries and lives, and is of course a risk to wildlife, from common species to threatened or endangered species. It is also an economic concern, as collisions with wildlife cost Americans billions of dollars.</p> <p>Meanwhile, MDT does not offer any wildlife-related safety improvements to this highly dangerous situation. Instead, the Draft states that MDT will review "any improvement option relevant to wildlife mitigation ... on a project case-by-case basis." These potential options will be explored in the future at (as-yet-undetermined) "as needed" locations within an "as needed" timeframe. This is disappointing and unacceptable. MDT can and should include an assessment into this Draft that will help guide and streamline efforts for mitigation in the future. MDT already has data available on this human safety problem including collision data and number of wildlife carcasses recovered from the</p>	<p>Thank you for your comments. They are included in our study records.</p> <p>Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>




ID	Date and Name	Comment	Response
		<p>roadside, as the Draft indicates that MDT already has in hand “extensive data on animal-vehicle crash trends, patterns of carcass locations, and general wildlife movements across the highway.” These data could be analyzed to determine significant hot-spots of collisions and roadkill. MDT could and should suggest mitigation measures to reduce wildlife collisions at those specific locations. MDT is already familiar with the variety of mitigation measures available as they have incorporated them effectively on US93 North and South. There are also numerous resources regarding cost-effectiveness, feasibility, and benefits of mitigation measures that MDT can look to for guidance if needed. Montanans for Safe Wildlife Passages have also provided you with a preliminary cost-benefit analysis of potential mitigation measures on US 89 using wildlife carcass data, which can be used to kick off this analysis by MDT.</p> <p>It is entirely feasible and logical to incorporate this level of analysis and recommendations into the Draft; while MDT offers vague language for wildlife-related safety improvements, it provides detailed language and site-specific suggestions for other recommended improvements. Specific planning to address wildlife concerns should be added into the Draft. It is not appropriate to leave such planning for piecemeal projects in the future.</p> <p>In conclusion, Defenders respectfully requests that MDT revise the Draft to include an identification of wildlife-vehicle collision “hot spots” and recommendations of mitigation measures at these locations, or that it recommends a comprehensive study in the very near future to do so. Human and wildlife safety on and along this highway is of utmost interest to Defenders, local Montanans, and the thousands of Yellowstone National Park visitors who travel to this area to appreciate the diversity of wildlife in the region.</p> <p>Thank you for the opportunity to comment on this important issue.</p> <p>Sincerely,</p>  <p>Kylie Paul Rockies and Plains Representative Defenders of Wildlife</p>	<p>Thank you for your comments. They are included in our study records.</p> <p>Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
114	03/18/2014  Alyssa Allen (Glastonbury Landowners Association, Inc.)	<p><b>GLASTONBURY LANDOWNERS ASSOCIATION, INC.</b> P.O. Box 1862 • Bozeman, MT 59771 • 406-451-0033 • www.gla-mt.org • admin@gla-mt.org</p> <p>February 4, 2014</p> <p>Jeff Ebert District Administrator Montana Dept of Transportation PO Box 3068 Butte, Montana 59702-3068</p> <p><b>Re: Paradise Valley Corridor Study</b></p> <p>Dear Jeff,</p> <p>On December 10, 2913, Gerald Dubiel, a board member of the Glastonbury Landowners Association (GLA), located in Emigrant, had a conversation with you about the Paradise Valley Corridor Plans &amp; Study for U.S. Route 89, from Livingston to Gardiner.</p> <p>The GLA represents owners of 396 separate tracts of land within two large subdivisions, which are accessed westerly off U.S. Route 89 by three county roads: Trail Creek Road, Story Road, and Dry Creek Road. We would like to be considered in this study for three possible exit lanes at these three county roads. We would be perfectly willing, as part of this study, to have traffic counters at all three of our entrances to show just how much traffic is using our subdivision roads.</p> <p>Please keep us informed of the proposed meetings in Livingston and Gardiner on this matter.</p> <p>Thank-you for your consideration,</p> <p><i>Alyssa Allen</i> Alyssa Allen President</p> <p>cc: file</p>  <p>Jeff Ebert Ltr 2-4-2014.doc</p>	<p>Thank you for your comments. They are included in our study records. Additional locations for turn lane evaluation(s) have been included in the report (see <b>Section 5.2.1</b>).</p>





ID	Date and Name	Comment	Response
115	03/20/2014  Daniel Wenk  (Yellowstone National Park)  RECEIVED AFTER CLOSE OF COMMENT PERIOD	 <p>United States Department of the Interior National Park Service P.O. Box 168 Yellowstone National Park Wyoming 82190</p> <p>RECEIVED MAR 20 2014 TRANSPORTATION PLANNING</p> <p>IN REPLY REFER TO: D18(YELL)</p> <p>MAR 17 2014</p> <p>Ms. Sheila Ludlow Montana Department of Transportation 2701 Prospect Avenue P.O. Box 201001 Helena, Montana 59620-1001</p> <p>Dear Ms. Ludlow:</p> <p>Yellowstone National Park appreciates your efforts to implement the Paradise Valley Corridor Planning Study. We would like to provide comments on the study that would help to reduce impacts on wildlife in the study area. Few states across the country have preserved wildlife and wildlife habitats to the extent that Montana has and they are part of the culture and economy of Montana and valued as a national treasure for all citizens of the United States. Wildlife resources are important for hunting, photography, and wildlife viewing. These activities are important for residents in the area and activities associated with wildlife-related recreation contribute significantly to the local economy and tax base.</p> <p>Many of the wildlife species, such as elk, bison, deer, and pronghorn, that winter in the Gardiner Basin and Paradise Valley spend summers inside of Yellowstone National Park and tourists come from all over the world to see these species. A recent study indicates that Yellowstone National Park generated over \$400 million to the local economies of communities within 60 miles of the park, supporting thousands of jobs.</p> <p>Paradise Valley is known to have a high rate of vehicle-wildlife collisions. Vehicle operational speed is generally considered the factor that contributes most to vehicle-wildlife collisions. Several mitigations have potential for reducing the risks of vehicle collisions with wildlife, including reductions in speed limits, wildlife crossing structures, and wildlife detection systems.</p> <p>Significant numbers of pronghorn, deer, elk, and bison migrate from summer range in Yellowstone to winter ranges in the Gardiner Basin and Paradise Valley. Additionally, there are local herds of elk, moose, bighorn sheep, mule deer, and whitetail deer living in Paradise Valley. These wildlife species and the economy and recreation they support should be strongly considered when planning the future of the Paradise Valley transportation corridor.</p> <p>In our review of the study, we observed that much of the current plan is designed to make traffic move faster, which may have the unintended consequence of additional wildlife mortality within this corridor. We recommend that the existing study report be revised to commit to a</p>	<p>Thank you for your comments. They are included in our study records.</p> <p>Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>




ID	Date and Name	Comment	Response
		<p>comprehensive study of the highway corridor that would identify where collision-reducing measures would be most cost effective and offer the highest probability to reduce vehicle-wildlife collisions. Reducing vehicle-wildlife collisions will make the corridor safer for Paradise Valley residents, visiting tourists, and the wildlife resources that are so important to the Greater Yellowstone Ecosystem and enjoyment by the public.</p> <p>Sincerely,</p> <p><i>[Signature]</i> for Daniel N. Wenk Superintendent</p> <p>cc: Steve lobst Joe Regula</p>	<p>Thank you for your comments. They are included in our study records.</p> <p>Measures specific to reducing wildlife-vehicle collisions are included in the report (see <b>Section 5.2.5, 5.3 and 5.5</b>).</p>



ID	Date and Name	Comment	Response
116	04/03/2014  Jess Davies  (US Corps of Engineers)  RECEIVED AFTER CLOSE OF COMMENT PERIOD	 <p>DEPARTMENT OF THE ARMY CORPS OF ENGINEERS, OMAHA DISTRICT HELENA REGULATORY OFFICE 10 WEST 15<sup>TH</sup> STREET, SUITE 2200 HELENA MT 59626</p> <p>REPLY TO ATTENTION OF</p> <p>April 2, 2014</p> <p>Regulatory Branch Montana State Program Corps No. NWO-2013-01386-MTH</p> <p>Subject: Paradise Valley Corridor Planning Study</p> <p>Robert Peccia &amp; Associates Attn: Jeffrey A. Key Post Office Box 5653 Helena, Montana 59604</p> <p>Dear Mr. Key:</p> <p>We have reviewed your letter requesting information concerning the above-referenced project, which was mailed to our Helena office and dated February 21, 2014. The proposed work is located from Gardiner to Livingston, Montana, along U.S. Highway 89 in Park County, Montana.</p> <p>The mission of the U.S. Corps of Engineers (Corps) Regulatory Program is to protect the Nation's aquatic resources while allowing reasonable development through fair, flexible and balanced permit decisions. In particular, under Section 404 of the Clean Water Act (CWA), we work to protect the biological, physical, and chemical integrity of the Nation's aquatic resources. Projects are evaluated on a case-by-case basis to determine the potential benefits and detriments that may occur as a result of the proposal. In all cases an applicant must avoid and minimize impacts to aquatic resources to the greatest extent practicable.</p> <p>Under the authority of Section 404 of the CWA, Department of the Army permits are required for the discharge of fill material into waters of the U.S. Waters of the U.S. include the area below the ordinary high water mark of stream channels and lakes or ponds connected to the tributary system, and wetlands adjacent to these waters. Isolated waters and wetlands, as well as man-made channels, may be waters of the U.S. in certain circumstances, which must be determined on a case-by case basis. It appears that construction activities resulting from the corridor study implementation could impact waters of the U.S.</p> <p>Future plans for improvements on the corridor need to consider avoidance of aquatic resources where practicable; minimization of adverse impacts where avoidance cannot occur; and possible compensatory mitigation for adversely affected aquatic resources.</p> <p>Printed on  Recycled Paper</p>	Thank you for your comments. They are included in our study records.



ID	Date and Name	Comment	Response
		<p>-2-</p> <p>Additionally, the section of the Yellowstone River and its adjacent riparian and floodplain areas lie within the boundaries of the Special Area Management Plan (SAMP) for the Upper Yellowstone River. Permitting projects in waters of the U.S. within the SAMP area will require compliance with the SAMP to ensure minimal effects on the Yellowstone River and associated areas.</p> <p>Finally, improvements along the U.S. Highway 89 corridor may have effects on aquatic resources along the East River Road corridor; please consider making this part of the dialogue as the corridor study moves ahead.</p> <p>Thank you for the opportunity to provide input. The Corps looks forward to continued involvement on this project. Please reference Corps File Number NWO-2013-01386-MTH on future correspondence.</p> <p>Sincerely,</p>  <p>Jess J. Davies Natural Resources Specialist</p>	



ID	Date and Name	Comment	Response
117	04/11/2014  Lynn Chan  RECEIVED AFTER CLOSE OF COMMENT PERIOD	<p>From: Lynn Chan [mailto:lynn.bickerton.chan@gmail.com] Sent: Friday, April 11, 2014 12:19 PM To: Ludlow, Sheila Subject: Paradise Valley Corridor Planning Study</p> <p>Sheila,</p> <p>Hope these quick comments are not too late, I have been meaning to add them to your inventory for some time but have been too busy. Thank you for carrying out a good study. From what I have heard to date improvement ideas have been well assessed.</p> <p>For the Paradise Valley Corridor Planning Study</p> <p>Overall I think there is a case to be made that HW 89 South serves only the residents and businesses along its route and the entrance to YNP. In that capacity I think it would be nice to encourage some of the same characters and practices as YNP employees for its road improvements and to allow variances to road design where they are not a proven safety concern.</p> <p>I am not in favor of road widening or passing lanes other than at busy intersections where safety from bad sight distance is a legitimate safety issue - often I think there is a tendency to just do it because it is the standard. I do not think we have many intersections busy enough to offset the visual ugliness and resource impacts of wide sections of asphalt that look like an landing strip. Please grade properly versus installing curb and gutter which is meant for urban environments and looks out of place in rural settings.</p> <p>When installing curb and gutter in Gardiner itself please take into consideration where the water will go! Gardiner side streets do not have designed drainage.</p> <p>I am not an advocate for lower speeds. I think the speed limits we have are just right. Both in the valley and in Gardiner. I do agree that the 25 mph speed limit could extend to the end of the built up are in Gardiner, but I do NOT think we should post anything less than 25. Slow speeds that are unnecessary for the situation just frustrate drivers and cause more accidents.</p> <p>I wholeheartedly support a bike lane, bike path, sidewalks, trails and any treatments that support and encourage non-motorized travel within and between our communities.</p> <p>I support the idea of bus stops along the road at potential future bus pick-up points such as Pine Creek, Emigrant and Corwin Springs.</p> <p>I support and encourage the replacement of HPS and LPS street lights on 30 foot poles and do NOT support any additional lighting of the road corridor or intersections. It would be fantastic if we could have appropriate fully shielded, warm white, LED lighting at the Point of Rocks Rest</p>	<p>Thank you for your comments. They are included in our study records.</p> <p>Statutory and special speed zones are posted in accordance with adopted Montana Transportation Commission resolutions (see <b>Section 3.2.12</b>).</p> <p>Non-motorized path development and lighting in Gardiner are discussed in <b>Section 5.3</b> and <b>Section 5.2.4</b>, respectively.</p>



ID	Date and Name	Comment	Response
		<p>Stop instead of the HPS lights that can be seen from miles around in an otherwise dark environment - PLEASE can we get these changed? Gardiner is hoping to change out the lights on HW 89 to a pedestrian scale, historic looking, fully shielded LED light. We would appreciate any support and design (and funding) assistance with this effort.</p> <p>Thank you for the opportunity to comment.</p> <p>Lynn Chan Gardiner Resident Landscape Architect</p>	
118	<p>04/23/2014</p> <p>Dan Vermillion</p> <p>RECEIVED AFTER CLOSE OF COMMENT PERIOD</p>	<p>I am writing to urge MTDOT to analyze how to reduce wildlife-vehicle collisions into its corridor planning study of Highway 89. Wildlife-vehicle collisions represent one of the largest causes of accidents on Highway 89 south of Livingston, and I think it is incumbent upon MTDOT to analyze ways to reduce those collisions in its corridor planning study.</p> <p>I am a property owner in one of the primary collision hot spots. Several times each year I witness people with overturned cars, shattered front ends, or maimed deer sitting on the side of road. Putting aside the obvious unnecessary harvest of wildlife, this poses a safety risk for the drivers on Highway 89. As a father of three children, it is a public safety issue that concerns me for the safety of our children. I hope MTDOT will analyze how to improve public safety by studying how to reduce wildlife-vehicle collisions in its upcoming study.</p> <p>I am also the Chairman of the Fish and Wildlife Commission. In that role, I have witnessed the importance Montanans place on wildlife and the important role wildlife plays in our quality of life. This is especially true of Paradise Valley where visitors come to watch wildlife, hunt wildlife, or traverse the valley to get into Yellowstone Park. These visitors are a very important part of our economy. The economic role wildlife plays is critical and MTDOT can support this part of our economy by taking this wildlife into account in its planning study.</p> <p>As I am sure you know, Highway 89 is a very important roadway to the people of Park County. I commend MTDOT for undertaking the planning study. However, I hope the study will analyze how to minimize the wildlife-vehicle collisions. As the volume of traffic increases, these collisions with wildlife will increase and the public safety imperative/economic imperative of reducing these collisions also increase.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Dan Vermillion PO Box 668 Livingston, MT 59047</p>	<p>Thank you for your comments. They are included in our study records.</p>



**Paradise Valley Corridor Planning Study**  
US 89 (Gardiner to Livingston)

Date	Comment
07/15/2013 Jean Modesette	<p>I just learned of an upcoming meeting and planning study for Hwy 89 in Paradise Valley. I would like to join the study mailing list as I live in Paradise Valley and drive Hwy 89 (aka death trap) each day.</p> <p>Thank you! Jean</p> <p>Jean Modesette Workforce Consultant Livingston Job Service Workforce Center 220 E. Park S. Livingston, MT 59047 (406) 220-3135 jmodesette@mt.gov</p>
07/17/2013 Sue Mills	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Action Item: Comment on a Project Submitted: 07/17/2013 14:05:57 Project Commenting On: ParadiseValley Name: Sue Mills Email Address: sue_mills@nps.gov</p> <p>Comment or Question: Please put me on the mailing list to receive updates on the Paradise Valley Corridor Planning Study. Thanks.</p> <p>Submitter's IP address: 165.83.47.253</p> <p>Reference Number = picomment_7811279296875</p>
07/22/2013 Mark Baker	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Action Item: Comment on a Project Submitted: 07/22/2013 21:46:35 Project Commenting On: Hwy 89 Corridor, Project State Highway No.: Hwy 89 South Nearest Town/City to Project:Livingston Project Milepost: 50 Name: Mark Baker Address Line 1: 5046 US Hwy 89 South City: Livingston State/Province: MT Postal Code: 59047 Email Address: classicbowhunting@live.com Phone Number: 406-222-6052</p> <p>Comment or Question: This is a request per the planned improvements to Hwy 89 South, south of Livingston. I live in the canyon south of town, at 5046 Hwy 89 S, and have since 1984. In that time, traffic has increased dramatically. My mother lives in the house to the south of mine. Our property lies along a section of the Highway on the east side and our houses, and those of our neighbors, are very close to this road.</p> <p>Through the years, I have witnessed at least 6 wrecks directly in front of mine and my mother's houses...with one resulting in a Cable TV truck nearly going through her bedroom on the house. Our homes along that section where the road bed is 4 feet higher than the homes...barely 50 feet from the road.</p> <p>My request is that a guardrail be put along the road through this section to prevent a car or truck from careening off the road and into our homes. This is a safety request.</p> <p>As I'm sure you have documented, many accidents have occurred along the highway between the East River Road and town section. Traffic is at all-time high levels, road speed is excessive (in my opinion) and future development and prospects of even more traffic problems is a sure thing. Please grant us this small safety measure to protect our homes and our lives.</p>



	<p>Sincerely, Mark Baker.</p> <p>ps....feel free to contact me about this situation. I have wanted an opportunity to bring this up for years now, and am grateful to finally have the chance.</p> <p>Submitter's IP address: 69.145.170.212</p> <p>Reference Number = picomment_628387451171875</p>
07/23/2013	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p>
Janette & Drew Barnes	<p>Action Item: Comment on a Project</p> <p>Submitted: 07/23/2013 17:25:39</p> <p>Project Commenting On: US HWY. 89 SO.</p> <p>Project State Highway No.: 89 So.</p> <p>Nearest Town/City to Project: Livingston</p> <p>Name: Janette &amp; Drew Barnes</p> <p>Address Line 1: 4099 Hwy. 89 So.</p> <p>City: Livingston</p> <p>State/Province: MT</p> <p>Postal Code: 59047</p> <p>Email Address: gemvalleymt@yahoo.com</p> <p>Comment or Question:</p> <p>We have several comments on US Hwy. 89 So. They are as follows:</p> <ul style="list-style-type: none"> <li>- Aside from animals on the road, the major problem we see is with passing slower drivers. We have witnessed and know of people who have been forced off the road in the process of someone passing another driver. So, our #1 suggestion would be to make this a 4-lane highway!</li> <li>- Adding more speed limit signs would be helpful, especially just south of Livingston past Rock Canyon. Motorists often miss the one set of speed limit signs there that show the limit increasing to 70 mph, and maintain the slower speed limit for some time.</li> <li>- We own the Gem Valley shop at MM 41 and continually have RVs and boat trailers coming into our lot to turn around because they have missed the poorly-marked entrance to Mallard's Rest Campsite/Boat Launch. FWP says that they cannot put up additional signage. We are requesting better signage at Mallard's Rest to give motorists more warning and to avoid the traffic jamming up at our entrance dangerously.</li> <li>- We also wonder if, for safety reasons, there shouldn't be a No Passing Zone in front of our shop.</li> </ul> <p>Thank you for your consideration!</p> <p>Janette &amp; Drew Barnes Gem Valley J cell: 406-223-8845</p> <p>Submitter's IP address: 69.144.38.12</p> <p>Reference Number = picomment_9923095703125</p>
07/25/2013	<p>Hi Jeff:</p>
Monique DiGiorgio	<p>Great to meet you at the Livingston US 89 meeting tonight! That was an excellent presentation and I really appreciate the willingness of MDT to step out in front on this process and engage stakeholders early on.</p> <p>I sent Sheila an e-mail requesting a meeting on wildlife-vehicle collisions within the context of US 89 (see below). It would be great to have some preliminary crash data and hotspots information for that meeting. I am also wondering how 50% WVCs compares to the rest of the state. If the crash rate is high o US 89 and the severity rate low, I wonder if we can conclude that is from WVCs. I also wonder if the carcass data information gives us a sense the percentage under-reporting the WVCs data is. I know in Colorado, they were able to compare the carcass data with crash reports and estimated about a 50% underrepresentation due to crashes that are not reported.</p> <p>Montanans for Safe Wildlife Passage would be happy to help in any way in preparation for a discussion. And it sounds like there are some members of the public at our meeting that would be interested in this issue too.</p>



	<p>Oh, and thanks for your persistence in finding my mailing address! I see I sent an e-mail to Sheila last April expressing interest in the process, but I am not sure how I made it on the list. Regardless, I was very glad to be there and to get the invitation!</p> <p>Thanks for your good work on this project. I look forward to further dialogue,</p> <p>Monique</p> <p>Monique DiGiorgio, Program Manager Future West   <a href="mailto:monique@future-west.org">monique@future-west.org</a> <a href="http://www.future-west.org">www.future-west.org</a>   406-587-2974   406-548-1592 (cell)</p>
<p>07/28/2013</p> <p>Randie Lintz</p>	<p>Gents,</p> <p>Is there some on-line summary of the discussion held in Livingston last week (July 25)? As a Paradise Valley property owner I'm always interested in these things.</p> <p>Thanks so much,</p> <p>Randie Lintz</p>



07/31/2013

Todd Koel

Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)

## COMMENT FORM

Informational Meeting #1 – July 24, 2013 (Gardiner)

Please Submit Your Comments:

- PROBLEMS AT  
① PLEASE RECTIFY INTERSECTION OF HWY 89  
AND MAIDEN BASIN ROAD. (Mile Mark 5)  
SOMEONE (IF NOT A BUS-LOAD OF  
CHILDREN) WILL BE KILLED HERE  
SOON!!  
PLEASE HELP US!!! Senator Ron  
Arthun is supportive  
of this!!!  
I HAVE ATTACHED MY THOUGHTS  
ABOUT HOW TO IMPROVE THIS  
INTERSECTION. SEE ATTACHED DRAWING.  
② REMOVE CATTLE (BISON) GUARD AT  
YANKEE JIM CANYON.  
THIS CATTLE (BISON) GUARD IS NOT  
NEEDED AND IS DAMAGING VEHICLES,  
IT IS ALSO CREATING A DANGEROUS  
SITUATION FOR TRAVELERS - GET RID  
OF IT!!!

Please mail or email your comments to:

**Sheila Ludlow, Project Manager**  
MDT Statewide and Urban Planning Section  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9193  
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:

Name: TODD KOEL  
Address: 34 MAIDEN BASIN RD.  
GARDINER, MT 59030  
Email: todd.koel@gmail.com

Thank you for the opportunity to comment!  
Doe



KOEL COMMENTS  
CONTINUED

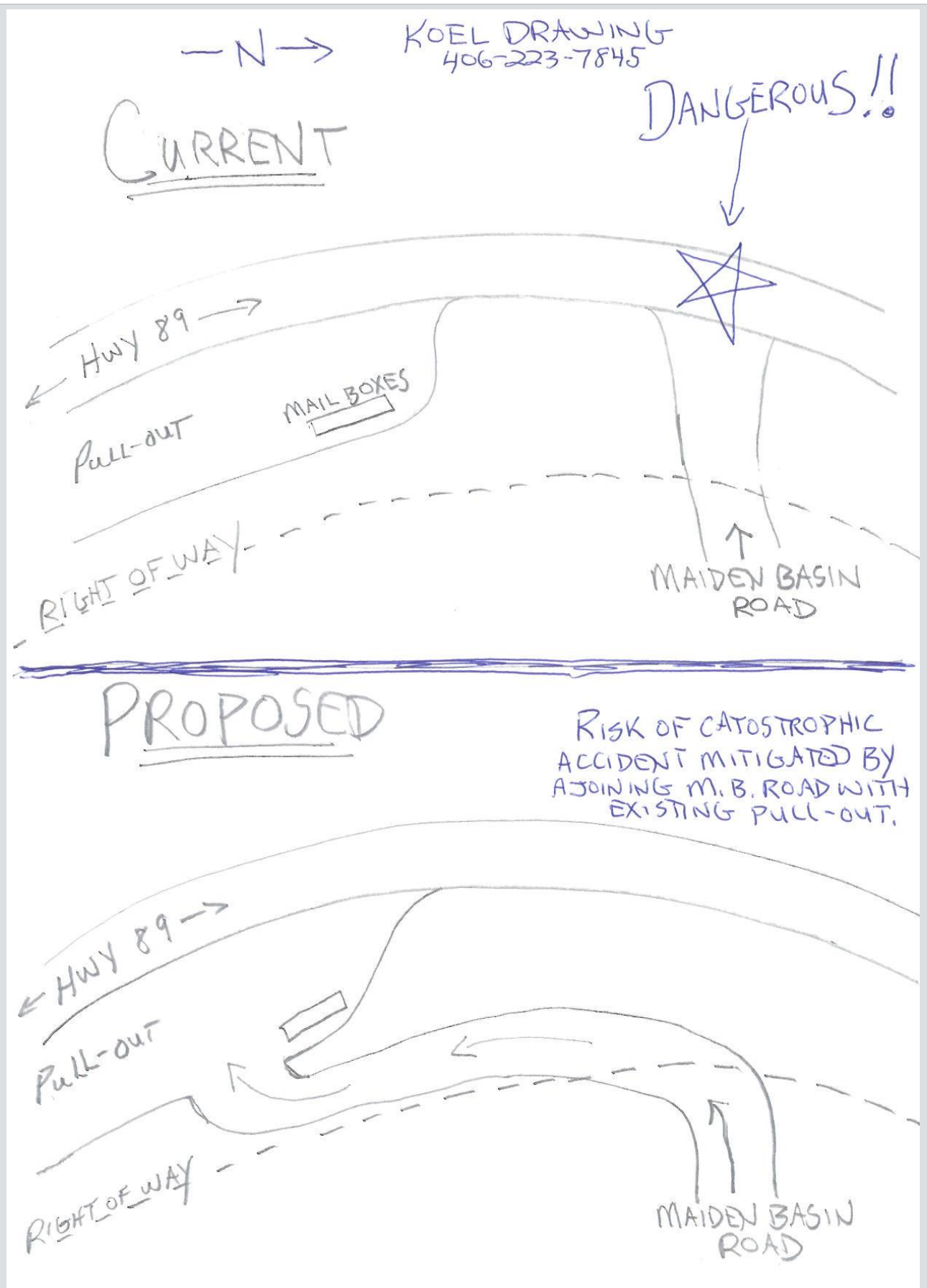
- ③ Please create a bike / running or walking path extending from Gardiner to Livingston!

Such a path would be used year-round and add <sup>an</sup> incredible asset to the valley.

The cost would quickly be off-set by gains (\$) to the residents and business owners.

Please build a separate, wide bike/run path through Paradise Valley!! (from cars)







**Paradise Valley Corridor Planning Study**  
US 89 (Gardiner to Livingston)

<p>08/05/2013</p> <p>Renee Callahan</p>	<p>Please consider this a request to add renee@climateconservation.org to the mailing list for the Highway 89 corridor study. The Paradise Valley is one of my favorite spots in Montana. From rafting the Yellowstone to hunting for agates to viewing wildlife - it's truly a gem, and I'm excited to learn more about how to preserve this vital wildlife corridor. Indeed, it was along Highway 89 this past winter that I saw the largest elk herd I've ever seen (96 elk - yes, I counted!).</p> <p>Oh, and I also work with Montanans for Safe Wildlife Passage!</p> <p>Many thanks in advance for adding me to your list.</p> <p>All the best, Renee Callahan</p> <p>Renee Callahan, MESM, JD Senior Policy Officer Center for Large Landscape Conservation P.O. Box 1587 Bozeman, MT 59771 Office 406.586.8082 www.climateconservation.org</p>
<p>08/06/2013</p> <p>Bill Berg</p>	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Action Item: Comment on a Project Submitted: 08/06/2013 07:45:26 Project Commenting On: Paradise Valley Corridor Planning Study - Park County Project State Highway No.: 89 Nearest Town/City to Project: Gardiner Project Milepost: 0 to 52.5 Name: Bill Berg Address Line 1: PO Box 275 City: Gardiner State/Province: MT Postal Code: 59030 Email Address: bill@coolworks.com Phone Number: 406.223.2565</p> <p>Comment or Question: Thank you for hosting the public meetings in Gardiner and Livingston regarding the Paradise Valley Corridor Planning Study. I attended both meetings and a topic that I did not hear but that has come up since in related discussions is billboards. Highway 89 is one of the most scenic drives in America and the stretch through Paradise Valley is among the most scenic of that Canada to Mexico route. I would love to see this planning process incorporate the best available practices with respect to managing outdoor advertising on a roadway with high scenic values.</p> <p>Many thanks for your time and effort.</p> <p>Submitter's IP address: 209.181.8.162</p> <p>Reference Number = picomment_12359619140625</p>
<p>08/13/2013</p> <p>Jeff Ryan (MT DEQ)</p>	<p>General comments:</p> <p>Water Quality comment – Standard comment for any future highway projects – given the close proximity of the road and river throughout the corridor - our standard "bridge deck drainage" off the bridge deck that not directly discharge into the water would apply, as would our standard comments about designing ditches with retention basins that would intercept ditch water before it enters the river</p> <p>Non water quality comment - I was on the board of directors for the Montana Wild Sheep Foundation for a few years - they were identified as a stake holder in this process, but they should definitely be contacted - they have resources available to partner with MDT on projects that could help mitigate wildlife collision problems - Jim Weatherly is their Executive Director 549-5697</p>



08/14/2013

Steven  
lobst  
(YNP)



IN REPLY REFER TO:

## United States Department of the Interior

NATIONAL PARK SERVICE

PO Box 168  
Yellowstone National Park  
Wyoming 82190

A8815(YELL)

AUG 13 2013

Ms. Sheila Ludlow  
Montana Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, Montana 59620-1001

Dear Ms. Ludlow:

Thank you again for the invitation to participate in the Paradise Valley Corridor Planning Study. Our comments are as follows:

How does the Environmental Scan fit into the overall MDT Transportation Planning Process, including a discussion of research and development of mitigation measures and improvement options as well as an evaluation of cost benefit.

Consider a separated non-motorized facility, connecting Livingston to Yellowstone National Park utilizing the old railroad bed / Old Yellowstone Trail / Livingston bike trail as part of this study.

With regard to classifications of vehicles, include:

- Frequency of commercial traffic / recreational vehicles / automobiles
- How has it changed over time; twenty years, ten years, projection for the future
- Socioeconomic analysis to determine trends
  - Example, is there an increased use of RVs and buses vs. automobiles?

Include a classification and understanding of users, including:

- River use: fishermen, rafting, drift boats, commercial (guided) vs. private, peak times, shuttle times, etc
- Recreational vehicles (rental vs. owned) (trailer vs. coach), bus tours, travelers, visitors, seasonal work force
- Residents vs. visitors



Things we have concerns about:

- Wildlife migration patterns and maintaining connectivity of habitats
- Speed along the corridor, especially from Carbella south to Gardiner
- In relation to numbers of wildlife, residential intersections, seasonal traffic and the geometrics of the roadway
- The 'New West' and future development within the corridor
  - The seasonal differences and associated risk
  - Winter, road conditions, wildlife and winter habitat
  - Summer, travelers, distracted /fatigued drivers and increased ADT
  - Increased use of river access points and recreational sites

Need for improvements to address deficiencies within the current geometry:

- Turning lanes, intersection design, passing lanes, adequate passing distance
- Current passing zone at the airport may not be adequate
- Maiden Basin road intersection

Things we can contribute:

- Wildlife studies
- Record of permitted raft companies including daily numbers at the Gardiner/Yellowstone confluence put in (within YNP)
- Records prior to 2010 need to be validated and organized
- North Entrance station counts and categorization of vehicles

In closing how do we request an Environmental Scan for the Highway 191 corridor?

Sincerely,



Steven F. Iobst  
Deputy Superintendent



08/14/2013  Todd Tillinger (US ACOE)	<p>Classification: UNCLASSIFIED Caveats: NONE</p> <p>Jeff and Sheila,</p> <p>Sorry these comments are arriving after your 12 August requested date; they are simply a written summary of things already raised during the meeting I attended that you hosted on 07 August 2013.</p> <p>Under the authority of Section 404 of the Clean Water Act (CWA), Department of Army permits are required for the discharge of fill material into waters of the U.S. Waters of the U.S. include the area below the ordinary high water mark of stream channels and lakes or ponds connected to the tributary system, and wetlands adjacent to these waters. Isolated waters and wetlands, as well as man-made channels, may be waters of the U.S. in certain circumstances, which must be determined on a case-by-case basis. It appears that construction activities resulting from the corridor study implementation could impact waters of the U.S.</p> <p>As discussed, future plans for improvements on the corridor need to consider avoidance of aquatic resources where practicable; minimization of adverse impacts where avoidance cannot occur; and possible compensatory mitigation for adversely affected aquatic resources.</p> <p>Additionally, as you observed in the documents provided to the Corps in advance of the meeting and during the meeting itself, the section of the Yellowstone River and its adjacent riparian and floodplain areas lie within the boundaries of the Special Area Management Plan (SAMP) for the Upper Yellowstone River. Permitting projects in waters of the U.S. within the SAMP area will require compliance with the SAMP to ensure minimal effects on the Yellowstone River and associated areas.</p> <p>Finally, improvements along the US89 corridor may have effects on aquatic resources along the East River Road corridor; please consider making this part of the dialogue as the corridor study moves ahead.</p> <p>Thanks you for the opportunity to provide input, and the Corps looks forward to continued involvement on this project. Please reference Corps File Number NWO-2013-01386-MTH on future correspondence.</p> <p>Todd N. Tillinger, P.E. Montana Program Manager US Army Corps of Engineers Omaha District - Regulatory 10 West 15th Street, Suite 2200 Helena, Montana 59626</p> <p>Phone 406-441-1376 Blackberry/Cell 406-422-7527 Fax 406-441-1380</p> <p><a href="http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Montana.aspx">http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Montana.aspx</a></p> <p>Classification: UNCLASSIFIED Caveats: NONE</p>
--	--



08/26/2013

Joseph  
Gross

#1  
on 2

Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)

Gardiner map

8-20-13

## COMMENT FORM

Informational Meeting #1 – July 25, 2013 (Livingston)

Please Submit Your Comments:

Sunday Aug. 18. 2013 I left  
Gardiner 4:30 pm for Chico. Beyond Gardiner  
Airport fifth wheel leading the pack about  
4.5 hrs was L. & the line got longer. Before  
it could pass were at the Rest Area beyond the  
Point of Rocks in Nat sure the cars behind  
got to pass. & when  
MP 2, Gardiner Airport & Green Bores  
by pass both sides.  
MP 17. Yankee Jim. Coming from Livingston  
should be a pull off Ramp & by pass  
towards Livingston. By MP-17  
MP. 24 & 23 Restroom Area should have  
a by pass coming from Livingston because  
the turn coming from the bridge & a blind  
turnoff to the Rest Room Area  
MP. 26 & 27 Dry Creek Area a pull off by pass  
MP. 33 & 34 Fishing Access by pass Area.  
MP. 41 & 47 Mallards Rest Should be a  
4 way Road or at least a 3 way control;

Please mail or email your comments to:

**Sheila Ludlow, Project Manager**  
MDT Statewide and Urban Planning Section  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9193  
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:

Name: Joseph Gross  
Address: Box 335  
Gardiner MT 5903  
Email:



#2

Hardener m  
8/30/13

## Paradise Valley Corridor Planning Study US 89 (Gardiner to Livingston)

# COMMENT FORM

## Informational Meeting #1 – July 25, 2013 (Livingston)

## Please Submit Your Comments

Please Submit Your Comments: Coming from Livingston towards Larkins, when you leave the Deputy Area around MP 47 to Mallocks Rest Area MP. 41 should be a 4-way or at least a 3 way. About the third week of August you will have school buses on the road until first of June, & say you get behind a school bus around Mallocks Rest going to Livingston, you don't pass you fallkew.

I was disappointed on the Turn  
Out in Lincington on July 25, figured  
some of the Mallards & Great Grebes  
would be at the meeting. But didn't  
happen. So you got all the Duck & Boat  
from fall until ~~light~~ water, & all using  
that area. That's why I say @ 4 way.  
Joseph Strass, Gardener Mt 5903  
lives in large Bathroom sign, coming out  
of Lincington for the Bathroom area mileage  
towards Shackles before faint of Rocks

Please mail or email your comments to:

**Sheila Ludlow, Project Manager**  
MDT Statewide and Urban Planning Section  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9193  
Email: [sludlow@mt.gov](mailto:sludlow@mt.gov)

To receive further study information, please provide your name and address:

Name: Joseph L. Ross  
Address: Box 255  
Martinez, CA 94030  
Email: /



10/09/2013	Subject: Hiway 89
Bill Moser	<p>Mike Inman says there is a link to his site about a rebuild of 89 S (from Billman Lane to the south ???) I have not found it, so here are some notes from a guy who drives it every other day.</p> <ol style="list-style-type: none"> <li>1. 89 is the primary feeder for 5 of the premier US national parks. As such it should be fixed better than the road from Hamilton to Missoula, or Belgrade to Big Sky to avoid lawsuits, and to provide a good impression of Montana to visitors.</li> <li>2. I have sent notes before. They are included by reference in this list. Ex: The culvert at the south end of Depuys ~mm 47 ??? is still exposed to the northbound lane asking for a Californicator to file a lawsuit after a crash.</li> <li>3. At the time of the reconstruction of 89 and I-90, there was much less traffic going South and no truck stop south of Albertson's. The Island at the west bound off ramp needs to be eliminated and a merge lane opened up there instead. I sometimes see 5 or 6 vehicles backed up waiting to turn south that cant get a simultaneous opening in both n&amp;s lanes.</li> <li>4 Mountain View/ 89 intersection and the one you just pretended to rebuild just to the north both collect large amounts of water with no place to drain to in virtually every storm. Because the area is alluvial, a deep porous pit should dispel the standing water in both locations without needing to construct a storm sewer.</li> <li>5. 89 needs to be at least 3-laned from I-90 to Carters bridge with a turn lane installed at Carters. (mm 50.)</li> <li>6. The hill at the taxidermy/ Ms Ellisons needs 3-laned as it causes the slow traffic that results in the collisions south of Pine Creek intersection.</li> <li>7. Rumble strips throughout.</li> <li>8. Several (ALL) access roads (n end of Old Yellowstone Trail, Cedar Creek, Sphinx, Slip and Slide etc) need to be redirected so they enter 89 perpendicular to the 89 pavement instead of at skewed angles.</li> <li>9. Emigrant intersection guard rail prevents VISITORS from seeing any southbound traffic. Locals have gotten used to the visibility problem for cars and pull out far enough to get smacked sooner or later. There is no visibility problem for trucks/suv's/motorhomes.</li> <li>10. East River Rd is not a parking lot and it was a waste of taxpayer dollars to re-surface without a 40+ foot ski to even out the existing bumps. Shocks produced by the bumps will keep your people in jobs for decades to come, because the tires hitting the bumps create shock patterns that are guaranteed to quickly break up the new surface, making it old again. I'll bet you guys spent more than 38 cents on that one too, Jeff.</li> <li>11. A small hill below the cemetery in the curve at Golden Ratio Woodworks site should be knocked down to increase visibility of turning vehicles in that curve. Sooner or later, that facility will become high traffic again.</li> <li>12. Shoulders between Golden Ratio mm - 29 and Emigrant mm - 31 on river side are insufficient and do not meet fed code.</li> <li>13. Warning Signage for low flying aircraft in several locations.</li> <li>14. Point of Rocks bridge, Emigrant bridge, Mill Creek bridge, Carters bridge, pine Creek, Corwin Springs, bridges all need an easy-access, dry hydrant for fire suppression purposes.</li> <li>15. The shoulder from Point of Rocks to Carbella on both sides does not meet Fed Standards or mil spec. The slide area on 540 (mm-3) would be a perfect place to get the borrow from, as it would be a very short haul and taxpayers will have to buy both, sooner or later. I propose that bid be given separately and ahead of general construction to local contractors, as they could do it in winter when YN Park traffic is greatly reduced.</li> <li>16. Because of multi-seasonal, high volume of large vehicles being driven by people unaccustomed to operating such, ALL guard rails are too close to the pavement over all 53 miles. There needs to be room for big rigs and campers to pull off where a breakdown occurs-not after the end of the adjacent guard rail. Presently stalled vehicles are pulled beyond the guard rails and off the road by kind locals.</li> <li>17. Emigrant (river and EGS culvert), Point of rocks, Pine Creek, Carter's bridges need walk wings. due to children playing in the water.</li> <li>18. MDT need to PUBLICLY identify it's right of way ALL the way through Livingston as the railroad tends to place</li> </ol>



signage as if they owned up to the pavement

19. Animal crossing warning signs need to be installed at Fridley Creek and O'hairs, rock shop, etc. to reduce animal collisions. Also closer to Gardiner in areas i don't go often.

20. Shoulder work is needed near the rest area. mm-26???

21. A thin layer of concrete needs to spread below all Livingston I-90 bridges to prevent the columns from sinking in the event of extra heavy precipitation. (such as the 1896 Fleshman Creek rainstorm/flash flood.)

22. The north bound railroad crossing at the lumber company across from Albertsons is crap and needs to be redone before it takes the bottom out of some rich bitch's car, with resulting lawsuits.

I am willing to ground truth these and other items (areas that drift and need snow fence, areas that need high [cross] wind warning signs, etc) and ride out the entire length with one of your reps, given a 3 day advance notice. There is other stuff that does not come to mind sitting in the Livingston Library.

Thanx,

Bill

1180 E R R, Pray 59065



07/24/2013

Anonymous

Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)

## COMMENT FORM

Informational Meeting #1 – July 24, 2013 (Gardiner)

### Please Submit Your Comments:

Street lights in Gardiner are not night-sky friendly nor do they enhance the historic character of town.

Winter maintenance on Gardiner bridge sidewalks is necessary. They become so icy, it is necessary to walk in the lanes to cross.

Crosswalks in Gardiner are poorly placed and not well marked. Vehicles rarely heed pedestrians.

Passing lanes would be very helpful, especially in Gardiner Basin where visibility is a challenge and between Mill Creek & Livingston where on coming traffic volume is heavy.

Please mail or email your comments to:

**Sheila Ludlow, Project Manager**  
MDT Statewide and Urban Planning Section  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9193  
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_



Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)

## COMMENT FORM

### Informational Meeting #1 – July 24, 2013 (Gardiner)

**Please Submit Your Comments:**

- Lower the speed limit in town (Gardiner)
- More crosswalks
- Night sky lighting (quality of life issue)
- Lower speed around Dome Mtn Ranch
- Enforce poaching of MDT ROW

Please mail or email your comments to:

**Sheila Ludlow, Project Manager**  
MDT Statewide and Urban Planning Section  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9193  
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_



10/14/2013

Future  
West



RECEIVED

OCT 16 2013

Robert Peccia & Associates

October 14, 2013

Jeff Key, P.E.  
RPA Project Manager  
825 Custer Avenue  
PO Box 5653  
Helena, MT 59604

**RE: Hwy 89 Corridor Meeting**

Dear Jeff,

On behalf of the members of Montanan's for Safe Wildlife Passage (MSWP) who attended the Highway 89 meeting, I want to express our sincere thanks to you for taking the time to help arrange and attend the meeting to listen to MSWP's concerns about wildlife in relation to the highway. We sincerely appreciate it.

Per the request of several of the attendees, we will be sending along a packet containing the cost-benefit research we discussed and some of the better examples of research and mitigation related to highways, public safety and wildlife in the Northern Rockies.

Again thank you for your help.

Sincerely,

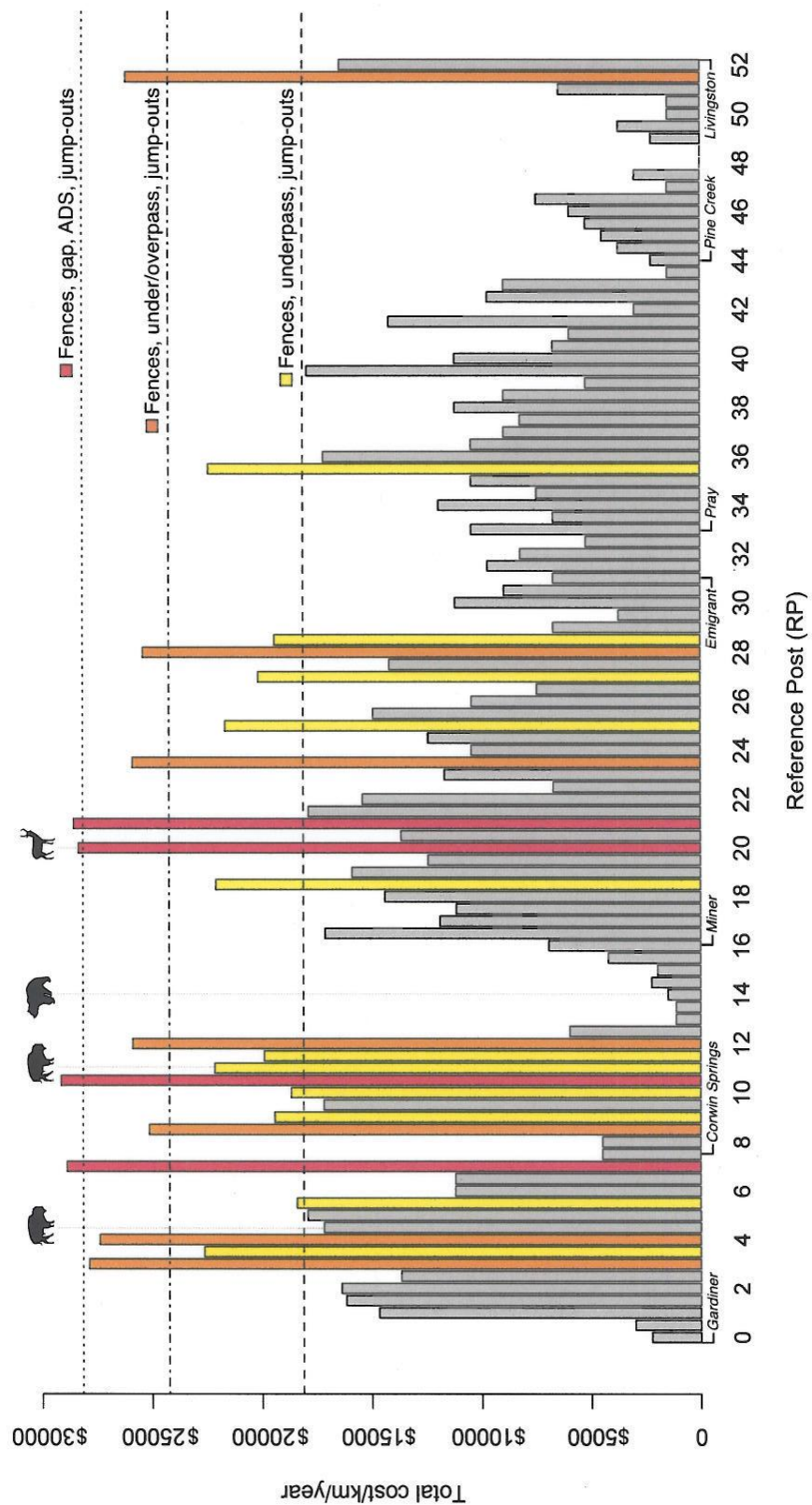


Jerry Grebenc

P.O. Box 1253 • Bozeman, MT 59771 • 406.587.2974 • [www.future-west.org](http://www.future-west.org)

*Communities that Work. Communities that Last.*







**Paradise Valley Corridor Planning Study**  
US 89 (Gardiner to Livingston)

10/27/2013  Dottie Hansen	<p>Please keep me advised of any public hearings. I own property along this corridor and I am very interested in this study. Thank you.</p> <p>Dorothy Hansen P. O. Box 50052 Reno, NV 89513 (775) 722-7321</p>
11/26/2013  Julianne Baker	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Action Item:               Comment on a Project Submitted:               11/26/2013 07:55:20 Project Commenting On:   ParadiseValley Project State Highway No.: 89 Nearest Town/City to Project:Gardiner Project Milepost:         from Livingston to Gardiner</p> <p>Comment or Question: In Gardiner, we have a saying: 'It's not if you will hit an animal, it's when and how many.' Pretty much everyone I know has hit a deer or elk or other animal. I am very excited that you are studying the issues with highway 89 from Livingston to Gardiner. We very much need overpasses and underpasses for the wildlife and for the safety of people. I am a guide in Yellowstone and I always caution my people to drive slowly and cautiously. I can't emphasize enough how dangerous it is to drive at dawn or dusk. In fact, neither my husband nor I will go north toward Livingston if we have to drive in the dark. Sure puts a damper on our 'nightlife'!</p> <p>Thank you for focusing on highway 89.</p> <p>Julianne Baker 592 Old Yellowstone Trl S Gardiner MT 59030 rangergirl02@gmail.com</p> <p>Submitter's IP address: 75.160.166.158</p> <p>Reference Number = picomment_1910400390625</p>
11/26/2013  Jess Haas	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Action Item:               Comment on a Project Submitted:               11/26/2013 08:51:44 Project Commenting On:   ParadiseValley Name:                     Jess Haas Address Line 1:         PO Box 542 City:                     Gardiner State/Province:         MT Postal Code:             59030 Email Address:         jessica.a.haas@gmail.com</p> <p>Comment or Question: Hi Montana Department of Transportation folks!</p> <p>I'm a Montana resident that lives 11 miles north of Gardiner, MT. I travel HWY 89 (what I like to call "the gauntlet") from Gardiner to home twice a day, usually in the dark. I have been fortunate to have only hit one deer on this stretch of road in the time I've lived here, but see new carcasses daily from not-so-fortunate drivers. Of course, I know that changing the speed limit on this road to 25 is out of the question and I wouldn't want this anyway. I like traveling home faster than at a snail's pace. I do, however, think this is an issue that affects many Montana residents (not to mention wildlife) and am so glad that MDT is addressing it.</p> <p>I am an avid outdoorsperson and would like to see positive outcomes for both resident humans and wildlife. Please include research on how to reduce wildlife-vehicle collisions during any future planning or development of US 89.</p> <p>Feel free to contact me with any questions regarding the idea of wildlife passages on US HWY 89.</p> <p>Thank you!</p>



12/02/2013

Unknown

Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)

## COMMENT FORM

Informational Meeting #1 – July 25, 2013 (Livingston)

Please Submit Your Comments:

Passing lanes are greatly needed as  
There is a lot of tourist RV traffic  
Throughout the summer from VNP  
This creates a lot of reckless passing.

This is a major corridor in and out  
of Montana and in great need of attention

Thanks,

Please mail or email your comments to:

**Sheila Ludlow, Project Manager**  
MDT Statewide and Urban Planning Section  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9193  
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:

Name: Jennie McCann  
Address: POB 983  
Emigrant, MT 59027  
Email: \_\_\_\_\_



12/02/2013	A question, comment or request has been submitted via the "Contact Us" web page.	
Whisper Camel- Means	Action Item:	Comment on a Project
	Submitted:	12/02/2013 15:33:15
	Project Commenting On:	ParadiseValley
	Name:	Whisper Camel-Means
	Comment or Question: Please Consider wildlife movements along with the safety of the traveling public in your pre-assessment. Make allowances for successful wildlife movements in that area, which could include a pre constructions wildlife monitoring project and assessment of roadkill/collision locations along the route. Please consider using wildlife crossing structures where feasible. I would think going into Yellowstone NP that would be an important consideration for the traveling public's safety and perception of how Montana cares for wildlife.	
	Submitter's IP address: 206.183.126.67	
	Reference Number = picomment_15350341796875	



12/03/2013

Jerry  
Grebenc

**From:** [Jerry Grebenc](#)  
**To:** [sludlow@mt.gov](mailto:sludlow@mt.gov); [Jeff Key](#)  
**Subject:** Free Screening of "Division Street" and Discussion about Public Safety & Wildlife Along Highway 89  
**Date:** Tuesday, December 03, 2013 1:35:20 PM  
**Attachments:** [Final Draft US 89 Event Ad.pdf](#)  
[MSWP two pager US89 Final.pdf](#)

---

Hello Sheila and Jeff,

The National Parks Conservation Association and Montanans for Safe Wildlife Passage wanted to share with you that the two organizations are hosting two free screenings of the film "Division Street," which explores the effect of roads on wildlife and searches for the spot in Yellowstone National Park that is farthest from a road in the lower 48 states.

The evening will include a discussion about wildlife-vehicle collisions and safety on US Highway 89 between Livingston and Gardiner, where 50% of collisions involve wildlife, particularly in relation to the corridor study of US Highway 89 that MDT is currently conducting.

The schedule for each event is:

- Wednesday, December 11<sup>th</sup> in Gardiner – 6 pm Social, 6:30 Introduction & Film Yellowstone Association, 115 S 3rd Street. Gardiner, MT
- Thursday, December 12<sup>th</sup> in Livingston – 6 pm Social, 6:30 Introduction & Film, Danforth Gallery, 106 N Main Street. Livingston, MT

I have also attached in PDF: (1) a "flyer" announcing these two events and (2) a 2-page document containing additional information about the corridor study which is meant to encourage the public to participate and comment on the process, particularly with regards to wildlife.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Jerry Grebenc

**Jerry Grebenc**  
**FUTURE WEST**  
321 East Main Street #309 | PO Box 1253, Bozeman, MT 59771  
406-587-2974 | 406-439-0283 (cell)  
[www.future-west.org](http://www.future-west.org)

*Communities that work. Communities that last.*



## Intersection Between Roads and Wildlife



Join us for a free screening of “Division Street”, a film which explores the impact of roads on wildlife and searches for the spot in Yellowstone that is furthest from a road in the lower 48. Free food and beverages will be provided. A discussion about wildlife-vehicle collisions and safety on US Highway 89 between Livingston and Gardiner, where 50% of collisions involve wildlife, will follow the film.

### **Dec. 11th in Gardiner**

6pm at the Yellowstone  
Association 115 S 3rd St

### **Dec. 12th in Livingston**

6pm at the Danforth Gallery  
106 N, Main St



Contact Stephanie Adams to  
learn more:

SAdams@npca.org  
(406) 224. 8661





# Paradise Valley Corridor Study

## US 89: Gardiner to Livingston

### *Saving Lives by Incorporating Wildlife Passage Opportunities*

#### Case Statement

Vehicle traffic on United States Highway 89 (US 89) from Livingston to Gardiner is likely to increase over the next 20 years. In fact, this year alone, Yellowstone National Park saw a 4% increase in vehicle traffic. To prepare for this growth and address existing public safety concerns, the Montana Department of Transportation (MDT) has initiated a corridor planning study on US 89, along with the Federal Highway Administration and Park County. According to MDT, "the study will identify feasible improvement options to address safety and geometrical concerns within the transportation corridor based on needs presented by the public, the study partners, and resource agencies."

***On the 52 mile portion of US 89 between Gardiner and Livingston, MDT indicates that wildlife-vehicle collisions account for roughly 50% of all reported collisions.***

Along the corridor, wildlife-vehicle collisions pose a substantial threat to public safety. In fact, almost 50% of all collisions on US 89 involve wildlife. Since 2002, over 1,600 large mammals have been killed along this stretch of highway, including over 1,500 deer, 94 elk, and 6 bighorn sheep, along with antelope, bison, black bear, and moose.

#### Cost-Benefit of Wildlife Mitigation

Each year, wildlife-vehicle collisions cause hundreds of human deaths, over 29,000 injuries, and cost Americans over \$8 billion, not to mention the harm to native wildlife, including game species. The total cost of a single collision has been estimated at over \$6,000 per deer or bighorn sheep, \$17,000 per elk, and \$30,000 per moose. However, wildlife mitigation measures, including underpasses, overpasses, and systems that automatically detect wildlife nearby, have been shown to reduce such collisions by over 85% - a reduction from 100 collisions to 15 or fewer. When installed at collision hotspots, these measures have been shown to pay for themselves over time.



The graphic on the back of this handout shows the average annual costs of collisions per half mile along US 89, based on the number of deer, bighorn sheep, elk, and moose carcasses from 2002 to 2012. By comparing the cost of mitigation measures to the cost of collisions, we can identify where it costs taxpayers more to do nothing to prevent such collisions than it costs to do something. In all, there are 29 sites where the benefits of installing wildlife mitigation likely exceed their costs:

- 4 sites that meet the cost threshold for automatic detection systems that alert drivers when wildlife are nearby (shown by the red bars),
- 11 sites that meet the threshold for installing overpasses (shown by the orange bars), and
- 14 sites that meet the threshold for installing underpasses (shown by the yellow bars).

In short, there are almost 30 sites where providing safe passage is predicted to save human lives, wildlife, and money - creating a win-win-win situation.

#### Recommendation

We are recommending that MDT undertake a cost-benefit analysis of mitigation measures that will increase public safety and decrease the potential for wildlife-vehicle collisions on US 89. Ultimately, we want to ensure that a comprehensive wildlife mitigation analysis will be conducted well in advance of any future project planning or construction on US 89.

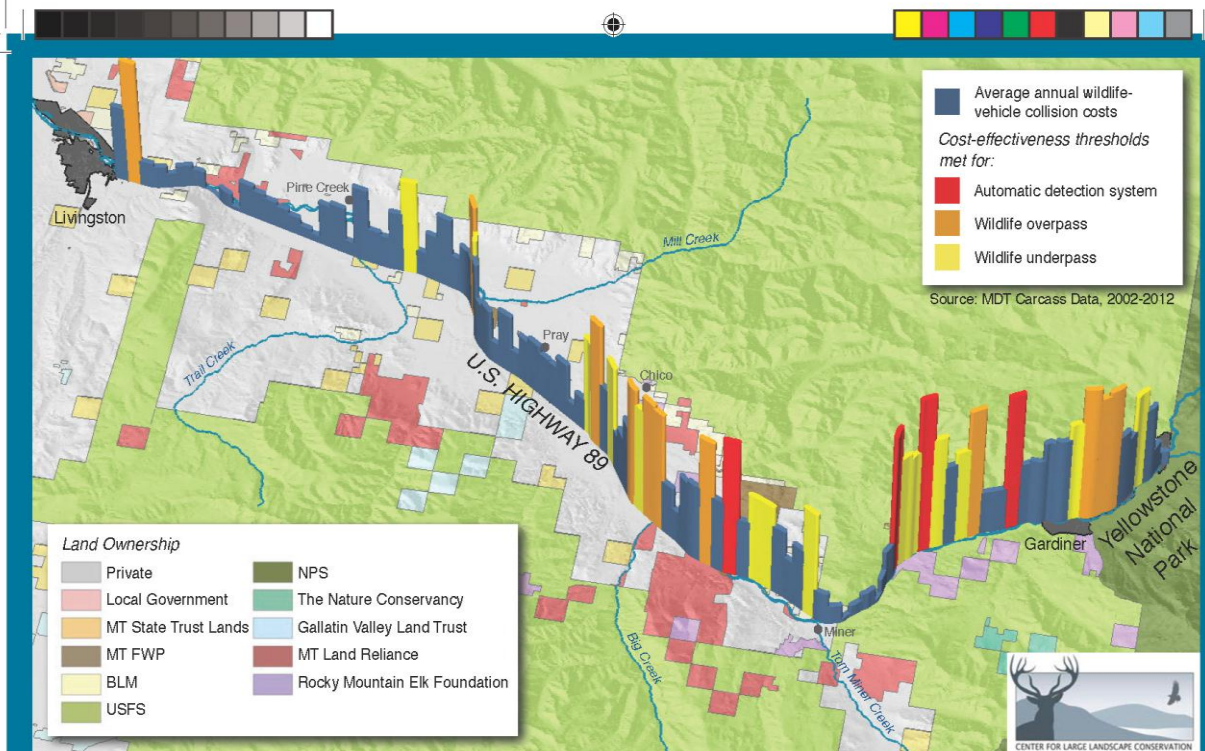


*Photo credit: Renee Callahan*

US89\_two pager.indd 1

11/20/13 11:11 AM





## What You Can Do

Contact MDT and let them know that further research should be conducted to better understand how to reduce wildlife-vehicle collisions during any future project planning or development of US 89. **Submit your comments online at <http://www.mdt.mt.gov/pubinvolve/paradisevalley/comments.shtml>**

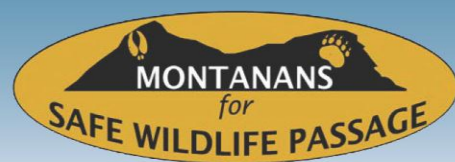


## Case Studies and Research

Above are images of wildlife using crossings installed on US 93 north near Polson, MT. This project is considered the gold standard in the U.S. and should be replicated to the greatest extent possible when considering highway design in Montana.

For more information on wildlife crossings and their efficacy as well as case studies, photo galleries, and research please visit:

**[www.Montanans4Wildlife.org](http://www.Montanans4Wildlife.org)**





12/10/2013	A question, comment or request has been submitted via the "Contact Us" web page.
Anonymous	<p>Action Item: Comment on a Project Submitted: 12/10/2013 15:52:46 Project Commenting On: ParadiseValley Project State Highway No.: 89 Nearest Town/City to Project:Gardiner</p> <p>Comment or Question: Thank you for the opportunity to comment about future project planning or construction on US Hwy 89.I have been a year round Gardiner resident for the past 11 years. Some concerns I have about this section of Hwy occur primarily in the summer time when tourists, fishing guides, and whitewater raft companies are on the roadway. I have witnessed tourists and fishing guides passing multiple cars at one time when oncoming traffic is approaching. I have witnessed all three of these entities not keeping up with the pace of traffic and creating a huge line behind them where someone from out of state tries to pass multiple vehicles with oncoming traffic approaching. Another concern I have is that on sunny days there appears to be heat waves radiating off the pavement that I think alter people's depth perception of oncoming traffic. I have witnessed this heat wave radiation on other highways but Hwy 89 seems to be the worst. I know when you have an increase in traffic on a roadway it seems like the practical solution is to create passing lanes and/or widen the road to a 3 or 4-lane highway. I do not disagree that passing lanes would be appropriate in some locations on this highway. However, I would discourage the addition of a 3 or 4-line highway. This would encourage speeding on a road that is already approved for 70 mph. If this was done I think there would be more accidents and more animals killed on this road section.</p> <p>Two primary factors that influence roadkill rates and habitat connectivity include traffic (both speed and volume) and the spatial arrangement of a road in relationship to landscape characteristics. Not surprisingly, higher speed limits and higher traffic volumes are generally correlated with increased incidents of roadkill.</p> <p>Unfortunately, wider roads also generally encourage motorists to drive faster posing increased danger to humans and wildlife alike. In addition, faster, wider, and more crowded roads may create a barrier to essential movement patterns for some wildlife species. The result could be habitat fragmentation or possibly even isolation of wildlife populations with serious potential demographic and genetic consequences.</p> <p>Although an overall cause and effect relationship between any one factor and animal vehicle collisions has not been established, several factors appear to influence wildlife-vehicle collisions. These factors include seasonal wildlife movements, snowfall, and traffic volumes. Of these factors, traffic volume is the only factor that humans and their policies have some control over. Given current population and visitor trends for the region, it can be expected traffic levels will continue to increase exponentially. I would encourage a comprehensive review of available data and additional gathering of data to identify where wildlife crossing hotspots are along this section of roadway. Expand current accident and traffic pattern analyses to take into account factors such as highway type, segment location, daily/seasonal average traffic volume, speed limit, wildlife population levels and migratory behavior, the composition of the species involved in accidents, proximity of vegetative cover types to the road, season and time of day.</p> <p>When these are identified, a practical effective solution would be to lower the speed limit in these areas. I know this measure is generally not favored or supported by motorists or road authorities. These limits could be temporary or seasonal and steeper fines implemented for speeding through wildlife crossing areas or on double yellow lines!</p> <p>Submitter's IP address: 165.83.47.253</p> <p>Reference Number = picomment_2340087890625</p>
12/12/2013	A question, comment or request has been submitted via the "Contact Us" web page.
Julie Dougherty	<p>Action Item: Comment on a Project Submitted: 12/12/2013 06:40:41 Project Commenting On: ParadiseValley Name: Julie Dougherty Address Line 1: 14 GARDINER VIEW ROAD Address Line 2: PO BOX 1168 City: GARDINER State/Province: MT Postal Code: 59030 Email Address: JULIEFdougherty@aol.com Phone Number: 570-972-5079</p>



	<p>Comment or Question: We urge you to further study the Highway 89 Paradise Valley Corridor. It is such a dangerous road to travel for both humans and wildlife. I think that lowering the speed limit and enforcing it may help and I think additional measures should be considered too.</p> <p>Thanks for keeping this project moving forward.</p> <p>The local residents are all aware of the hazards and even with extreme vigilance it is a matter of time before each driver hits a large mammal. The visitors to YNP using the road don't understand the risks and they are even more likely to hit something spoiling a vacation in addition to all the other damage.</p> <p>Submitter's IP address: 209.181.8.165</p> <p>Reference Number = picomment_164520263671875</p>
12/12/2013	A question, comment or request has been submitted via the "Contact Us" web page.
Pat and Jim Cole	<p>Action Item: Comment on a Project Submitted: 12/12/2013 21:53:25 Project Commenting On: ParadiseValley Project State Highway No.: Hwy 89 Project Milepost: From Gardiner to Livingston Name: Pat and Jim Cole Address Line 1: PO Box 231 City: Gardiner State/Province: MT Postal Code: 59030 Phone Number: 406-848-7156</p> <p>Comment or Question: In the summer, traffic along Highway 89 is heavy in both directions, with RVs making up a significant portion of the traffic. Long lines of cars build up behind the slower RVs, and frustrated drivers often take terrible chances trying to pass long lines of RVs/cars at tremendous speeds before swerving back into their own lane. The addition of dedicated passing lanes between Yankee Jim and Pine Creek would be extremely useful during heavy summer traffic periods to minimize the risky passing.</p> <p>Submitter's IP address: 72.171.135.21</p> <p>Reference Number = picomment_710662841796875</p>
12/14/2013	A question, comment or request has been submitted via the "Contact Us" web page.
Anonymous	<p>Action Item: Comment on a Project Submitted: 12/14/2013 10:23:34 Project Commenting On: ParadiseValley Project State Highway No.: 89 Nearest Town/City to Project: Livingston to Gardiner Project Milepost: Livingston to Gardiner</p> <p>Comment or Question: I am a resident of Livingston and have traveled US 89 from Livingston to Gardiner for the past 10 years. I have witnessed a vehicle colliding with and killing a big horn ram in Yankee Jim Canyon and another vehicle fatally injuring an elk bull in the Tom Miner Basin. In the latter case, passengers were injured and the vehicle was extensively damaged. I have also treated park visitors in Livingston Hospital injured in wildlife collisions on US 89.</p> <p>I feel that safe passage structures (underpasses and overpasses), wildlife detection systems, speed reduction and warning signage be considered for this corridor. I am opposed to widening highway 89, as widening would degrade the aesthetics and ecology of Paradise Valley.</p> <p>Please consider that US 89 between Livingston and Gardiner is the original gateway to the world's first national park. National and international travelers drive through Paradise Valley on their journey to Yellowstone National Park. What a point of pride and example it would be to feature safe passage structures for wildlife, resulting in increased vehicle safety.</p>



	<p>Please provide a cost-benefit analysis of mitigation measures that will increase public safety and decrease the potential for wildlife-vehicle collision on US 89, without road widening.</p> <p>Submitter's IP address: 72.174.164.195</p> <p>Reference Number = picomment_857757568359375</p>
12/16/2013	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p>
Kristine Ellingsen	<p>Action Item: Comment on a Project Submitted: 12/16/2013 10:32:43 Project Commenting On: ParadiseValley Email Address: k.ellingsen@aol.com Phone Number: 406.586.3563</p> <p>Comment or Question: Dear MDT, I'm writing to ask that you conduct further research and study pertaining to wildlife-vehicle collisions on US 89. I am an ecologist by training and am concerned that our roadway designs and citizen roadway education pay little attention to the needs and natural movements of our wildlife. Please consider your data on the number of accidents that involve wildlife (nearly half!) and begin the process of designing strategic safe passage for all animals that need to cross 89. It'll be good for everybody! Thanks, Kristine Ellingsen k.ellingsen@aol.com 406.586.3563</p> <p>Submitter's IP address: 97.121.197.213</p> <p>Reference Number = picomment_892303466796875</p>
01/08/2014	<p>County Planning Director Mike Inman and I were present when the Park County Commission held a meeting in Gardiner recently where several residents who live between Corwin Springs and Yankee Jim Canyon communicated their concern over the mudslide that occurred on July 17, 2013 over Highway 89 near the 8 mile marker. I believe we discussed this at some point in Corridor meetings but I don't recall if any mitigation measures were discussed and in a scan of the documents for today's call I haven't yet found anything that relates specifically to that trouble spot.</p> <p>Just a heads up that it was a serious disruption down here, this wasn't the first time there have been problems in that spot and it will not be the last. Those who made comments to the Park County Commission felt that there are technical solutions that could help a great deal and to not address the problem is short sighted.</p> <p>Here is an amateur video of the event last July:</p> <p><a href="http://youtu.be/OLKUxr9I79s">http://youtu.be/OLKUxr9I79s</a></p> <p>I know it's late in the process but it would be helpful if there were a way to acknowledge and address this problem in the study.</p>
01/08/2014	<p>I would add that the comments at the Commission meeting went a bit beyond repairing the damage to taking a look at increasing the capacity of the drainage to better deal with flood events in the future.</p>
Bill Berg	
01/15/2014	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p>
Rodney Payne	<p>Reason for Submission: Ask MDT A Question Submitted: 01/15/2014 14:13:12 Name: Rodney Payne Email Address: rodpayne@bresnan.net</p> <p>Comment or Question: Carter's Bridge is not shown in the correct location in Figure 4.4-2 (Cultural Resources) in the Paradise Valley Corridor Study Environmental Scan Report - Appendix "E" Figures (last page of the figures).</p> <p>It should be north approximately 6 miles from Pine Creek.</p>



	<p>Submitter's IP address: 153.90.201.175</p> <p>Reference Number = askmdt_1190185546875</p>
01/31/2014	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p>
Gerald Bartlett	<p>Reason for Submission: Comment on a Project or Study</p> <p>Submitted: 01/31/2014 16:11:57</p> <p>Project/Study Commenting On:Paradise</p> <p>Name: Gerald Bartlett</p> <p>Email Address: jerrybynyp@yahoo.com</p> <p>Comment or Question:</p> <p>A comment for the Paradise Valley Corridor Planning Study. Please construct a bike pathway from Livingston to Gardiner. Thank you, Gerald Bartlett</p> <p>Submitter's IP address: 165.83.47.253</p> <p>Reference Number = prjcomment_20855712890625</p>
02/06/2014	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p>
Jerry Ladewig	<p>Reason for Submission: Comment on a Project or Study</p> <p>Submitted: 02/06/2014 15:58:52</p> <p>Project/Study Commenting On:Paradise</p> <p>Name: Jerry Ladewig</p> <p>Email Address: stoneviewmt@gmail.com</p> <p>Other Details: Paradise Valley Corridor</p> <p>Comment or Question:</p> <p>1. Hwy. 89 NEEDS wider shoulders to accommodate broken down vehicles (which happens regularly) and bicyclists. This is a MAJOR safety issue.</p> <p>2. Major intersections need a right turn lane, on and off Hwy. 89, and a left turn lane off Hwy 89, especially at the north and south turns into #540 (East River Rd.)</p> <p>3. Fishing access driveways need a left turn into them (such as the turn at Mill Creek). At present, there is poor line of sight at Mallard's Rest and Yankee Jim.</p> <p>4. A left turn lane (northbound) at Trail Creek just north of Emigrant and a concomitant right turn lane from the southbound side. The same for South Dry Creek Rd. about mile 26.</p> <p>5. Passing lanes need to be added to accommodate these left turn lanes, especially at Carter's Bridge (East River Rd.) and Mallard's Rest.</p> <p>6. No-pass zones need to be lengthened, at Mallard's Rest turn off, Grey Owl turn off, Trail Creek turn off just north of Emigrant, at South Dry Creek Rd. south of Emigrant, north and south of the Yellowstone River Bridge by Point of Rocks.</p> <p>I spent 3 months on Hwy. 89 shuttling vehicles in the summer of 2013 and concluded this highway is so dangerous i will not do that work again. There were too many times vehicles were in my lane coming toward my vehicle, or trying to pass on the left as I slowed down for the left turning vehicle in front of me. Thank you for reading.</p> <p>Submitter's IP address: 209.181.8.229</p> <p>Reference Number = prjcomment_244903564453125</p>
02/14/2014	<p>I'm interested in any future announcements related to this project, and would like to be added to your study mailing list. I can receive information via email at this address (robin.park@kljeng.com), or via snail mail at the address below.</p>
Robin Park	<p>Thank you,</p> <p>Robin Park</p> <p>406-876-1158 Cell 1982 Stadium Drive, Suite 3 Bozeman, MT 59715-0697 kljeng.com</p>



July 03, 2013

FOR IMMEDIATE RELEASE

For more information:

Lori Ryan, Public Information, MDT, (406) 444-6821

### **Informational meetings to discuss the Paradise Valley Corridor Planning Study – Park County**

Gardiner - The Montana Department of Transportation (MDT), in partnership with Park County and the Federal Highway Administration (FHWA), is developing a corridor planning study of U.S. Highway 89 to determine potential needs. The study will examine the highway in Park County from reference post 0.0 at the Yellowstone National Park boundary in Gardiner, MT., north to reference post 52.5 south of Livingston, MT.

Two sets of informational meetings about this study are planned:

- Wednesday, July 24, 2013- Gardiner Community Center at 210 West Main Street in Gardiner;
- Thursday, July 25, 2013 - Community Room of the City / County Building at 414 East Callender Street in Livingston.

Both meetings will have the same agenda and will follow the same format. Each meeting will be an open-house format starting with a presentation at 6:00 PM, followed by a question and answer period.

The meetings are intended to inform interested parties about the scope and purpose of the planning study, and to solicit input on the existing conditions and issues within the study area that may be relevant to the planning effort.

The Paradise Valley Corridor Planning Study is a pre-environmental study that allows for earlier planning-level coordination with the public, stakeholders, and environmental resource agencies. The study will help ensure a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Paradise Valley Corridor Planning Study is a planning-level study and is not a design or construction project.

The planning study will identify feasible short- and long-term improvement options to address safety, geometric and environmental concerns based on needs presented by the public, study partners, resource agencies, and other interested parties. This analysis will support a future



environmental review process if a project or projects are forwarded from the study.

Community input is a very important part of the process, and interested parties are encouraged to attend and participate. Comments and concerns may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT. 59620-1001, or online at  
[www.mdt.mt.gov/mdt/comment\\_form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml)

Please indicate comments are for the Paradise Valley Corridor Planning Study. MDT will collect and consider all comments to better understand the potential issues and concerns within the Paradise Valley corridor.

Future announcements will be made prior to all events through the local media and the study mailing list. Interested parties are encouraged to join the study mailing list by submitting their name and contact information to Jeff Key at [jeff.key@rpa-hln.com](mailto:jeff.key@rpa-hln.com)

A study website has been developed and can be accessed at

[www.mdt.mt.gov/pubinvolve/paradisevalley/](http://www.mdt.mt.gov/pubinvolve/paradisevalley/)

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Jeff Key at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

-----END-----

Project name: Paradise Valley Corridor Planning Study  
Park County



**Discuss the Paradise Valley  
Corridor Planning Study**

**Wednesday, July 24, 2013  
Gardiner Community Ctr.,  
210 W. Main St., Gardiner, MT**

**Thursday, July 25, 2013  
Community Rm.  
City/County Bldg.,  
414 E. Callender St.  
Livingston, MT**

Each meeting will be an open-house format  
starting with a presentation at 6:00 PM,  
followed by a question & answer period.  
Agenda will be the same for both meetings.

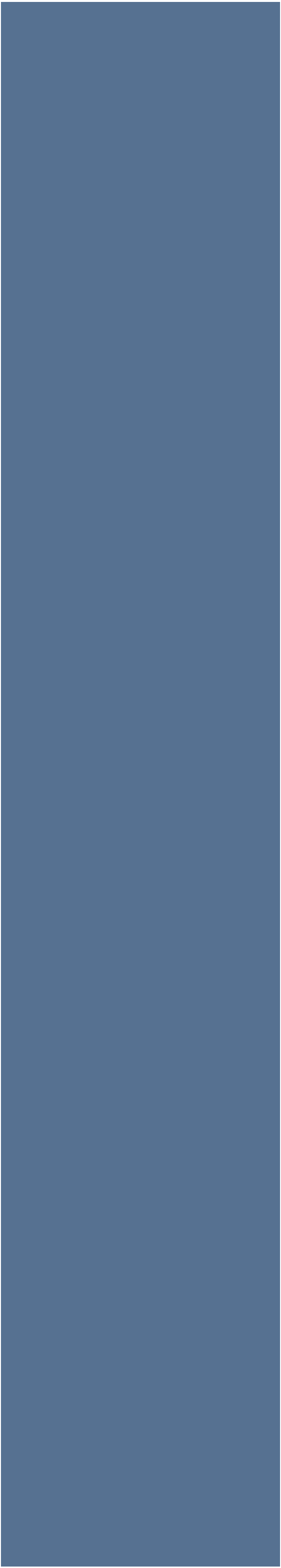
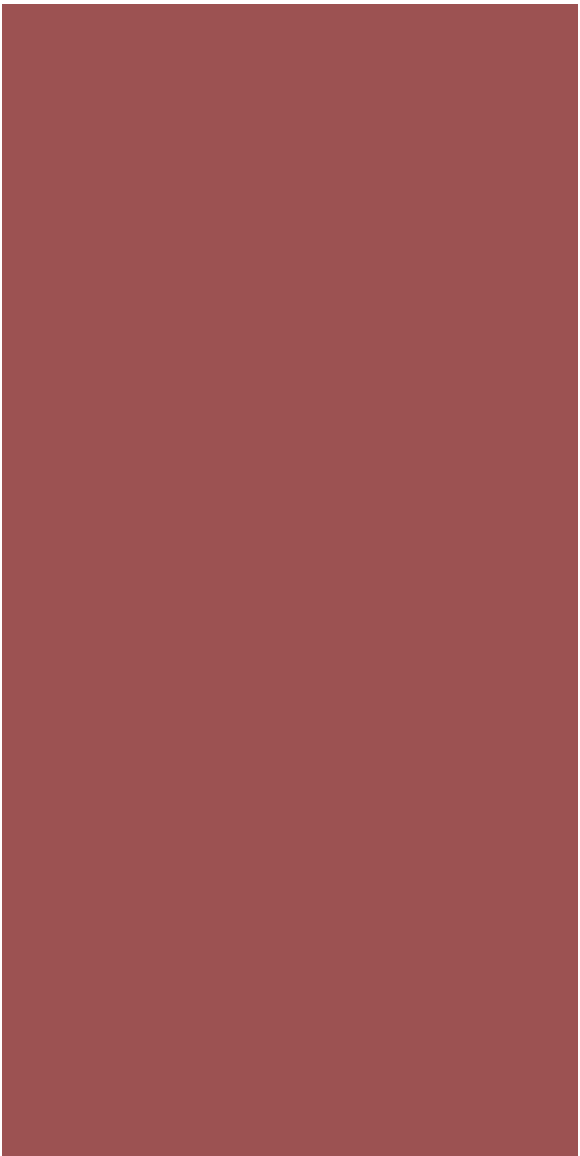
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The meeting is open to the public and the public is urged to attend. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Jeff Key at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Opinion, comments and concerns may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT. 59620-1001, or online at [www.mdt.mt.gov/mdt/comment\\_form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml). Please indicate comments are for the Paradise Valley Corridor Planning Study. A study website can be accessed at [www.mdt.mt.gov/pubinvolve/paradisevalley/](http://www.mdt.mt.gov/pubinvolve/paradisevalley/)





# INFORMATIONAL MEETING

*Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)*

# WELCOME



Montana Department of Transportation

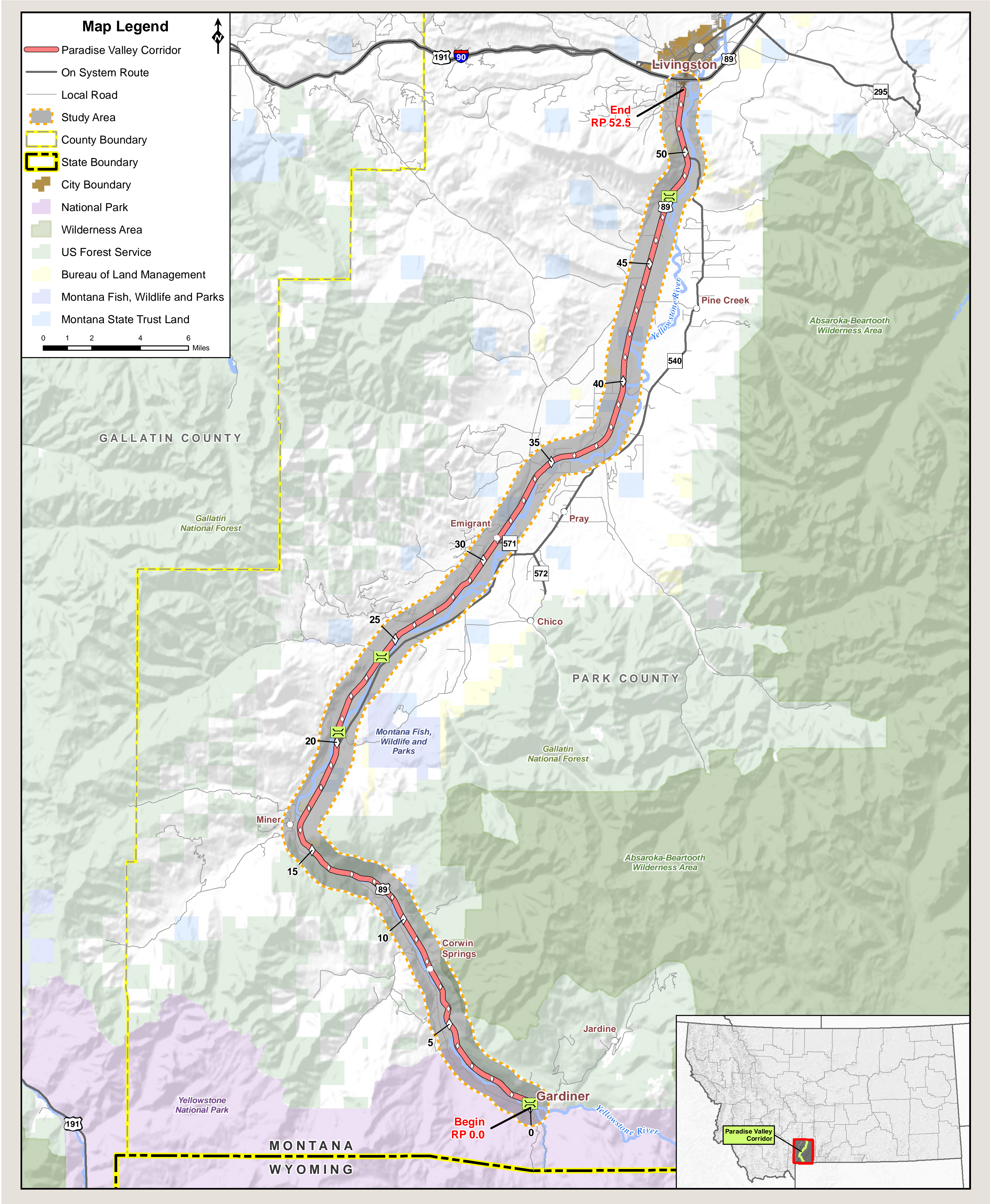


# INFORMATIONAL MEETING

Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)



## Study Area



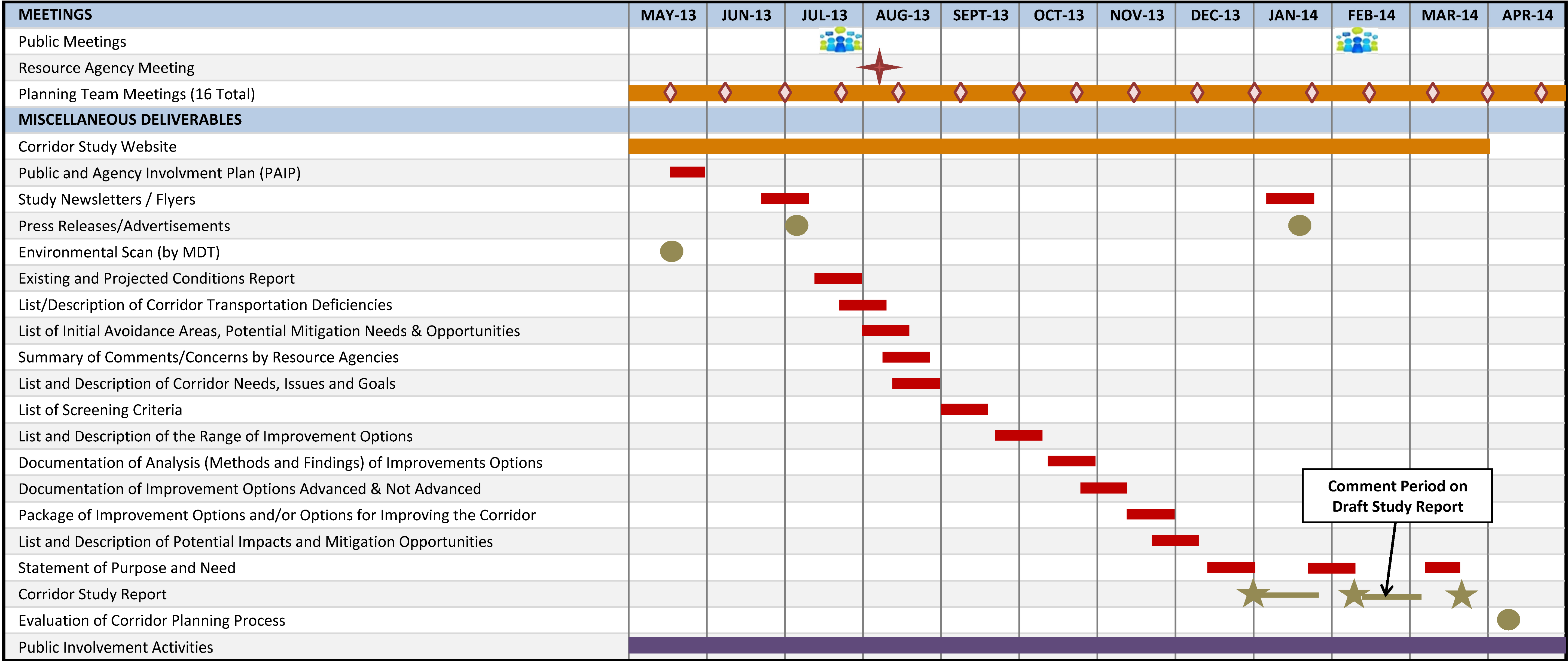
Montana Department of Transportation



# INFORMATIONAL MEETING

Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)

## Study Schedule





# INFORMATIONAL MEETING

Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)



## Pre-NEPA/MEPA Planning Studies

- ⇒ Are not a NEPA/MEPA Study or Environmental Review
- ⇒ Are not a Preliminary Engineering or Final Design Report
- ⇒ Are not a Construction or Maintenance Project
- ⇒ Are not a Right-of-Way Acquisition Project

NEPA—National Environmental Policy Act  
MEPA—Montana Environmental Policy Act

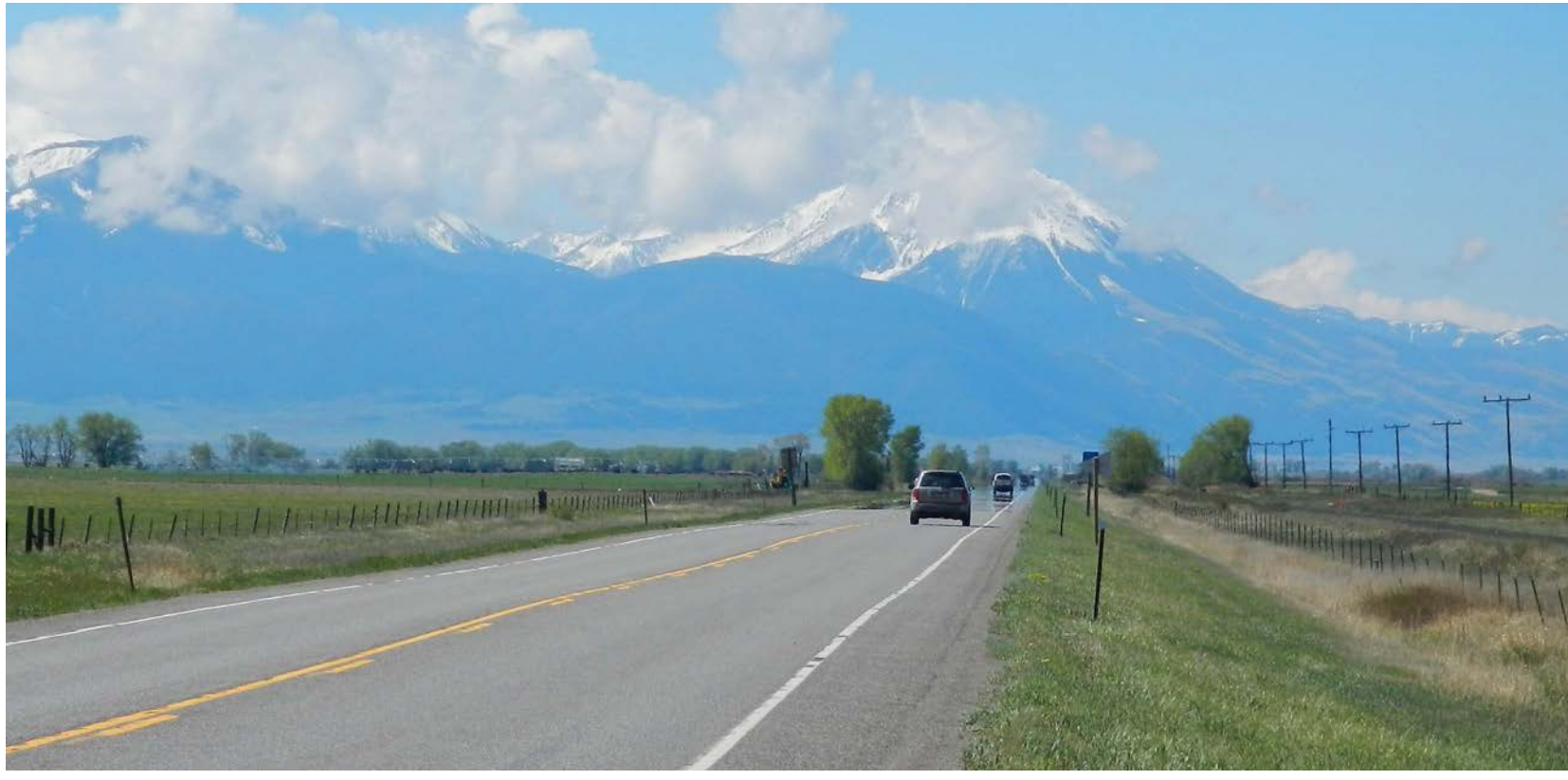


Montana Department of Transportation



# INFORMATIONAL MEETING

*Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)*



## Pre-NEPA/MEPA Planning Studies

- ⇒ Are based on existing social, economic, environmental and roadway data and available reports
- ⇒ Are a “high level scan” of the study area
- ⇒ Define transportation issues/areas of concern
- ⇒ Consider social, economic and environmental constraints at an early stage
- ⇒ Identify and prioritize cost-effective and feasible strategies
- ⇒ Provide opportunities for early and continuous community involvement

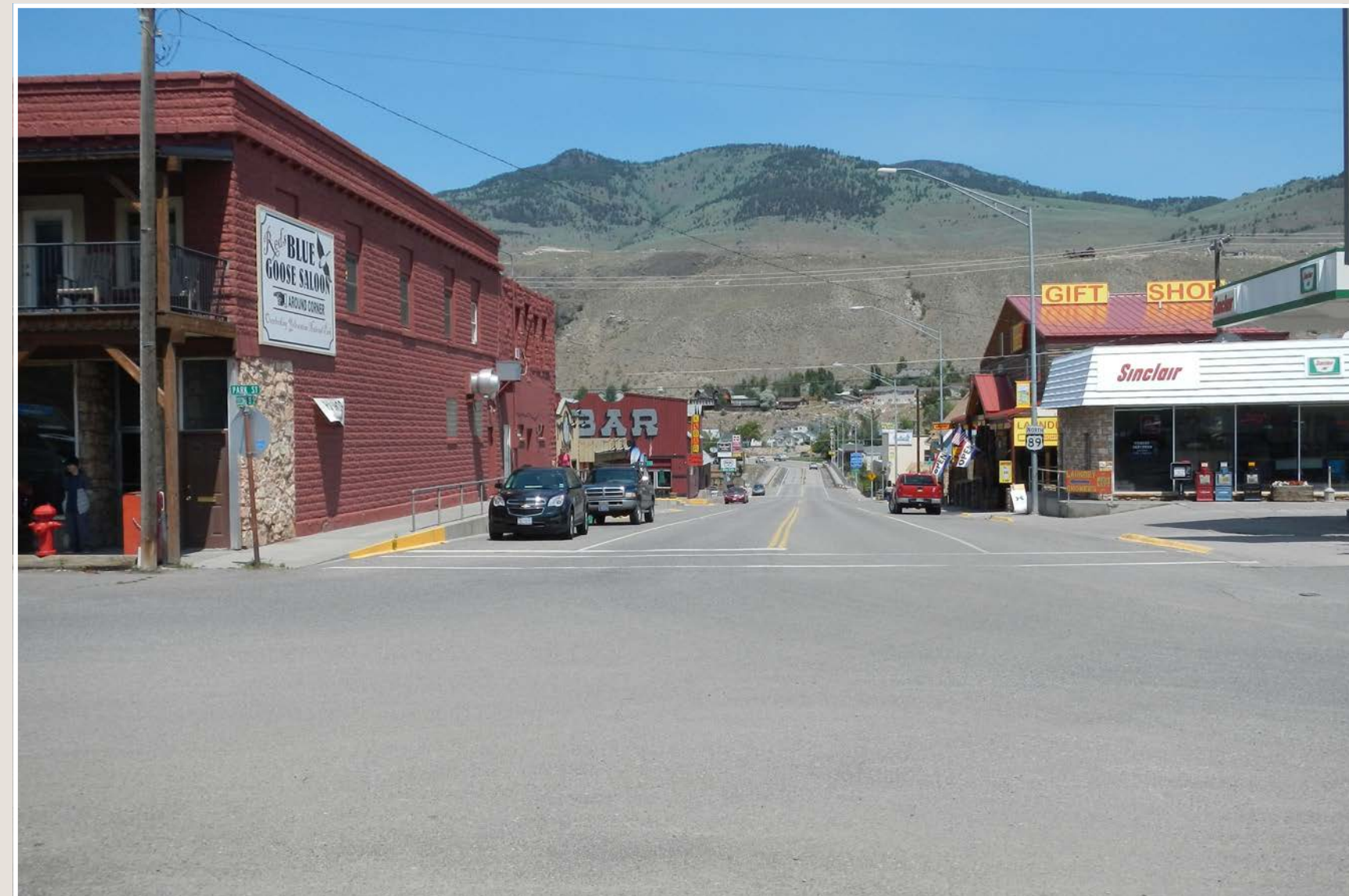
*NEPA—National Environmental Policy Act  
MEPA—Montana Environmental Policy Act*



# INFORMATIONAL MEETING

*Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)*

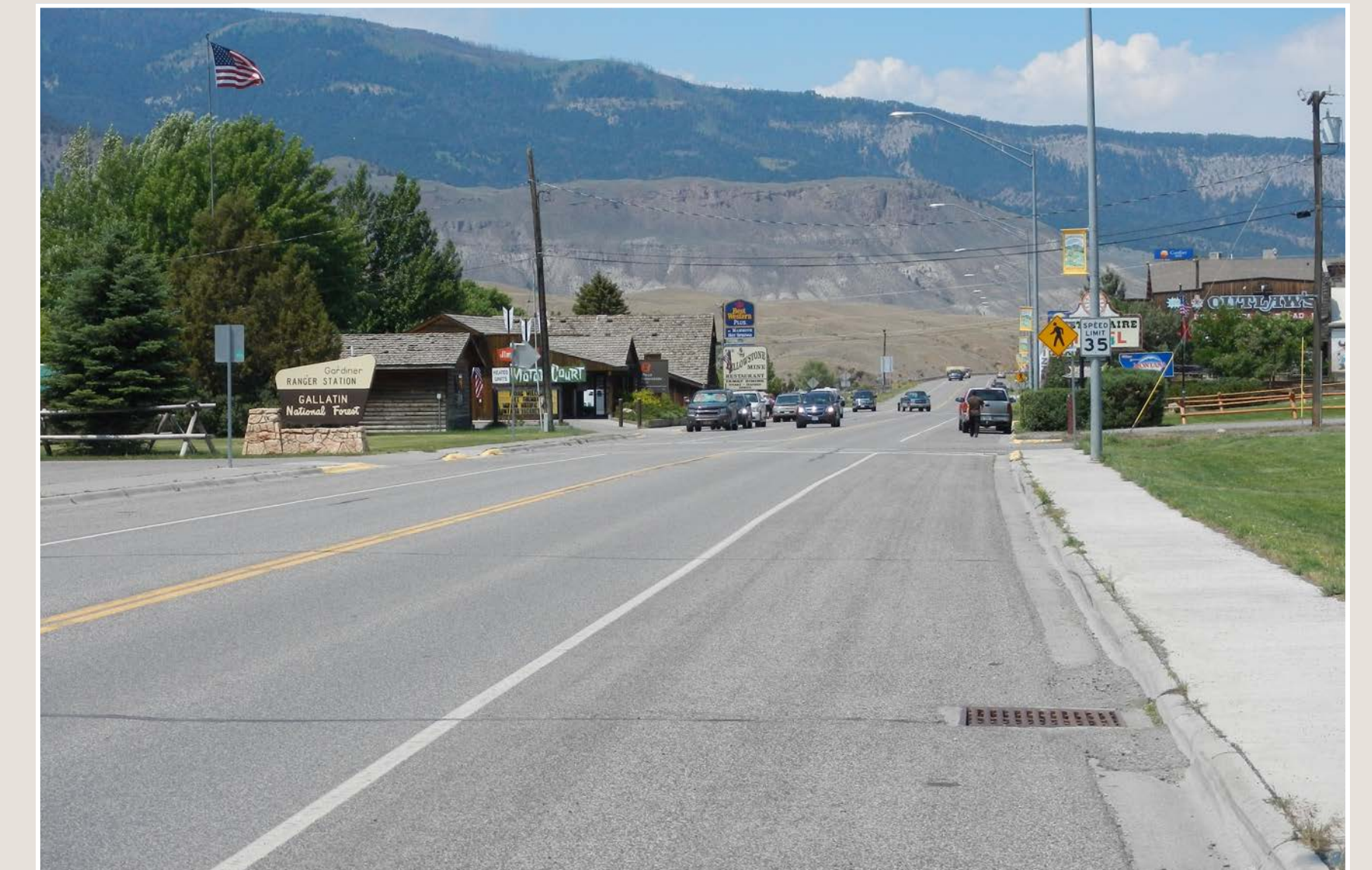
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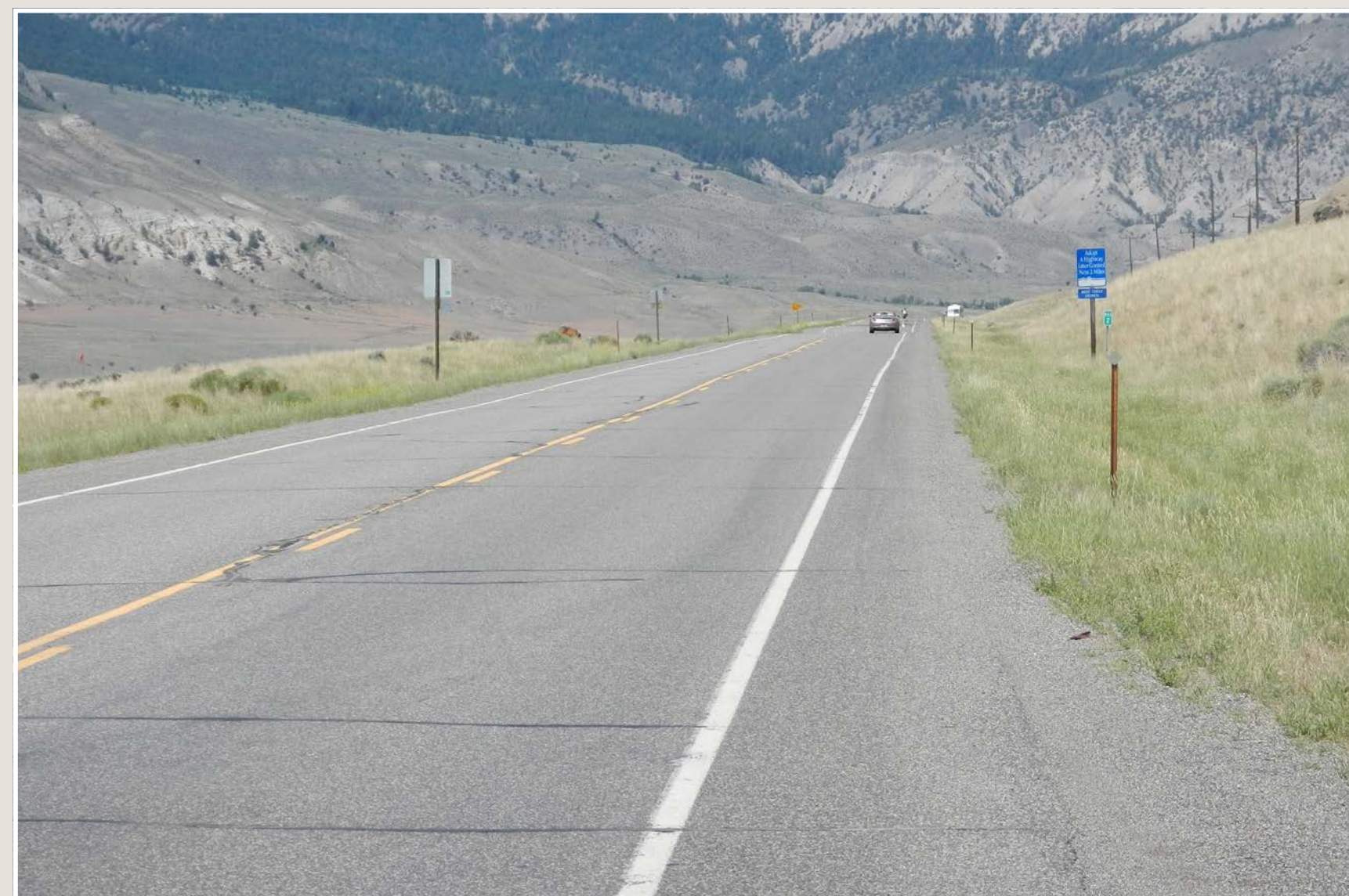
PARK STREET INTERSECTION IN GARDINER  
LOOKING NORTH (RP 0.0)



ON-STREET PARKING IN GARDINER  
LOOKING WEST (RP 0.4)



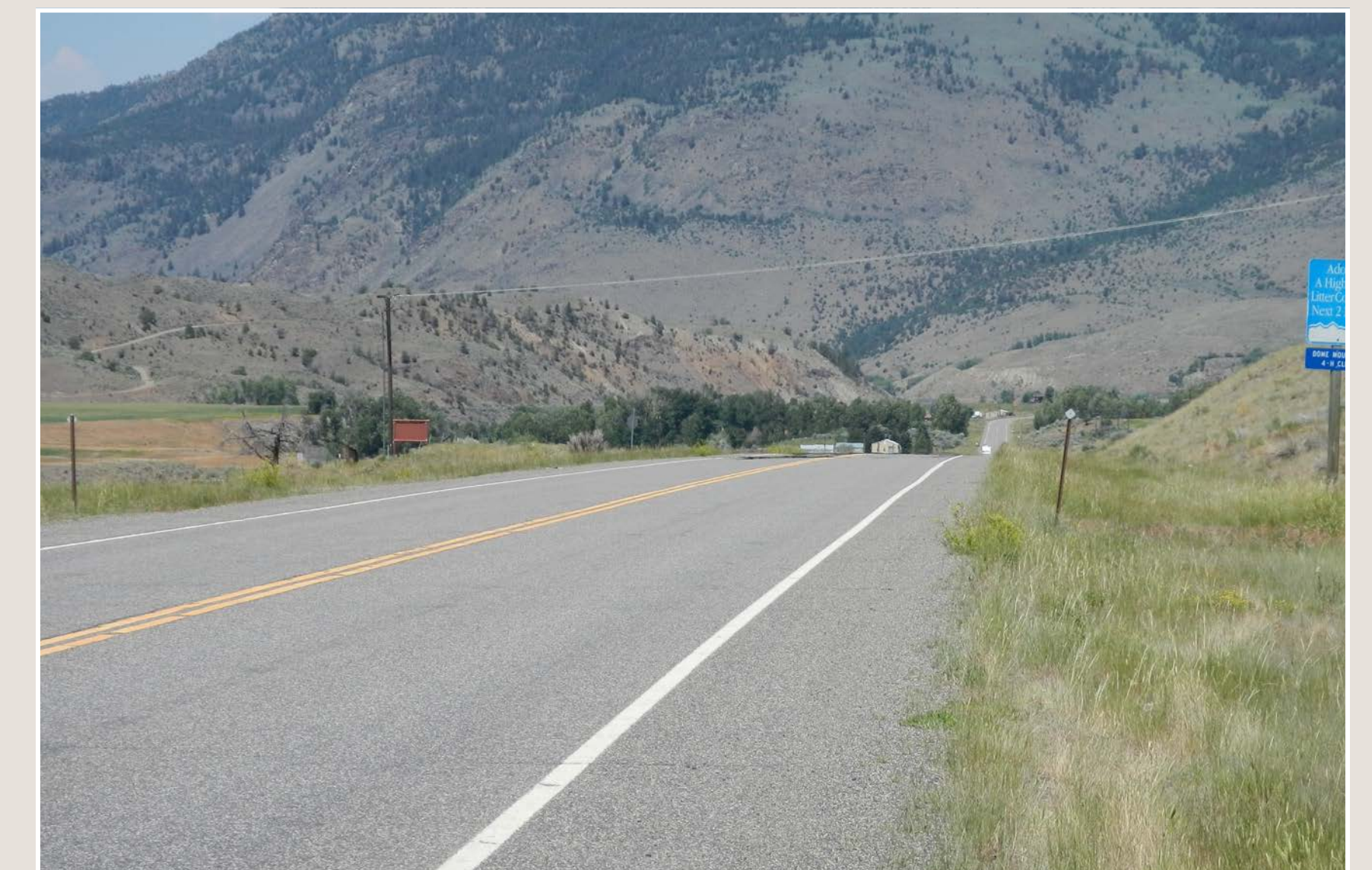
WEST END OF GARDINER  
LOOKING WEST (RP 0.6)



NEAR THE GARDINER AIRPORT  
LOOKING WEST (RP 2.0)



LIMITED SIGHT DISTANCE—VERTICAL GRADE  
LOOKING NORTH (RP 4.3)



LIMITED SIGHT DISTANCE—VERTICAL GRADE  
LOOKING NORTHWEST (RP 9.0)



# INFORMATIONAL MEETING

*Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)*

## Photos



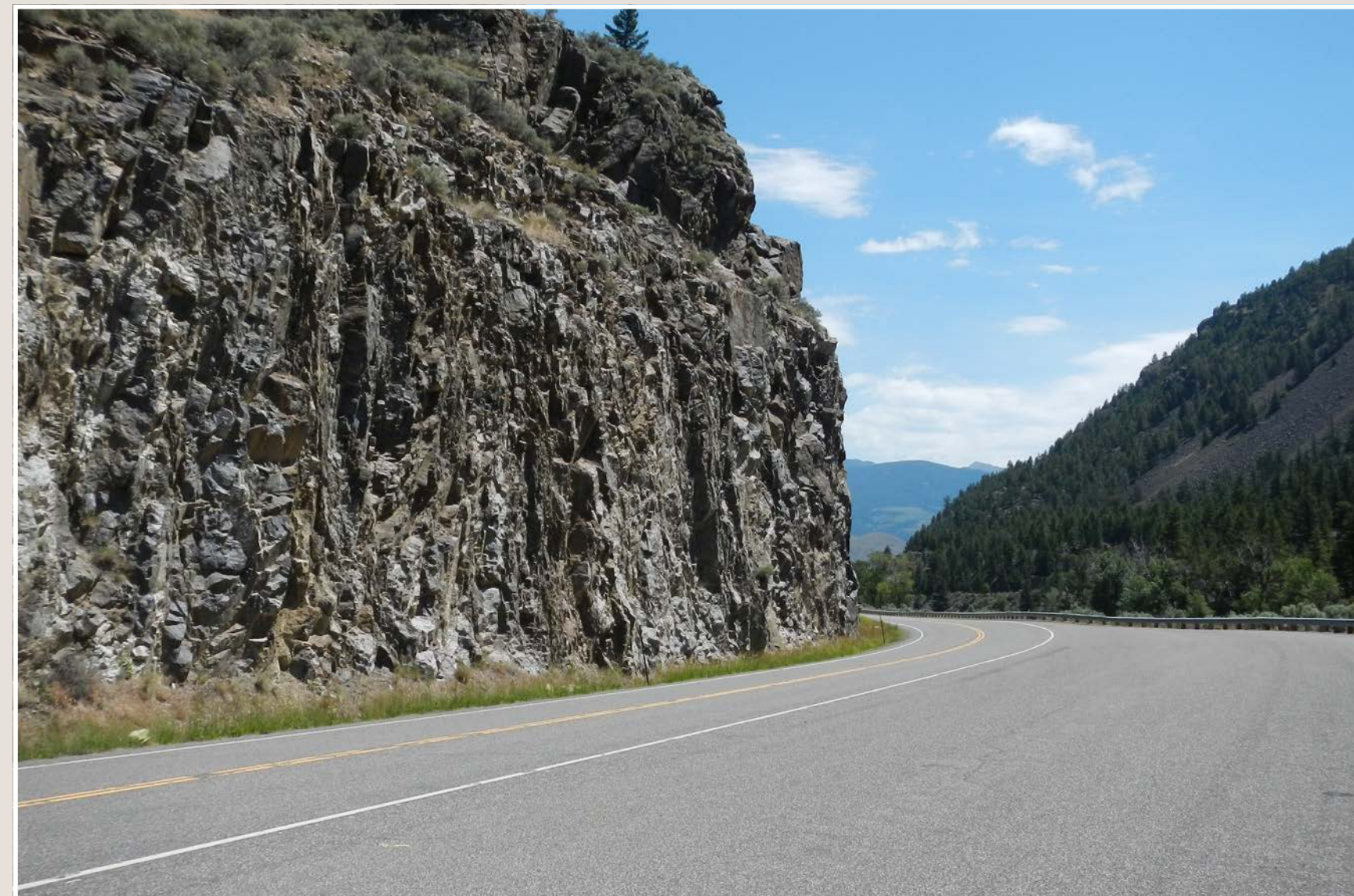
ENTERING YANKEE JIM CANYON  
LOOKING WEST (RP 13.0)



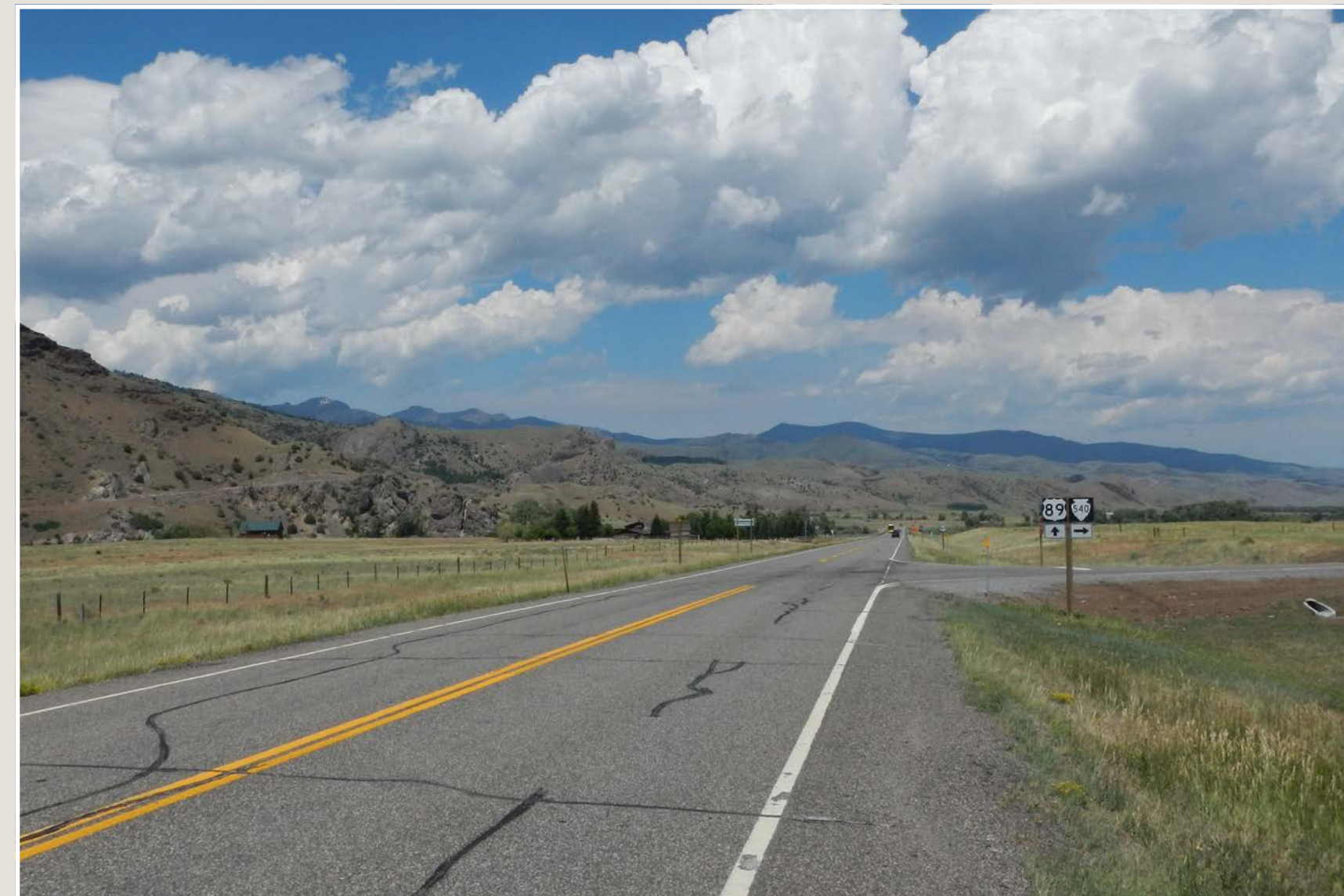
ROCKFALL NEAR ROADWAY  
LOOKING WEST (RP 13.5)



ROCKFALL NEAR ROADWAY  
LOOKING WEST (RP 13.5)



YANKEE JIM CANYON  
LOOKING EAST (RP 13.5)



REALIGNED S-540 INTERSECTION  
LOOKING NORTH (RP 19.9)



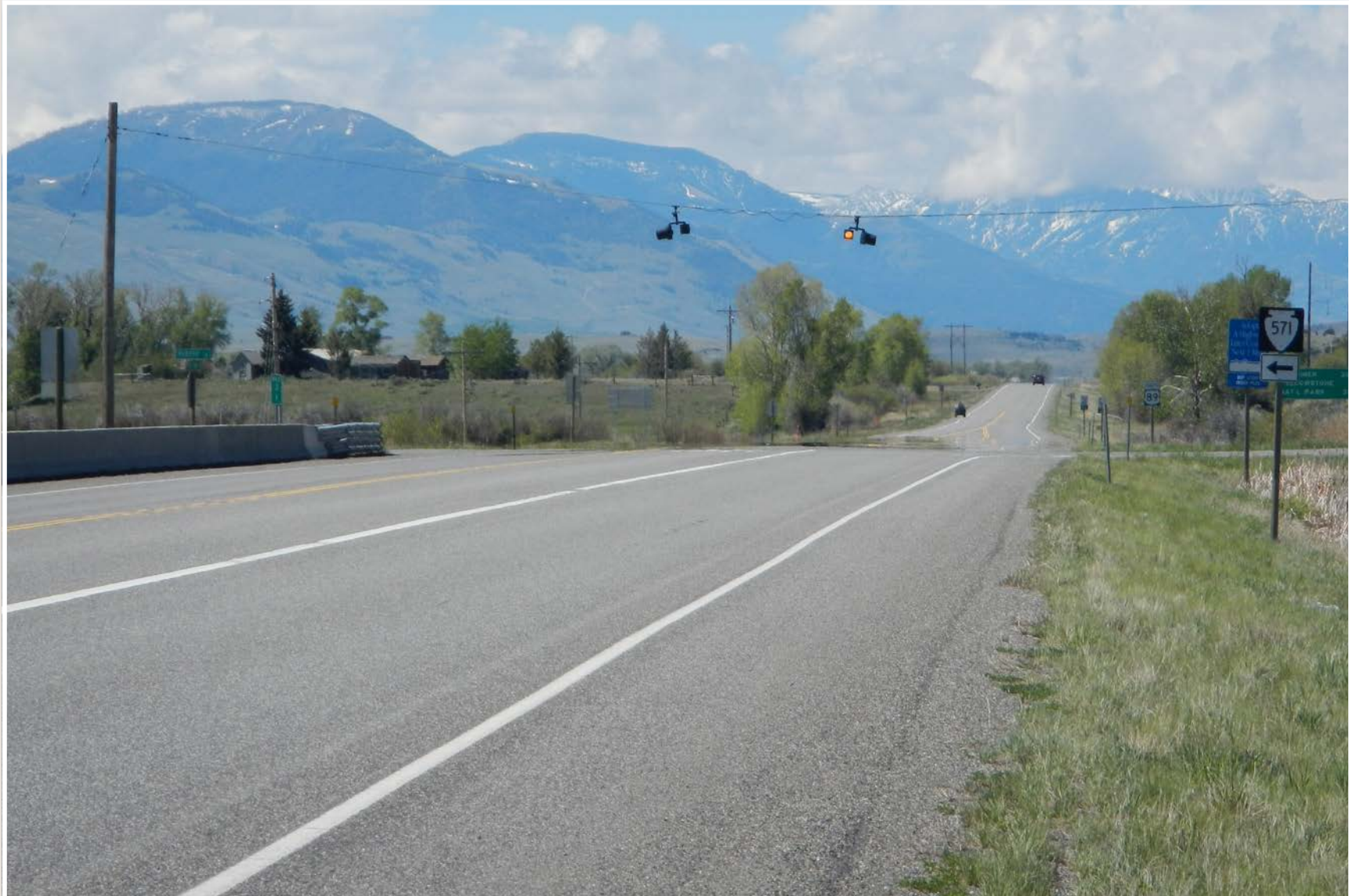
EMIGRANT REST AREA  
LOOKING SOUTHEAST (RP 23.7)



# INFORMATIONAL MEETING

Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)

## Photos



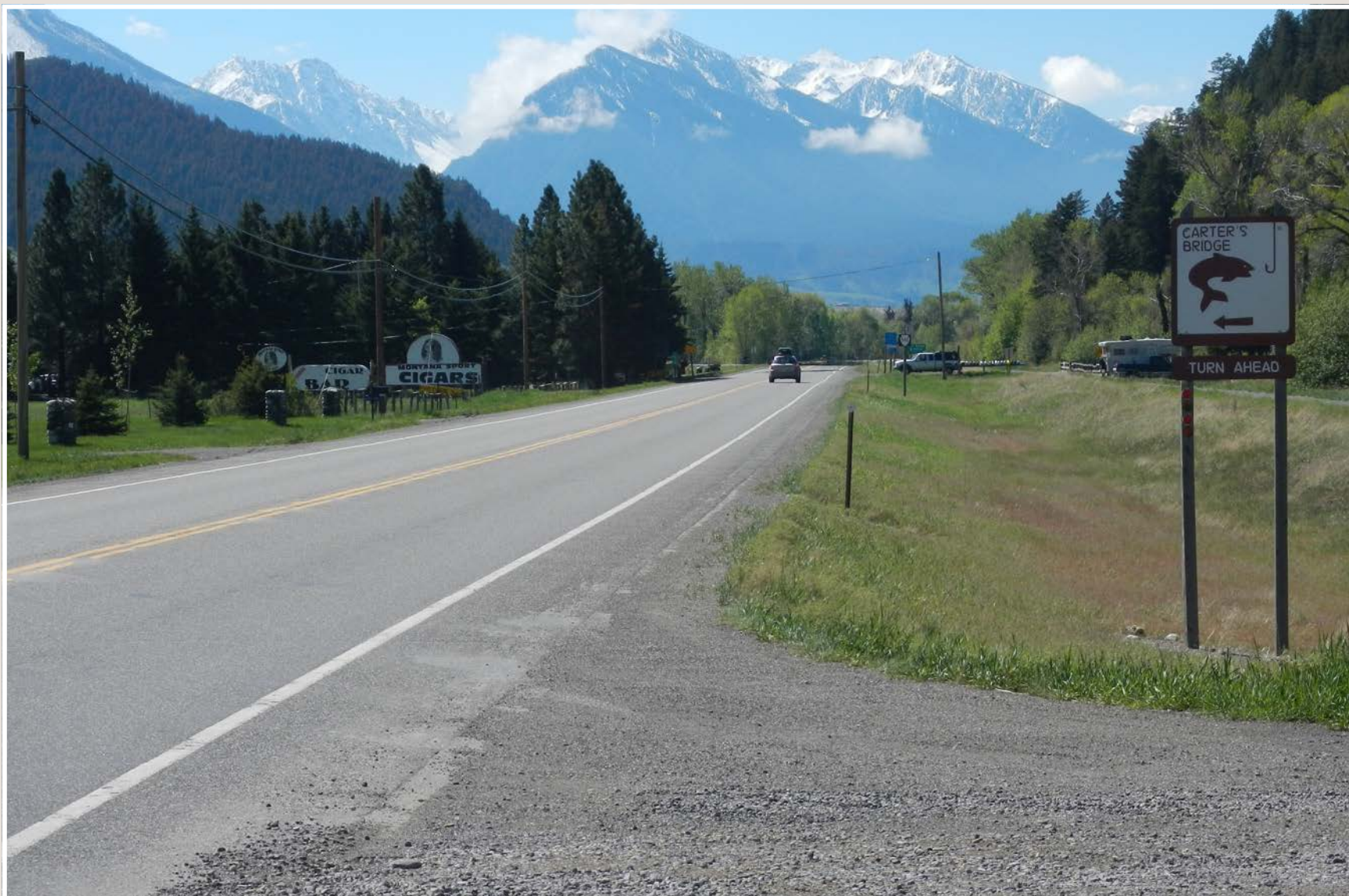
S-571 INTERSECTION AT EMIGRANT  
LOOKING SOUTHWEST (RP 31.0)



RV PARK AND MULTIPLE APPROACHES  
LOOKING SOUTHWEST (RP 35.2)



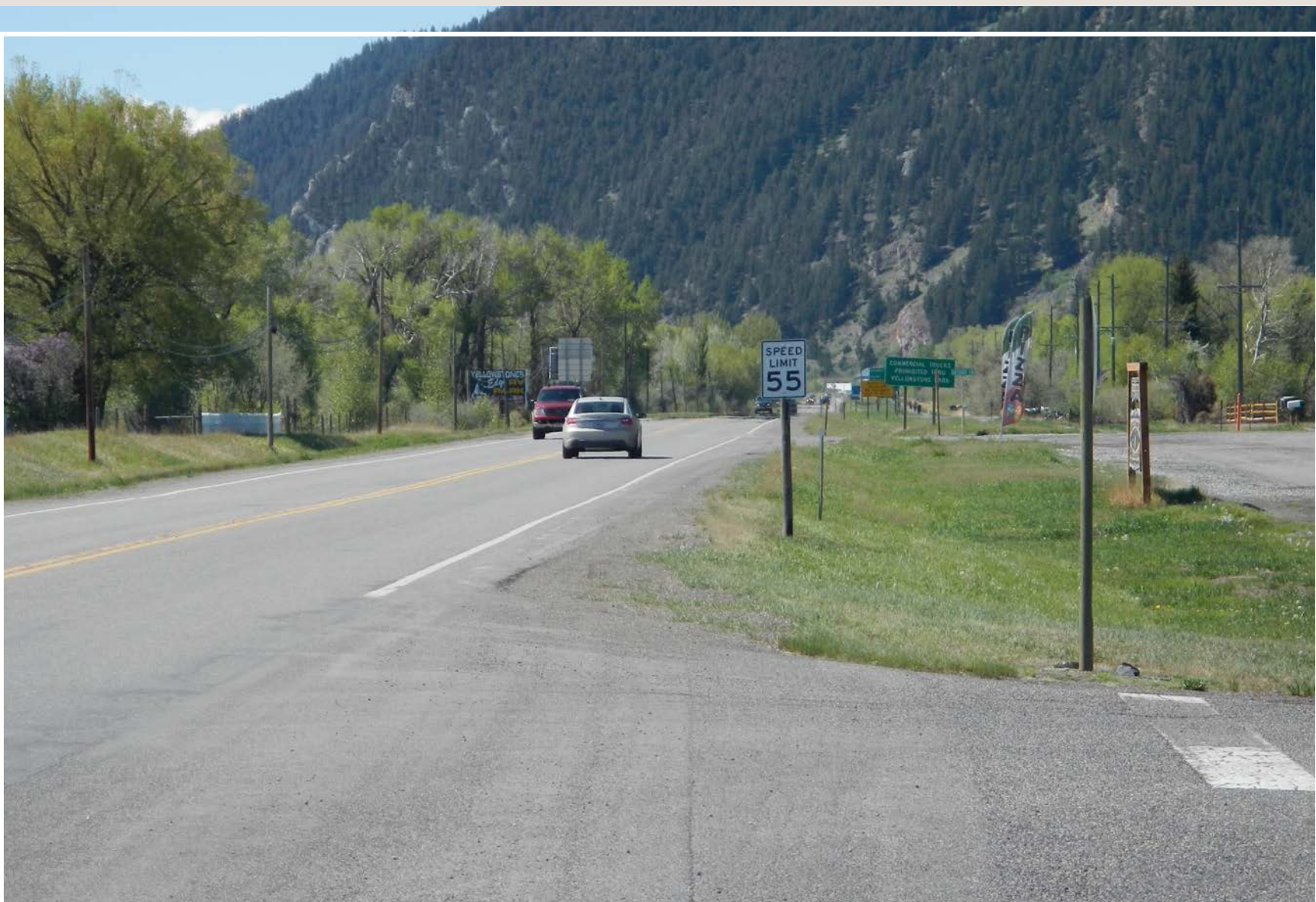
ROCKFALL AND GRADE CHANGE  
LOOKING WEST (RP 49.2)



NEAR S-540 INTERSECTION  
LOOKING SOUTH (RP 50.1)



SOUTH OF LIVINGSTON  
LOOKING SOUTH (RP 51.8)



END OF STUDY AREA IN LIVINGSTON  
LOOKING SOUTH (RP 52.5)



Montana Department of Transportation

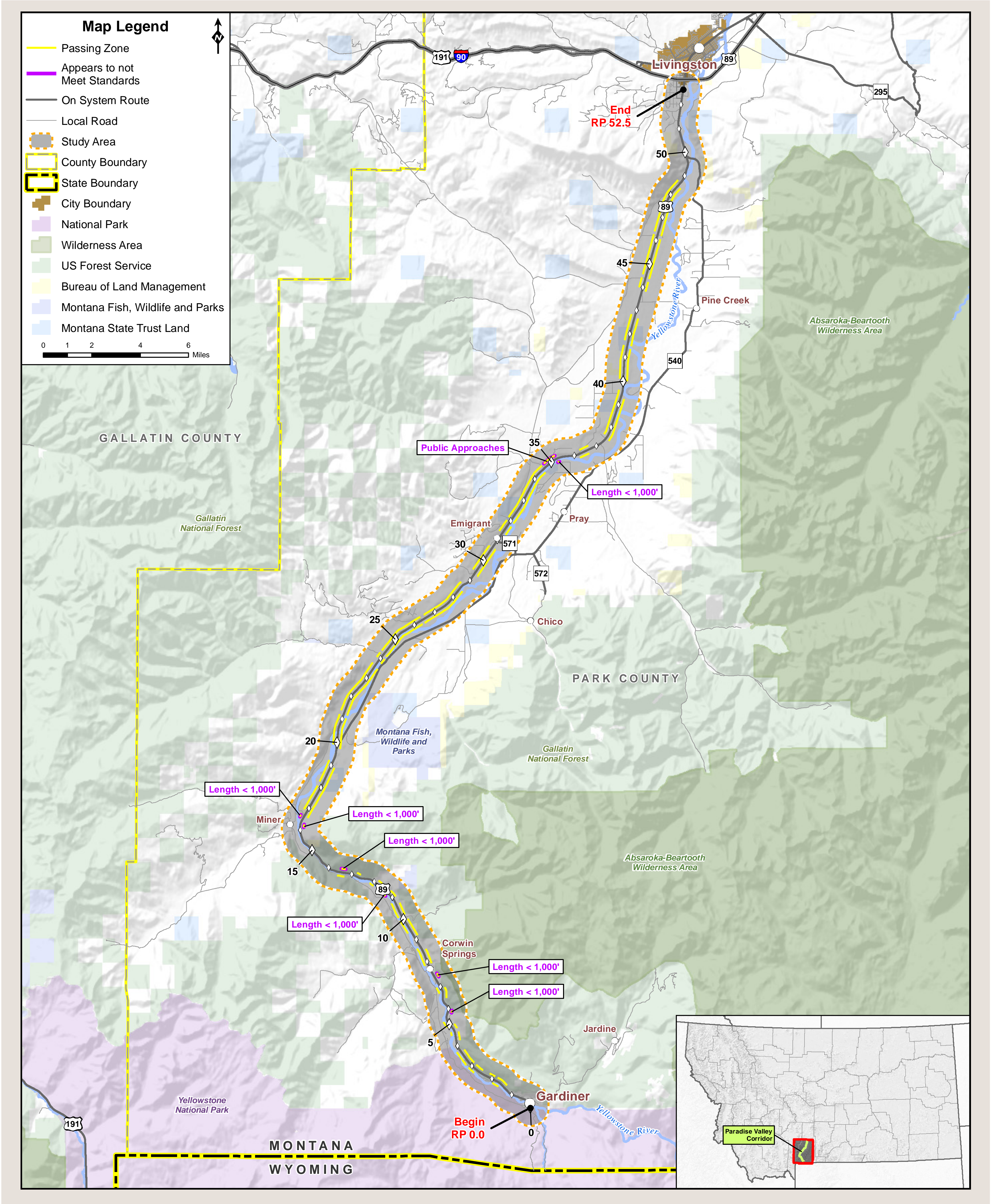


# INFORMATIONAL MEETING

Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)



## Existing Passing Zones





# INFORMATIONAL MEETING

*Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)*



## Existing Conditions - Key Findings

### Transportation System

#### Horizontal Alignment

- ⇒ Eight horizontal curves do not meet current standards.

#### Vertical Alignment

- ⇒ Four vertical curves do not meet current standards.
- ⇒ Two locations have grades that do not meet current standards.

#### Passing

- ⇒ Seven passing zone locations do not meet current standards based on length.
- ⇒ One passing zone does not meet standards near public approaches.

#### Surfacing

- ⇒ US 89 from RP 1.1 to the end of the study area typically has a 32 foot roadway width which is less than the recommended standard of 40 feet or greater.

#### Access Points

- ⇒ Eleven skewed approaches do not meet current standards.

#### Parking

- ⇒ Locations with on-street parking in the Gardiner urban area do not appear to meet current standards.

#### Geotechnical

- ⇒ Three landslide cluster areas were identified within the study area.
- ⇒ Twelve rockfall hazard sites were identified, including three “top 100” sites.





# INFORMATIONAL MEETING

Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)



## Existing Conditions - Key Findings

### Environmental Considerations

#### Prime Farmland

- ⇒ Areas of prime farmland are located within the study area.

#### Geologic Resources

- ⇒ Three identified faults are located within the study area.

#### Surface Waters

- ⇒ A Special River Management Zone exists for the Yellowstone River from Emigrant to Springdale.

#### Hazardous Substances

- ⇒ One leaking UST is designated as having a priority ranking assigned by DEQ within the study area.
- ⇒ Abandoned and inactive mine sites were identified within the study area.

#### Wildlife

- ⇒ Nearly 1,660 animal-vehicle collisions occurred between January 2002 and December 2012.
- ⇒ Six endangered, threatened, proposed, or candidate species are listed for Park County.
- ⇒ Three endangered, threatened, proposed, or candidate species occur in the study area.
- ⇒ Fifteen species of concern have the potential to occur in the study area.

#### Cultural and Archaeological Environment

- ⇒ There are multiple 4(f) and 6(f) resources located within the study area.
- ⇒ Eight historic properties were identified within the study area.







## PARADISE VALLEY

*Corridor Planning Study*

### Informational Meeting No. 1

#### Gardiner

Wednesday, July 24<sup>th</sup>, 2013  
Gardiner Community Center  
6:00 p.m. – 8:00 p.m.

#### Livingston

Thursday, July 25<sup>th</sup>, 2013  
Community Room  
6:00 p.m. – 8:00 p.m.



2

## Welcome and Introductions

- Introduction of local officials
- Partners
  - MDT
  - FHWA
  - Park County
- Consultant team



INFORMATIONAL MEETING NO. 1



3

## Outline of this Evening's Meeting

- Title VI considerations
- What is a corridor planning study?
- Study area boundary
- Study schedule
- Identified stakeholder groups
- Existing conditions in the corridor
- Next steps & conclusion

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INFORMATIONAL MEETING NO. 1

4

## Title VI Considerations

*This meeting is held pursuant to Title VI of the 1964 Civil Rights Act which ensures that no person shall, as provided by Federal and State Civil Rights law, be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination on the basis of a protected status during any MDT project.*

*Further information is available in Title VI pamphlets available at the sign-in table.*

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INFORMATIONAL MEETING NO. 1



5

## What is a Corridor Planning Study?

- Corridor planning studies:
  - Are a “high level scan”
  - Define transportation issues/areas of concern
  - Consider social, economic and environmental effects at an early stage
  - Identify and prioritize cost-effective and feasible strategies
  - Provide a level of analysis that can support informed and sustainable decisions
  - Provide opportunities for early and continuous involvement

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INFORMATIONAL MEETING NO. 1

6

## What a Corridor Planning Study is Not

- Corridor planning studies are **not**:
  - Environmental compliance document
  - Preliminary or final design project
  - Construction or maintenance project
  - Right-of-way acquisition project

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INFORMATIONAL MEETING NO. 1



7

## Goals and Purpose of Study

- Engage constituents early!
- Identify potential impacts and constraints
- Identify needs and objectives
- Identify short-range and long-range improvements
- Develop planning level cost estimates
- Develop information and data to be forwarded into the environmental process if a project moves forward from the study (dependent on available funds)

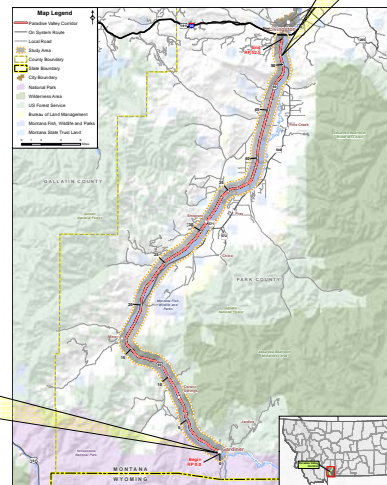
INFORMATIONAL MEETING NO. 1

8

## Study Area Boundary

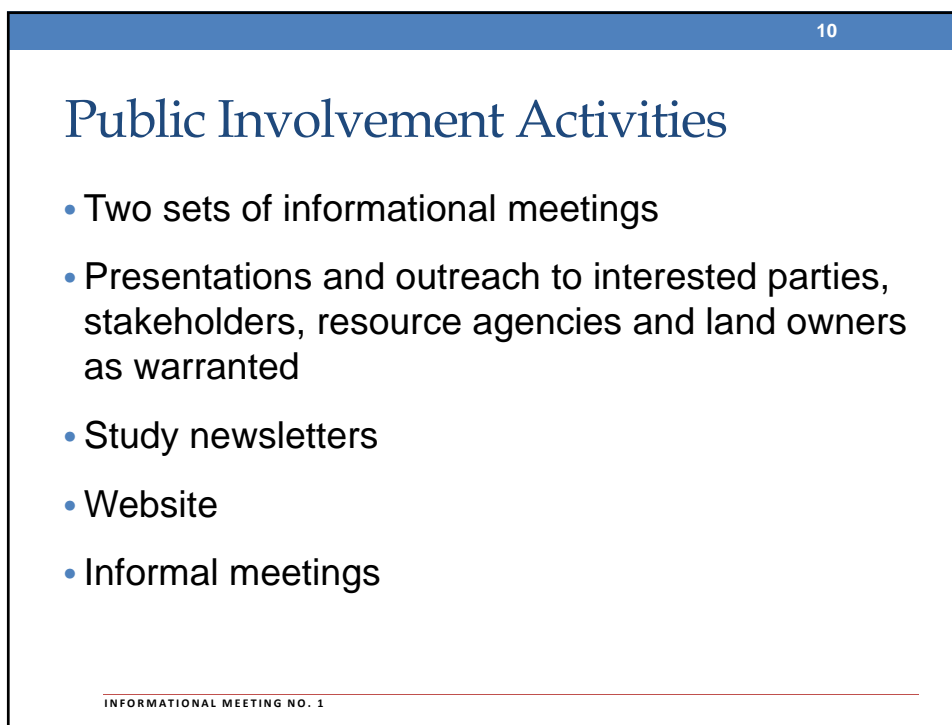
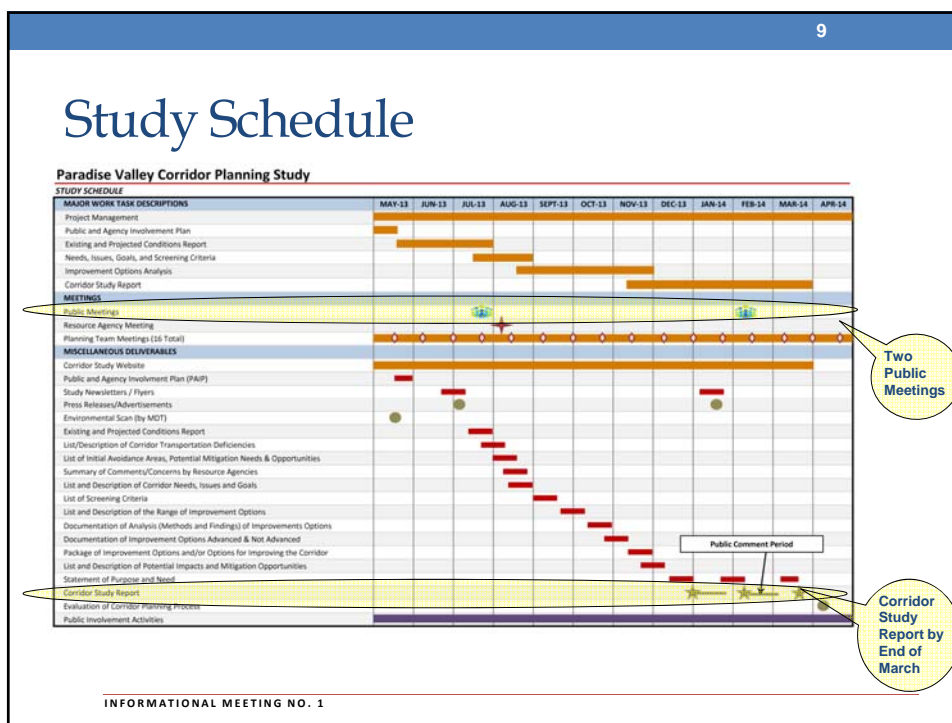
- US Highway 89 (US 89)
- Between Gardiner and Livingston
- 52.5 miles in length

BEGIN  
US 89 @ YNP  
Boundary in  
Gardiner  
(RP 0.0)



INFORMATIONAL MEETING NO. 1







11

## Identified Stakeholder Groups

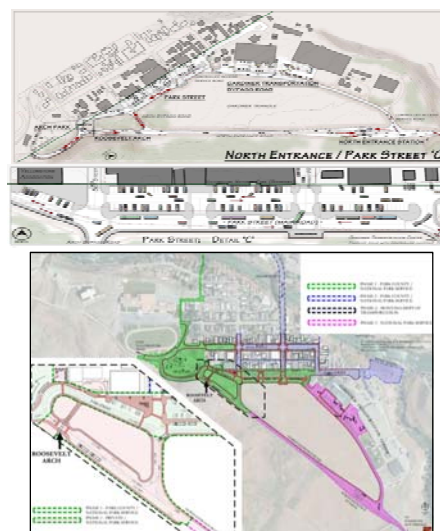
- City of Livingston
- Gardiner Chamber of Commerce
- Greater Gardiner Community Council
- Northern Rocky Mountain Economic Development District
- MSU Extension
- Yellowstone River Task Force
- Montana State Highway Patrol
- Gallatin Valley Land Trust
- Montana Land Reliance
- Rocky Mountain Elk Foundation
- The Nature Conservancy
- Montana Wild Sheep Foundation
- Montanan's for Safe Wildlife Passage
- Northern Plains Resource Council
- Trout Unlimited – Joe Brooks Chapter
- Landowners in the Corridor

INFORMATIONAL MEETING NO. 1

12

## US 89 Corridor - Local Planning

- Review past, current and future planning documents
  - Park County Growth Policy
  - Gallatin National Forest Plan
  - North Entrance & Park Street Improvement Plan/EA
  - Gardiner Gateway Project



INFORMATIONAL MEETING NO. 1



13

## US 89 Corridor - Context

- Functionally classified as a Rural Principal Arterial (Non-Interstate, National Highway System)
- Posted speeds vary between 25 mph and 70 mph
- Serves multiple uses
  - Local traffic
  - Recreational traffic
  - Tourism traffic
  - Commuter traffic
  - Farm-to-market agricultural traffic



INFORMATIONAL MEETING NO. 1

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## US 89 Corridor - Physical Characteristics

- Two-lane roadway
- Asphalt surfacing entire length
- 341 access points
- Constructed or improved at various times (as early as 1924 and as recently as 2012)



INFORMATIONAL MEETING NO. 1



15

## US 89 Corridor - Planned Projects

- **SF 110-Rumble Strips N-11**
  - Shoulder rumble strips (RP 1.2 to RP 49.5)
- **Gardiner - North**
  - Mill and fill, ADA upgrades at intersections, bridge deck repair, and full width seal and cover treatment (RP 0.0 to RP 1.0)
- **North of Gardiner**
  - Mill and fill and full width seal and cover treatment (RP 1.1 to RP 13.1)
- **Yankee Jim Canyon - North**
  - Mill and fill and full width seal and cover treatment (RP 13.1 to RP 24)
- **Cedar Cr – 16 km N of Gardiner**
  - Cedar Creek culvert to be replaced (RP 10.02)
- **SF 129 – Left Turn Ln Emigrant RA**
  - Southbound left-turn lane at the Emigrant Rest Area (RP 23.5)

INFORMATIONAL MEETING NO. 1

16

## US 89 Corridor – Historic AADT

- Ranges from 4,640 vehicles per day (vpd) near Gardiner to 4,700 vpd near Livingston (2011 counts)

Location	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
RP 0.12	4,350	4,470	4,680	3,600	3,910	4,840	4,550	3,600	3,270	3,630
RP 0.64	3,380	3,640	2,990	2,680	2,900	4,060	3,660	2,900	2,790	2,980
RP 4.0	1,450	2,000	2,030	1,300	1,550	2,310	2,110	1,660	1,560	1,690
RP 16.8	1,590	1,640	1,780	1,750	1,640	1,630	1,650	1,810	1,580	1,610
RP 32.0	2,120	2,080	1,960	1,840	1,870	2,570	2,290	2,040	1,780	2,040
RP 49.6	2,600	2,530	3,120	2,770	2,360	3,500	3,280	2,920	2,470	2,870
RP 52.0	3,940	3,820	5,200	4,670	5,000	6,400	5,950	6,570	6,570	4,490
Location	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
RP 0.12	4,280	4,140	4,020	4,020	4,150	4,080	4,490	4,710	4,640	-
RP 0.64	3,320	3,540	3,410	3,410	3,520	3,440	3,740	3,920	3,870	-
RP 4.0	1,830	2,080	2,040	2,040	2,100	2,030	2,120	2,220	2,190	-
RP 16.8	1,590	1,600	1,550	1,540	1,630	1,550	1,680	1,740	1,670	-
RP 32.0	2,460	2,370	2,300	2,300	2,370	2,190	2,140	2,250	2,220	-
RP 49.6	3,850	3,420	3,290	3,290	3,390	3,320	3,350	3,510	3,460	-
RP 52.0	6,720	4,980	4,700	4,700	4,850	5,020	5,150	4,770	4,700	-

Year 2011  
Volumes  
Highest Near  
Livingston

INFORMATIONAL MEETING NO. 1



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## US 89 Corridor - Projected AADT

- Year 2035 projected volumes range from 5,486 – 10,114 vpd (near Gardiner) to 5,557 – 10,245 vpd (near Livingston)

Site	Location	2011 Existing AADT	Projected AADT (2035)		
			Low (0.7%)	Medium (1.3%)	High (3.3%)
34-3-10	RP 0.12	4,640	5,486	6,326	10,114
34-3-9	RP 0.64	3,870	4,575	5,276	8,436
34-3-1	RP 4.0	2,190	2,589	2,986	4,774
34-3-2 <sup>(i)</sup>	RP 16.8	1,670	1,974	2,277	3,640
34-3-3	RP 32.0	2,220	2,625	3,027	4,839
34-2-2	RP 49.6	3,460	4,091	4,717	7,542
34-2A-5	RP 52.0	4,700	5,557	6,408	10,245
Average		3,256	3,849	4,439	7,097

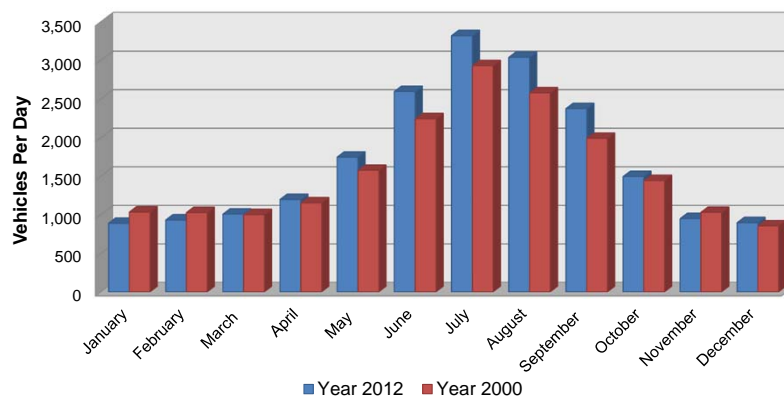
(i) US 89 at ATR Station A-020

INFORMATIONAL MEETING NO. 1

18

## US 89 Corridor - Seasonal Historic

- Seasonal variation noted May thru October



US 89 at ATR Station A-020 by month for the years 2012 and 2000

INFORMATIONAL MEETING NO. 1



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## US 89 Corridor - Seasonal Projected

- Seasonal variation will elevate the AADT traffic volumes

Month	Existing AADT	Projected ADT (2035)		
		Low Growth	Medium Growth	High Growth
June	2,599	2,816	3,267	4,905
July	3,321	3,599	4,175	6,268
August	3,040	3,294	3,822	5,737
Peak Average	2,987	3,237	3,755	5,637
AADT Average	1,710	2,008	2,302	3,608
Difference (%)	+1,277 (+74.7%)	+1,229 (+61.2%)	+1,453 (+61.2%)	+2,329 (+56.2%)

US 89 at ATR Station A-020

INFORMATIONAL MEETING NO. 1

20

## US 89 Corridor - Roadway Geometrics

- Eight horizontal curves do not appear to meet current standards
  - Radius
- Six vertical curves do not appear to meet current standards
  - Curvature
  - Grade
  - Stopping Sight Distance



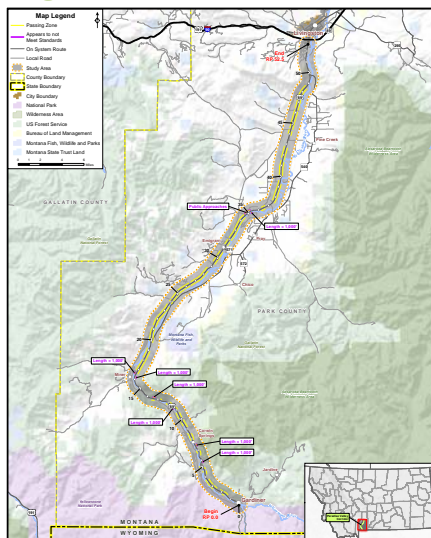
INFORMATIONAL MEETING NO. 1



21

## US 89 Corridor - Passing Areas

- Seven locations where passing zones are less than 1,000 feet in length
- One location where passing is allowed in front of a public approach



INFORMATIONAL MEETING NO. 1

22

## US 89 Corridor – Gardiner On-Street Parking



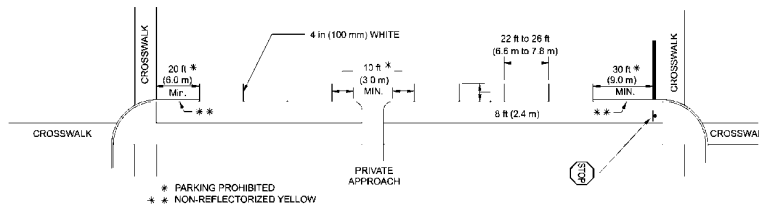
INFORMATIONAL MEETING NO. 1



23

## US 89 Corridor – MDT No Parking Standards

- 20 feet of crosswalk
- 10 feet from mid-block approach
- Areas designated by local regulations
- 30 feet from intersection with a flashing beacon, stop sign or traffic signal
- Across from a T-intersection



INFORMATIONAL MEETING NO. 1

24

## US 89 Corridor - Landslide Areas

- Gardiner-Area 7
  - RP 0 to RP 5
  - Numerous faults that contribute to landslides
  - Debris slide located immediately east of US 89
- Gardiner-Area 1
  - RP 10 to RP 24
  - Parallels the Yellowstone River Valley
  - New or renewed movement could affect US 89
- Livingston-Area 12
  - RP 47 to RP 51
  - Majority located west of the highway



INFORMATIONAL MEETING NO. 1



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## US 89 Corridor - Rockfall Hazard

RP Start	RP End	Side of Road
6.01	6.06	Right
6.57	6.96	Right
12.2	12.46	Right
13.22	13.32	Right
13.32	13.66	Right
13.66	13.84	Right
13.84	13.96	Right
13.96	14.61	Right
15.03	15.71	Right
15.71	15.84	Right
48.99	49.17	Left
49.32	49.38	Left



INFORMATIONAL MEETING NO. 1

26

## US 89 Corridor – Road Width

- Determined from MDT's 2011 Montana Road Log
  - Surface width, lane width, shoulder width, surfacing thickness, and base thickness
- RP 0.0 to RP 1.1 – 44' Width
  - 12' Lanes, 8' Shoulders
- RP 1.1 to RP 52.5 – 32' Width
  - 32' Surface – 12' Lanes, 4' Shoulders

INFORMATIONAL MEETING NO. 1



27

## US 89 Corridor - Access Points

- 341 Access Points
- 6.5 access/mile
  - 16.8 access/mile near Gardiner (RP 0.0 to RP 4.0)
  - 19.7 access/mile near Livingston (RP 49.0 to RP 52.5)
- 11 skewed
  - Greater than 30° from perpendicular



S-540 Realignment

INFORMATIONAL MEETING NO. 1

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## US 89 Corridor - Bridge Crossings

- Three bridges and one large culvert
  - RP 0.16 (Yellowstone River)
  - RP 20.41 (Yellowstone River)
  - RP 24.07 (Big Creek)
  - RP 47.85 (Farm Access)



None of the bridges  
are structurally  
deficient or  
functionally obsolete

INFORMATIONAL MEETING NO. 1



29

## US 89 Corridor - Safety

- For period between July 1, 2007 through June 30, 2012
- RP 0.0 to RP 52.5
- 286 total reported crashes
  - One fatality
  - 19 crashes produced incapacitating injuries
  - 82% single vehicle crashes
  - 8% involved drugs and/or alcohol
  - Almost 50% animal/vehicle

INFORMATIONAL MEETING NO. 1

30

## US 89 Corridor - Crash Rates and Severity

- Crash rates are defined as the number of crashes per million vehicle miles of travel
- Compared to average rates for similar roadways....
  - **Crash rate** ↑
  - **Severity index** ↓
  - **Crash severity rate** ↑

Crash Data Location	Crash Rate	Crash Severity Index	Crash Severity Rate
US 89 (RP 0.0 to 52.5)	1.27	1.84	2.34
Statewide Average for Non-Interstate NHS Routes	1.01	2.05	2.07

INFORMATIONAL MEETING NO. 1



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## Environmental Resources

- Land Ownership
- **Soil Resources and Prime Farmland**
- Geologic Resources
- **Water Resources**
- Wetlands
- **Floodplains and Floodways**
- Hazardous Substances
- Air Quality
- Noise
- **Visual Resources**
- **Biological Resources**
- Vegetation
- **Cultural and Archaeological Resources**
- Social

INFORMATIONAL MEETING NO. 1

32

## Soil Resources and Prime Farmland

- Based on Natural Resource Conservation Service (NRCS) soil survey
  - Prime if irrigated farmlands are found between RP 24 – 25 and 41 – 46
  - Farmlands of statewide importance are found between RP 25 – 27, 30 – 31, 34 – 37



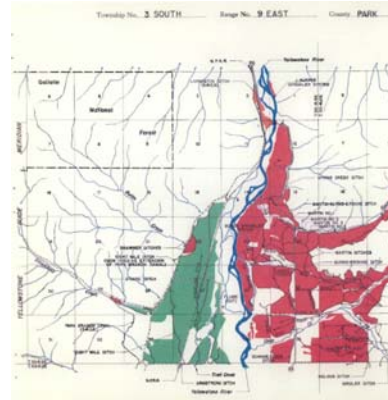
INFORMATIONAL MEETING NO. 1



33

## Water Resources

- Numerous drainage & irrigation crossings
- Three bridges / one large culvert
- Wetlands – delineated if and when a project is identified and advances

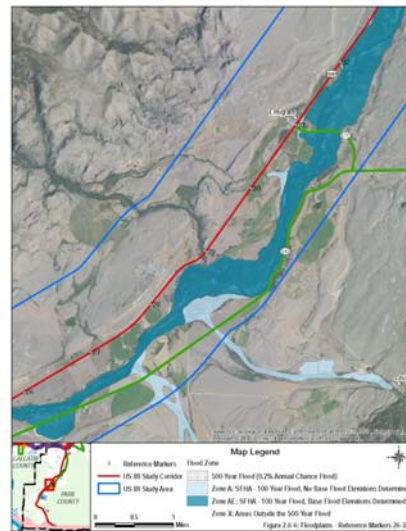


INFORMATIONAL MEETING NO. 1

34

## Floodplains and Floodways

- Avoid to the extent possible adverse impacts to floodplains



INFORMATIONAL MEETING NO. 1



35

## Visual Resources

- Landscape character
- Visual integrity
- Scenic integrity
- Landscape visibility



INFORMATIONAL MEETING NO. 1

36

## Biological Resources

- Fish and Wildlife
- Vegetation

*Canada Lynx**Spotted Knapweed*

INFORMATIONAL MEETING NO. 1



37

## Fish and Wildlife - T & E Species

### Park County

- Canada Lynx
  - Listed Threatened, Critical Habitat
- Grizzly Bear
  - Listed Threatened
- Greater Sage-Grouse
  - Candidate
- Sprague's Pipit
  - Candidate
- Wolverine
  - Proposed
- Whitebark Pine
  - Candidate

### Study Area

- Canada Lynx
  - Listed Threatened, Critical Habitat
- Grizzly Bear
  - Listed Threatened
- Wolverine
  - Proposed

INFORMATIONAL MEETING NO. 1

38

## Fish and Wildlife - Species of Concern

Animal SubGroup	Common Name	Short Habitat Description
Mammals	Bison	Grasslands
	Hoary Bat	Riparian and forest
Birds	Great Blue Heron	Riparian forest
	Trumpeter Swan	Lakes, ponds, reservoirs
	Peregrine Falcon	Cliffs / canyons
	Pinyon Jay	Open conifer forest
	Cassin's Finch	Drier conifer forest
	Harlequin Duck	Mountain streams
	Clark's Nutcracker	Conifer forest
	Brewer's Sparrow	Sagebrush
	Common Sagebrush Lizard	Rock outcrops
Fish	Yellowstone Cutthroat Trout	Mountain streams, rivers, lakes
Plants	Spiny Hopsage	Shrublands (Dry)
	Spiny Skeleton Weed	Lower Elev. Grasslands
	Wedge-leaf Saltbush	Wetland/Riparian

INFORMATIONAL MEETING NO. 1



39

## Fish and Wildlife - Wildlife Carcass

- MDT Maintenance Animal Incident Database
- January 2002 and December 2012
- 1,659 animal carcasses collected in the ten-year period
  - >93% Deer

Animal	# of Carcasses Collected
Antelope	1
Bighorn Sheep	6
Bison	2
Black Bear	1
Elk	94
Moose	1
Deer (unknown species)	21
Mule Deer	1116
White-tailed Deer	417
<b>TOTAL</b>	<b>1659</b>

INFORMATIONAL MEETING NO. 1

40

## Cultural and Archaeological Resources

- Possible 4(f) Campgrounds and Picnic Areas
  - Yankee Jim Picnic Area
  - La Duke Picnic Area
  - Cinnabar Picnic Area
  - Sphinx Creek Picnic Area
  - Canyon Campground
  - Gardiner Community Park

INFORMATIONAL MEETING NO. 1



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## Cultural and Archaeological Resources

- Historic Sites

Site	Site No.	NRHP Eligibility	RP±
Roosevelt Arch	24PA0765	Listed	N/A
Yellowstone R. Bridge at Gardiner	24PA0790	Yes	0.1
Electric Mines/Electric HD	24PA0483	Yes	7±
OTO Homestead and Dude Ranch	24PA1227	Listed	15±
Carbella Bridge	24PA1237	Listed	15±
Emigrant Crossroad Arch.	24PA0969	Yes	
Park Branch Canal	24PA1114	Yes	40±
Carter Bridge	24PA0817	Listed	S-540

INFORMATIONAL MEETING NO. 1

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## Next Steps

- Continue study coordination and outreach
- Finalize environmental scan
- Finalize existing and projected conditions report
- Continue analysis of transportation needs
- Identify potential improvement options (if any)
- Draft corridor study report

INFORMATIONAL MEETING NO. 1



- Questions, answers and/or comments?

- Study newsletters:

- 1
- # Paradise Valley Corridor Planning Study
- on 93rd Avenue in Glendale
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- ## Study Description
- The Paradise Valley Corridor Planning Study is a study of the corridor from 93rd Avenue to the city limits of Glendale. The study is a joint effort of the City of Glendale and the Paradise Valley Corridor Planning Study. The study is a joint effort of the City of Glendale and the Paradise Valley Corridor Planning Study.
- The study will examine transportation, land use, and environmental issues. The study will also examine the corridor's potential for future development. The study will also examine the corridor's potential for future development.
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- INFORMATIONAL MEETING #3**  
**Friday, June 24, 2011**  
 6:00 PM - 8:00 PM  
 City of Glendale  
 10000 Wilshire Blvd.  
 3rd Floor  
 Glendale, CA 91206  
 Phone: (818) 248-1234  
 Fax: (818) 248-1235

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INFORMATIONAL MEETING NO. 1



[illegible]



**Informational Meeting #1 – July 24, 2013 (Gardiner)**

[illegible]



## MEETING MINUTES

### *Informational Meeting Number 1 (Gardiner)*

#### DETAILS:

**Location:** Gardiner Community Center  
210 West Main Street

**Date:** July 24<sup>th</sup>, 2013

**Time:** 6:00 PM – 8:00 PM

#### MEETING NOTIFICATION:

- A press release for the meeting was released to area media outlets on July 15<sup>th</sup>.
- Display ads were placed in the *Gardiner Community Newsletter* (July 3<sup>rd</sup> and 17<sup>th</sup>) and the *Livingston Enterprise* (July 3<sup>rd</sup>).
- Information about the meeting was posted on the study website:  
<http://www.mdt.mt.gov/pubinvolve/paradisevalley/>
- Study newsletters were sent to the following identified stakeholders, including:
  - City of Livingston (Jim Woodhull)
  - Gardiner Chamber of Commerce (Ker'en Walters)
  - Greater Gardiner Community Council (Bill Berg)
  - Northern Rocky Mountain Economic Development District (Rob Gilmore)
  - MSU Extension (Jill Martz)
  - Governor's Upper Yellowstone River Task Force (John Bailey)
  - Montana State Highway Patrol - District 7 (Cal Janes)
  - Gallatin Valley Land Trust (Steve Schnee)
  - Montana Land Reliance (George Olsen)
  - Rocky Mountain Elk Foundation
  - The Nature Conservatory (Kathryn Landreth)
  - Montana Wild Sheep Foundation (Jim Weatherly)
  - Montanan's for Safe Wildlife Passage (Monique DiGiorgio)
  - Northern Plains Resource Council (Teresa Erickson)
  - Trout Unlimited - Joe Brooks Chapter (Sharon Sweeney Fee)
- Email notification was sent to those individuals on the study email list.

*Meeting minutes are intended to capture the general content of meeting discussions and to document decisions made by the attendees. Meeting minutes may include opinions provided by attendees; no guarantees are made as to the accuracy of these statements and no fact checking of specific statements is provided or implied from the publishing of final meeting minutes.*



## PLANNING TEAM MEMBER ATTENDANCE:

- Jeff Ebert (MDT)
- Dustin Rouse (MDT – Butte)
- Rob Bukvich (MDT – Bozeman)
- Sheila Ludlow (MDT)
- Mike Inman (Park County)
- Bill Berg (Park County)
- Jeff Key (RPA)
- Scott Randall (RPA)

## AGENDA:

The first Informational Meeting for the Paradise Valley Corridor Planning Study was held on Wednesday, July 24<sup>th</sup>, 2013 at the Gardiner Community Center in Gardiner. The purpose of the meeting was to inform interested parties about the scope and purpose of the corridor planning study, present the findings of the existing conditions analysis, and to solicit input on the existing conditions and concerns within the study area that may be relevant to the corridor planning effort. A study presentation was made from 6:00 to 6:35, followed by a question and answer period. The meeting ended at 8:00 PM.

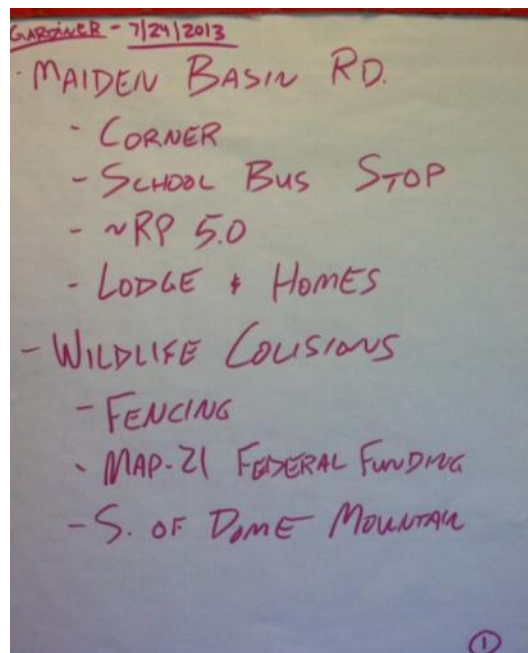
A total of 18 individuals signed in at the meeting. Ten others were present who did not sign in, bringing the estimated total attendance to 28 individuals. This number includes those on the Planning Team, or affiliated with MDT and RPA.

## COMMENTS

A number of verbal comments were made after the presentation. In addition, comment sheets were available for all members of the audience. A summary of the comments received during the meeting is presented below:

### Comment Sheet No. 1

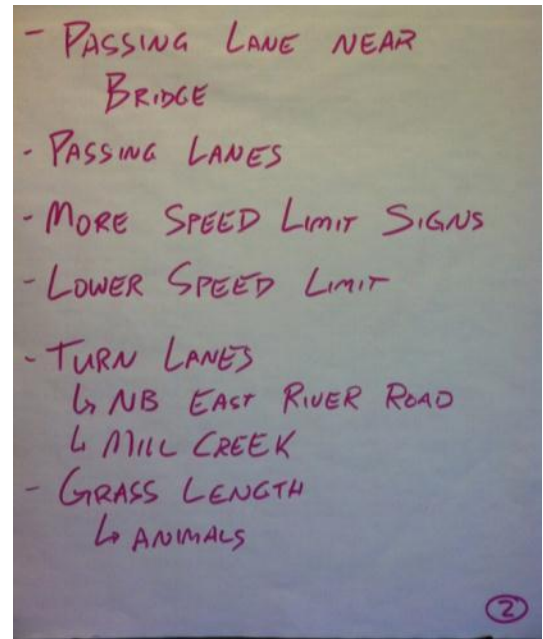
- Maiden Basin Road intersection – numerous concerns expressed over lack of sight distance, need for right-turn lanes (travelling southbound), and need for overall intersection improvements. **[APPROXIMATE RP 5.15]**
- Concern expressed over animal-vehicle collisions within the corridor, especially south of the Dome Mountain area. Is there special funding to help mitigate collisions?





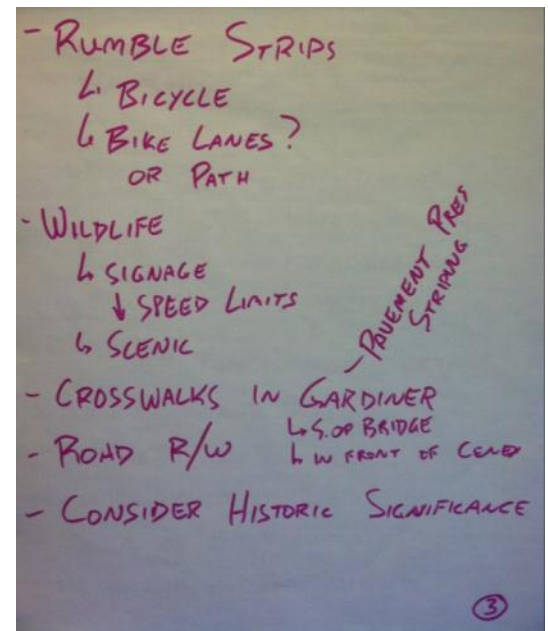
Comment Sheet No. 2

- Need for passing lanes throughout.
- Desire for lower speed limits throughout, but especially in Gardiner.
- More speed limit signs.
- Addition of right-turn lanes (northbound) at East River Road (**APPROXIMATE RP 19.75**) and Mill Creek (**APPROXIMATE RP 37.20**).
- More frequent maintenance in the summer relative to mowing the area next to the shoulder.



Comment Sheet No. 3

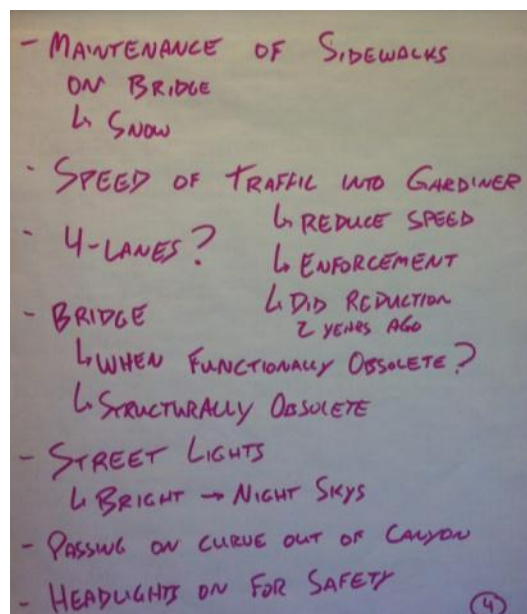
- General concern over the installation of rumble strips throughout the corridor.
- Desire for a separated bicycle path connecting the existing path south of Livingston all the way to Gardiner.
- Desire for more, marked crosswalks in Gardiner.
- Historically significant area – do not lose sight of this when developing improvements. Must be to scale and context of surrounding area.





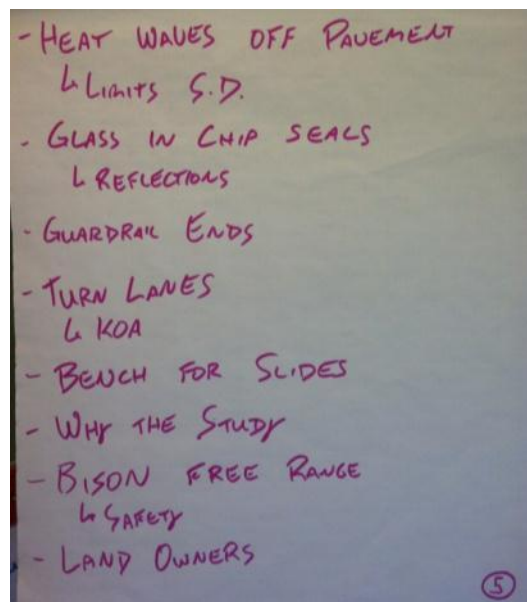
Comment Sheet No. 4

- Some expressed desire for a four-lane facility throughout the corridor.
- Question as to when the bridge in Gardiner will become structurally deficient or functionally obsolete.
- Desire for "headlights on for safety" signs throughout the corridor.
- Desire for "dark skies" type of street lights in Gardiner.



Comment Sheet No. 5

- Question about "heat waves" coming off pavement in hot summer weather. Can pavement design and components be modified to reduce this?
- Comment about bison "roaming" within right-of-way between Gardiner and Yankee Jim Canyon, and potential safety hazard.
- Land owners listed as stakeholders but appear to be minimized as compared to other resource groups (per their listing on the slide).



The meeting concluded at 8:00 PM. Scanned copies of the sign-in sheets, along with written comments received at the meeting, are appended to these minutes.



**Informational Meeting #1 – July 24, 2013 (Gardiner)**

[illegible]



# SIGN-IN SHEET

**Informational Meeting #1 – July 24, 2013 (Gardiner)**

[illegible]



Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)

## COMMENT FORM

### Informational Meeting #1 – July 24, 2013 (Gardiner)

**Please Submit Your Comments:**

Street lights in Gardiner are not night-sky friendly nor do they enhance the historic character of town.

Winter maintenance on Gardiner bridge sidewalks is necessary. They become so icy, it is necessary to walk in the lanes to cross.

Crosswalks in Gardiner are poorly placed and not well marked. Vehicles rarely heed pedestrians.

Passing lanes would be very helpful, especially in Gardiner Basin where visibility is a challenge and between Mill Creek & Livingston where on coming traffic volume is heavy.

Please mail or email your comments to:  
**Sheila Ludlow, Project Manager**  
MDT Statewide and Urban Planning Section  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9193  
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_



Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)

## COMMENT FORM

### Informational Meeting #1 – July 24, 2013 (Gardiner)

**Please Submit Your Comments:**

- Lower the speed limit in town (Gardiner)
- More crosswalks
- Night sky lighting (quality of life issue)
- Lower speed around Dome Mtn Ranch
- Enforce poaching of MDT ROW

Please mail or email your comments to:

**Sheila Ludlow, Project Manager**  
MDT Statewide and Urban Planning Section  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9193  
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_



# SIGN-IN SHEET

## Informational Meeting #1 – July 25, 2013 (Livingston)

Name	Address	Email
Terri Igaly	27 Quam Creek Rd, Bozeman MT	traciisaly@gmail.com
Joseph (D) Brown	Box 2557, Helena, MT 59630	
Bill (B) Brown	Box 275, Gardiner	bill@coluca.com
William Smith	POB 78, Emigrant	octagon@wiswest.net
Mr. Michael Tamm	Park County Planning	winnandparkcounty.org
Peter Fox	157 Fells Creek Rd, Livingston	colfox@tds.net
Monique DiGiorgio	P.O. Box 1253, BZN MT	monique@future-west.org
Dennis Glick	411 S. Yellowstone, Livingston 59047	dgllick@brennan.net
SERRE GREENE	524 N. DAVIES, HELENA MT 59601	jerry@future-west.org
Lewis Wilks	252 Prairie Rd, Livingston 59047	lwilks@msc.com
ROBIN OGATA	5094 US HWY 89 SOUTH, LIV.	robinoqata@earthlink.net
Ann & Martha A. A.	13. Littlefield Post Ln, Livingston	smalljob@wiswest.net



# Informational Meeting #1 – July 25, 2013 (Livingston)

[illegible]



## MEETING MINUTES

### Informational Meeting Number 1 (Livingston)

#### DETAILS:

**Location:** City/County Building – Community Room  
414 East Callender Street

**Date:** July 25<sup>th</sup>, 2013

**Time:** 6:00 PM – 7:30 PM

#### MEETING NOTIFICATION:

- A press release for the meeting was released to area media outlets on July 15<sup>th</sup>.
- Display ads were placed in the Gardiner Community Newsletter (July 3<sup>rd</sup> and 17<sup>th</sup>) and the Livingston Enterprise (July 3<sup>rd</sup>).
- Information about the meeting was posted on the study website:  
<http://www.mdt.mt.gov/pubinvolve/paradisevalley/>
- Study newsletters were sent to the following identified stakeholders, including:
  - City of Livingston (Jim Woodhull)
  - Gardiner Chamber of Commerce (Ker'en Walters)
  - Greater Gardiner Community Council (Bill Berg)
  - Northern Rocky Mountain Economic Development District (Rob Gilmore)
  - MSU Extension (Jill Martz)
  - Governor's Upper Yellowstone River Task Force (John Bailey)
  - Montana State Highway Patrol - District 7 (Cal Janes)
  - Gallatin Valley Land Trust (Steve Schnee)
  - Montana Land Reliance (George Olsen)
  - Rocky Mountain Elk Foundation
  - The Nature Conservatory (Kathryn Landreth)
  - Montana Wild Sheep Foundation (Jim Weatherly)
  - Montanan's for Safe Wildlife Passage (Monique DiGiorgio)
  - Northern Plains Resource Council (Teresa Erickson)
  - Trout Unlimited - Joe Brooks Chapter (Sharon Sweeney Fee)
- Email notification was sent to those individuals on the study email list.

*Meeting minutes are intended to capture the general content of meeting discussions and to document decisions made by the attendees. Meeting minutes may include opinions provided by attendees; no guarantees are made as to the accuracy of these statements and no fact checking of specific statements is provided or implied from the publishing of final meeting minutes.*



## PLANNING TEAM MEMBER ATTENDANCE:

- Dustin Rouse (MDT – Butte)
- Rob Bukvich (MDT – Bozeman)
- Sheila Ludlow (MDT)
- Katie Potts (MDT)
- Mike Inman (Park County)
- Bill Berg (Park County)
- Traci Isaly (Park County)
- Lew Wilks (Park County)
- Jeff Key (RPA)
- Scott Randall (RPA)

## AGENDA:

The first Informational Meeting for the Paradise Valley Corridor Planning Study was held on Thursday, July 25<sup>th</sup>, 2013 in the Community Room at the City /County Building in Livingston. The purpose of the meeting was to inform interested parties about the scope and purpose of the corridor planning study, present the findings of the existing conditions analysis, and to solicit input on the existing conditions and concerns within the study area that may be relevant to the corridor planning effort. A study presentation was made from 6:00 to 6:45, followed by a question and answer period. The meeting ended at 7:30 PM.

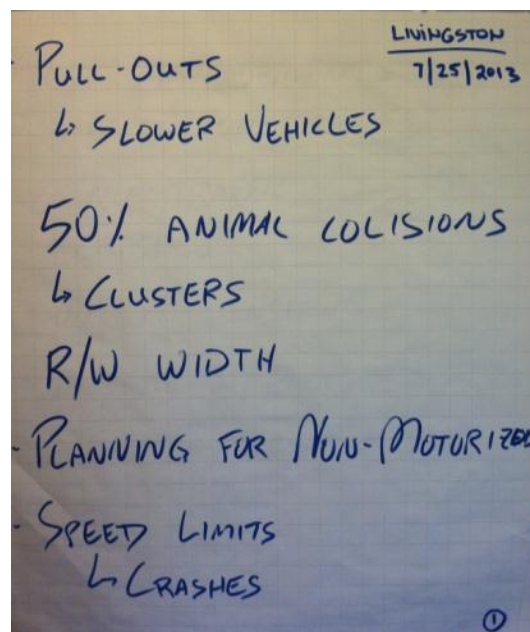
A total of 13 individuals signed in at the meeting. Five others were present who did not sign in, bringing the estimated total attendance to 18 individuals. This number includes those on the Planning Team, or affiliated with MDT and RPA.

## COMMENTS

A number of verbal comments were made after the presentation. In addition, comment sheets were available for all members of the audience. A summary of the comments received during the meeting is presented below:

### Comment Sheet No. 1

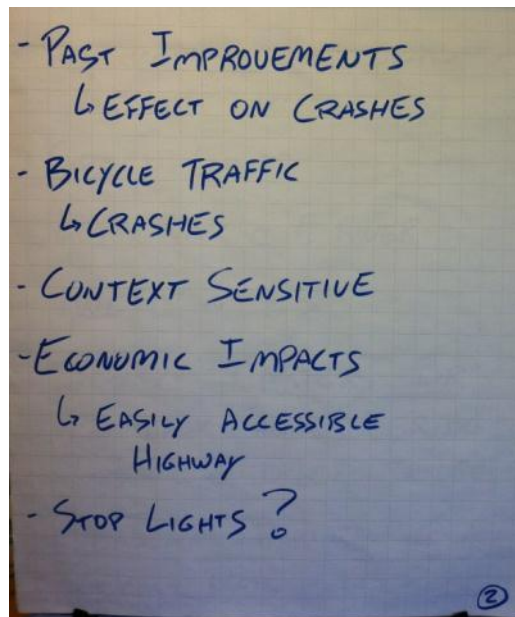
- Need for additional pull-outs throughout the corridor – similar to those found in Yankee Jim Canyon.
- Question about where all the animal-vehicle collisions are located.
- Comment to plan for non-motorized travel. Envision a non-motorized path connecting Livingston to Gardiner someday.
- Desire for lower speed limits throughout, especially just south of Livingston.





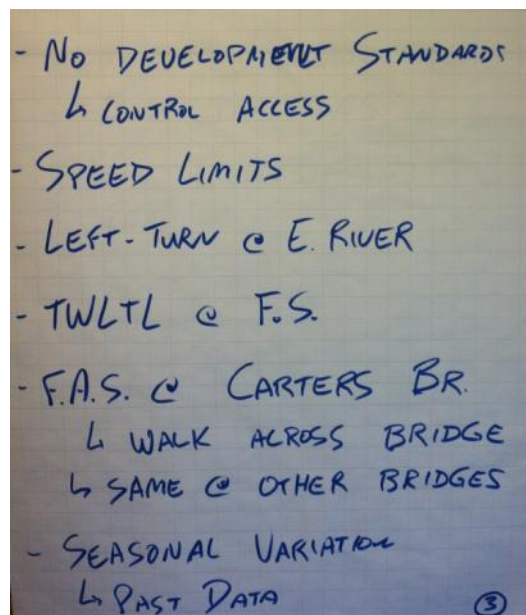
Comment Sheet No. 2

- Desire for context sensitive improvements.
- Is there an economic component to the corridor planning study? For example, will there be construction on the road during the height of the tourism season?
- Are there any foreseen traffic signals anywhere along the corridor?



Comment Sheet No. 3

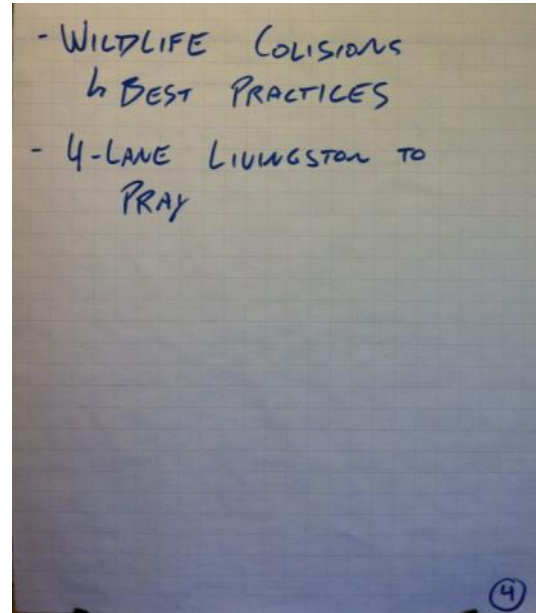
- The County needs to have better land use controls in place to control individual access points along the highway.
- Need for left-turn lane at East River Road (southbound from Livingston). **[APPROXIMATE RP 49.80]**
- Need for two-way, center turn lane extension near Forest Service office in Livingston. **[APPROXIMATE RP 52.38 TO RP 52.50]**
- Pedestrian issues at Carter's Bridge. The bridge is not on US 89, but is within the 0.75 mile study area buffer. Parking around the bridge and FAS is a concern, as well as the safety of pedestrians crossing the bridge.





Comment Sheet No. 4

- The study should identify “best management practices” relative to mitigation of animal/vehicle collisions.
- Advocate a four-lane roadway between Livingston and Pray.



The meeting concluded at 7:30 PM. Scanned copies of the sign-in sheets, along with a handout provided by *Montana's for Safe Wildlife Passage*, are appended to these minutes.



Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)

# SIGN-IN SHEET

## Informational Meeting #1 – July 25, 2013 (Livingston)

Name	Address	Email
Traci Taylor	27 Quindark Rd. Bozeman MT	traci.salyer@gmail.com
Joseph O'Keefe	Box 12557 Helena MT 59630	
Bill (Son)	Box 275 Gardiner	bl@coluca.com
William Smith	POB 78 Emigrant	octagon@wispiwest.net
Wm Michael Inman	Back County Planning	wmimann@particrity.org
Peter Fox	157 Fells Creek Rd., Livingston	colfox@tds.net
Monique DiGiorgio	P.O. Box 1253 BZN MT	monique@future-west.org
Dennis Gluch	411 S. Yellowstone Livingston 59017	dgluch@brennan.net
SERRE GREENE	524 N DANCES, HELENA MT 59601	jerry@future-west.org
Lewis Wilks	252 Pinyon Rd, Livingston 59047	lew7@mac.com
ROBIN OGATA	5094 US HWY 89 SOUTH, LIV.	robinoagata@earthlink.net
Ann Gnanthong	13. Hitching Post Ln, Livingston	smalljob@wispiwest.net



# SIGN-IN SHEET

## Informational Meeting #1 – July 25, 2013 (Livingston)

[illegible]



## MONTANANS *for* SAFE WILDLIFE PASSAGE

### About Us

Montanans for Safe Wildlife Passage (MSWP) formed in 2011 to bring individuals and conservation groups together to advocate for innovative solutions to improve and/or maintain habitat connectivity across Montana roads and provide safe passage for Montana's people, fish, and wildlife. Our members include individuals who have been working on improving wildlife passage for wildlife and aquatic species for over 15 years, including research, monitoring, policy work, mapping, and on-the-ground projects.

### Our Priorities

- Integrate Montana FWP connectivity data (CAPS) into the MDT transportation planning process
- Raise the public profile of the need for safe wildlife crossings
- Build a coalition with diverse allies interested in wildlife and public safety on Montana roads
- Explore state and federal policy solutions
- Launch Citizen Science along priority roadways

### Our Work

MSWP commented on the Montana Department of Transportation Long Range Transportation Coordination Plan for Forest Highways, arguing that the coordinating agencies should revise the Plan to: (1) expand its decision-making criteria to consider the negative effects of paving and other upgrade proposals on wildlife; (2) recognize that increased connectivity is the best insurance policy for wildlife in the face of climate change; (3) consider other mitigation measures such as road decommissioning; and (4) include funding for wildlife-related mitigation early in the planning process.

MSWP has supported Senator Baucus' leadership in advancing wildlife connectivity and related safety provisions within Senate Transportation Bill MAP-21. For the first time, MAP-21 includes authority for states, federal and tribal managers, and researchers to reduce the number of wildlife-vehicle collisions and improve connectivity for habitats disrupted by roads.



Our photo of the month is a grizzly bear emerging from hibernation this Spring (2012) using an underpass in Banff National Park! (Credit: Western Transportation Institute)

MSWP comments annually on the Montana Department of Transportation Statewide Transportation Improvement Program (STIP), which addresses the state's transportation needs for a five-year period. MSWP noted the effect of wildlife-vehicle collisions on human fatalities, injuries, and property damage, and identified state highway projects that could potentially mitigate wildlife-vehicle collisions in Montana.

### Our Members

- Monique DiGiorgio, **Future West**
- Jacquelyn Corday, **Citizen Advocate**
- Kylie Paul, **People's Way Partnership**
- Renee Callahan, **Center for Large Landscape Conservation**
- Dennis Glick, **Montana Smart Growth Coalition**
- Rebecca A. Lloyd, **Yellowstone to Yukon Conservation**

### Initiative

- Bethanie Walder, **Wildlands CPR**
- Jonquil Nelson, **Craighead Institute**
- Amanda Hardy, **Wildlife Conservation Society**

### Our Mission

MSWP advocates for innovative solutions to maintain habitat connectivity and provide safe passage for Montana's people, fish, and wildlife.

[www.Montanans4Wildlife.org](http://www.Montanans4Wildlife.org)



February 7, 2014

FOR IMMEDIATE RELEASE

For more information:

Lori Ryan, Public Information Officer, MDT, (406) 444-6821

**Informational meetings to discuss the Paradise Valley Corridor  
Planning Study – Park County**

Gardiner - The Montana Department of Transportation (MDT), in partnership with Park County and the Federal Highway Administration (FHWA), is conducting the second of two informational meetings to discuss the Paradise Valley Corridor Planning Study (U.S. Highway 89). The corridor planning study includes U.S. Highway 89 in Park County from reference post 0.0 at the Yellowstone National Park boundary in Gardiner, MT., north to reference post 52.5 south of Livingston, MT.

The second informational meeting about this study will be held:

- Monday, February 24, 2014 - Community Room of the City / County Building at 414 East Callender Street in Livingston; and
- Tuesday, February 25, 2014 - Gardiner Community Center at 210 West Main Street in Gardiner.

Both meetings will have the same agenda and will follow the same format. Each meeting will be an open-house format. Presentations will start as follows: Livingston meeting: 6:00 p.m.; Gardiner meeting: 7:00 p.m. A question and answer period will follow the presentation.

The purpose of the meeting is to present the recommended improvement options developed for the corridor and to gather community feedback on the draft corridor planning study report. Beginning on February 21, 2014, the draft corridor study report may be viewed at:

[www.mdt.mt.gov/pubinvolve/paradisevalley/](http://www.mdt.mt.gov/pubinvolve/paradisevalley/)

The Paradise Valley Corridor Planning Study is a pre-environmental study that allows for earlier planning-level coordination with the public, stakeholders, and environmental resource agencies. The study will help ensure a smooth and efficient transition from transportation planning to future project development/environmental review. The Paradise Valley Corridor Planning Study is a planning-level study and is not a design or construction project.



Participation is a very important part of the process, and citizens are encouraged to attend the meeting. Comments and concerns may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT. 59620-1001, or online at

[www.mdt.mt.gov/mdt/comment\\_form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml)

Please indicate comments are for the Paradise Valley Corridor Planning Study. Comments are due by March 14, 2014.

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Jeff Key at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

-----END-----

Project name: Paradise Valley Corridor Planning Study  
Park County



**Discuss the Paradise Valley Corridor  
Planning Study**

**Monday, February 24, 2014 6:00 p.m.**  
**Community Rm.**  
**City/County Bldg.,**  
**414 E. Callender St.**  
**Livingston, MT**

**Tuesday, February 25, 2014 7:00 p.m.**  
**Gardiner Community Ctr.,**  
**210 W. Main St., Gardiner, MT**

Each meeting will be an open-house format.

A question & answer period will follow the  
presentation.

Agenda will be the same for both meetings.

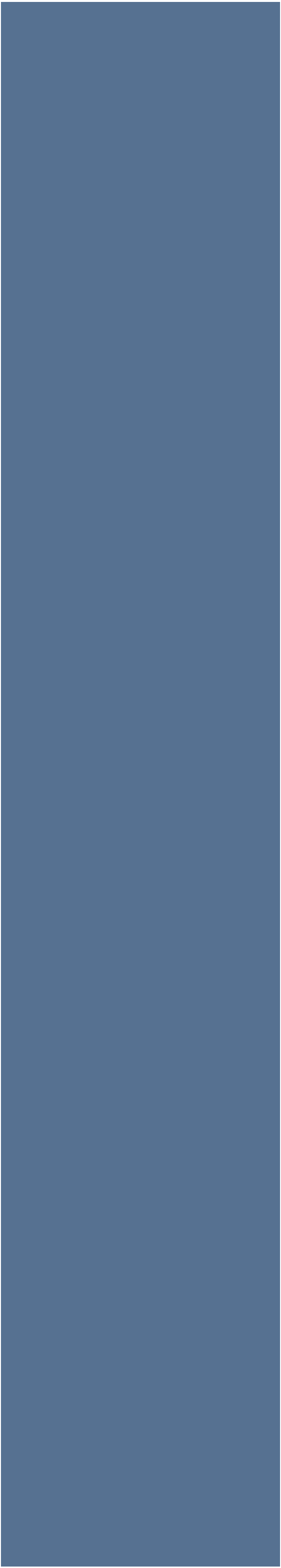
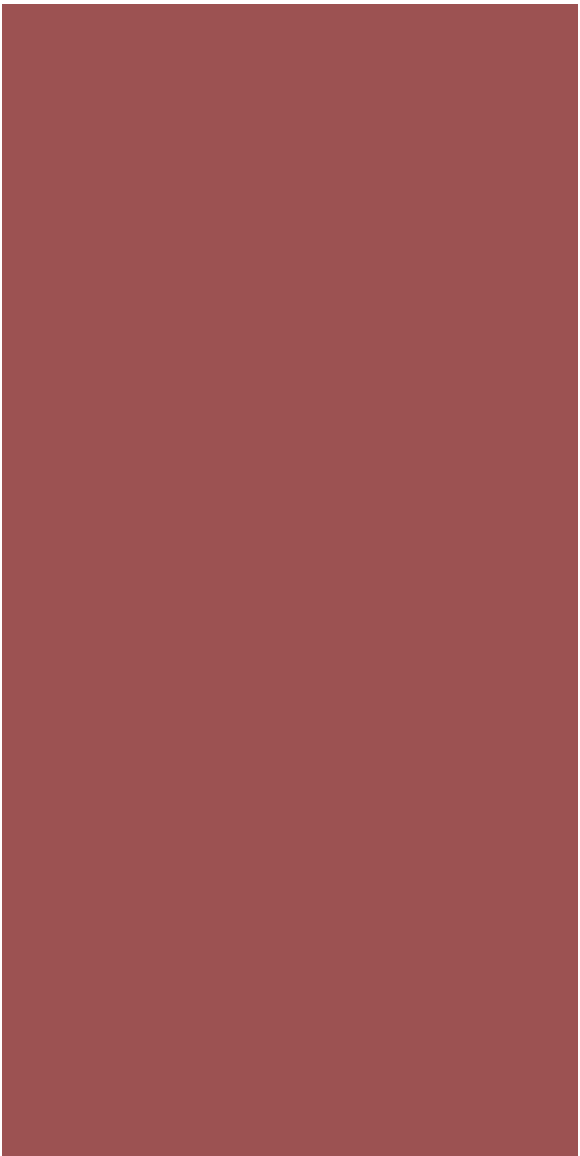
The Montana Department of Transportation (MDT), in partnership with Park County and the Federal Highway Administration (FHWA), is developing a corridor planning study of U.S. Highway 89 to determine potential needs. The study will examine the highway in Park County from reference post 0.0 at the Yellowstone National Park boundary in Gardner, MT., north to reference post 52.5 south of Livingston, MT.

The Paradise Valley Corridor Planning Study is a pre-environmental study that allows for earlier planning-level coordination with the public, stakeholders, and environmental resource agencies. The study will help ensure a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Paradise Valley Corridor Planning Study is a planning-level study and is not a design or construction project.

The meeting is open to the public and the public is urged to attend. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Jeff Key at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments and concerns may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT. 59620-1001, or online at [www.mdt.mt.gov/mdt/comment\\_form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml). Please indicate comments are for the Paradise Valley Corridor Planning Study. A study website can be accessed at [www.mdt.mt.gov/pubinvolve/paradisvalley/](http://www.mdt.mt.gov/pubinvolve/paradisvalley/)





# INFORMATIONAL MEETING

*Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)*

# WELCOME

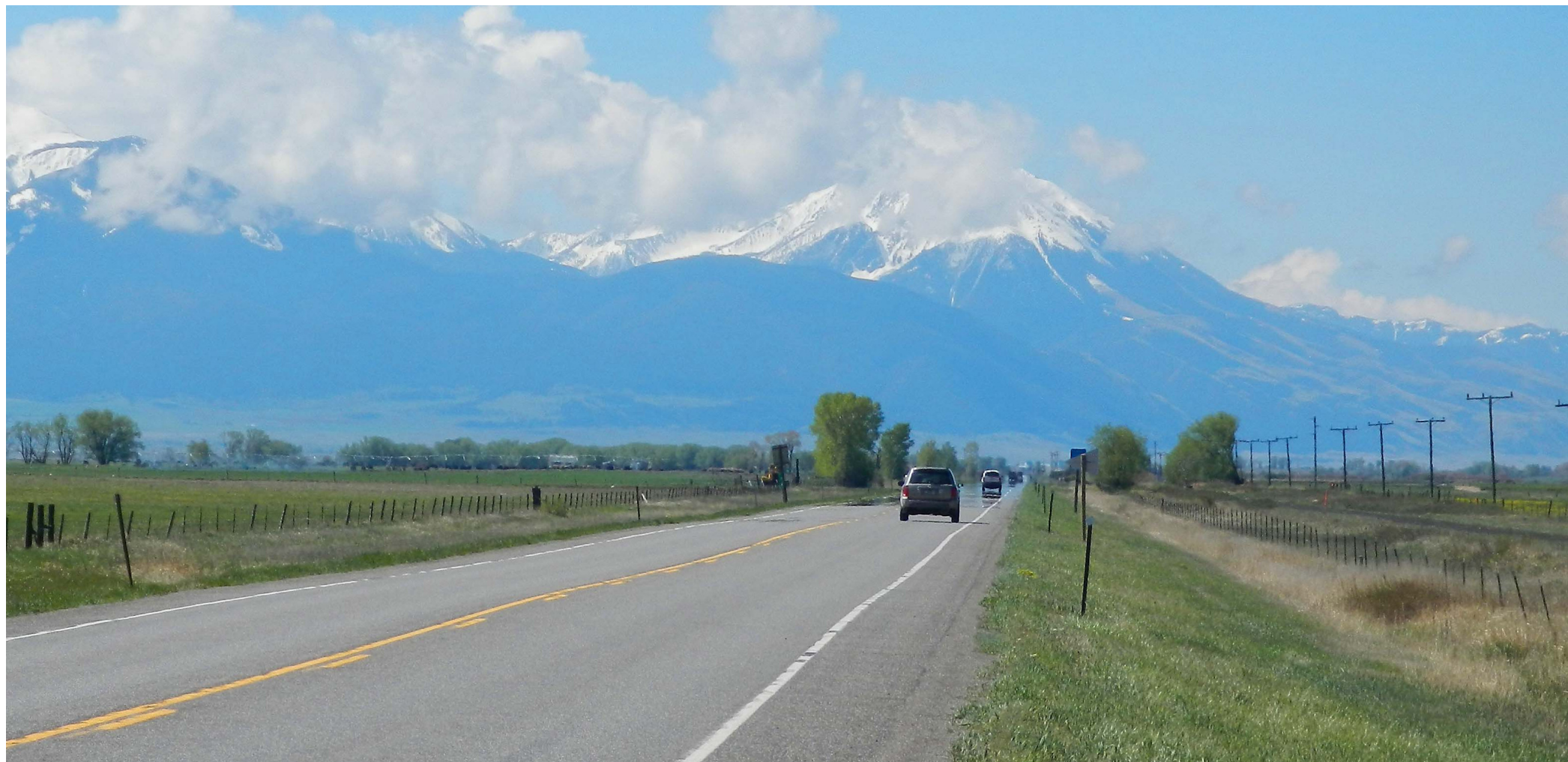


Montana Department of Transportation

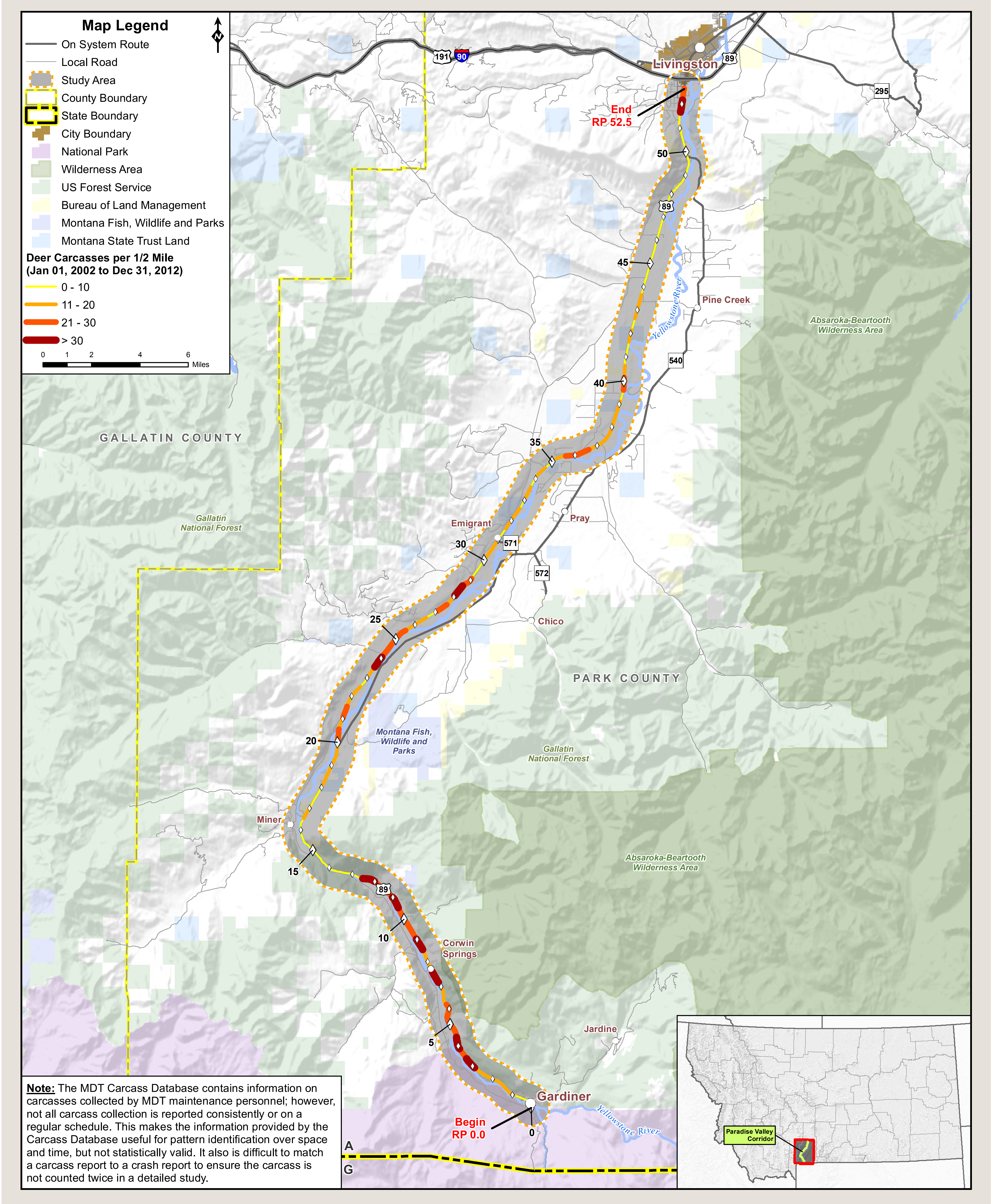


# INFORMATIONAL MEETING

## Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)



# Deer Carcass Density

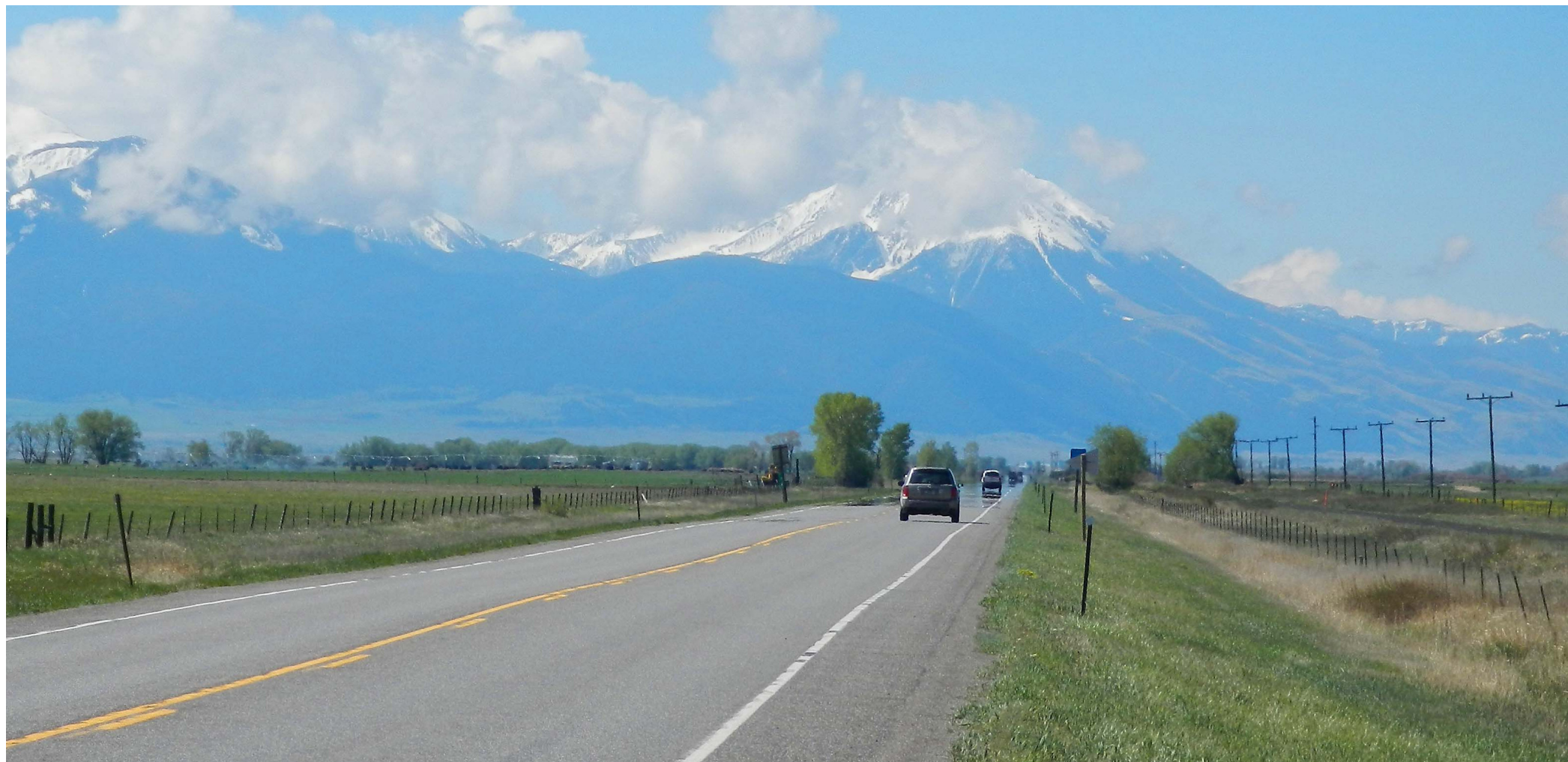


Montana Department of Transportation

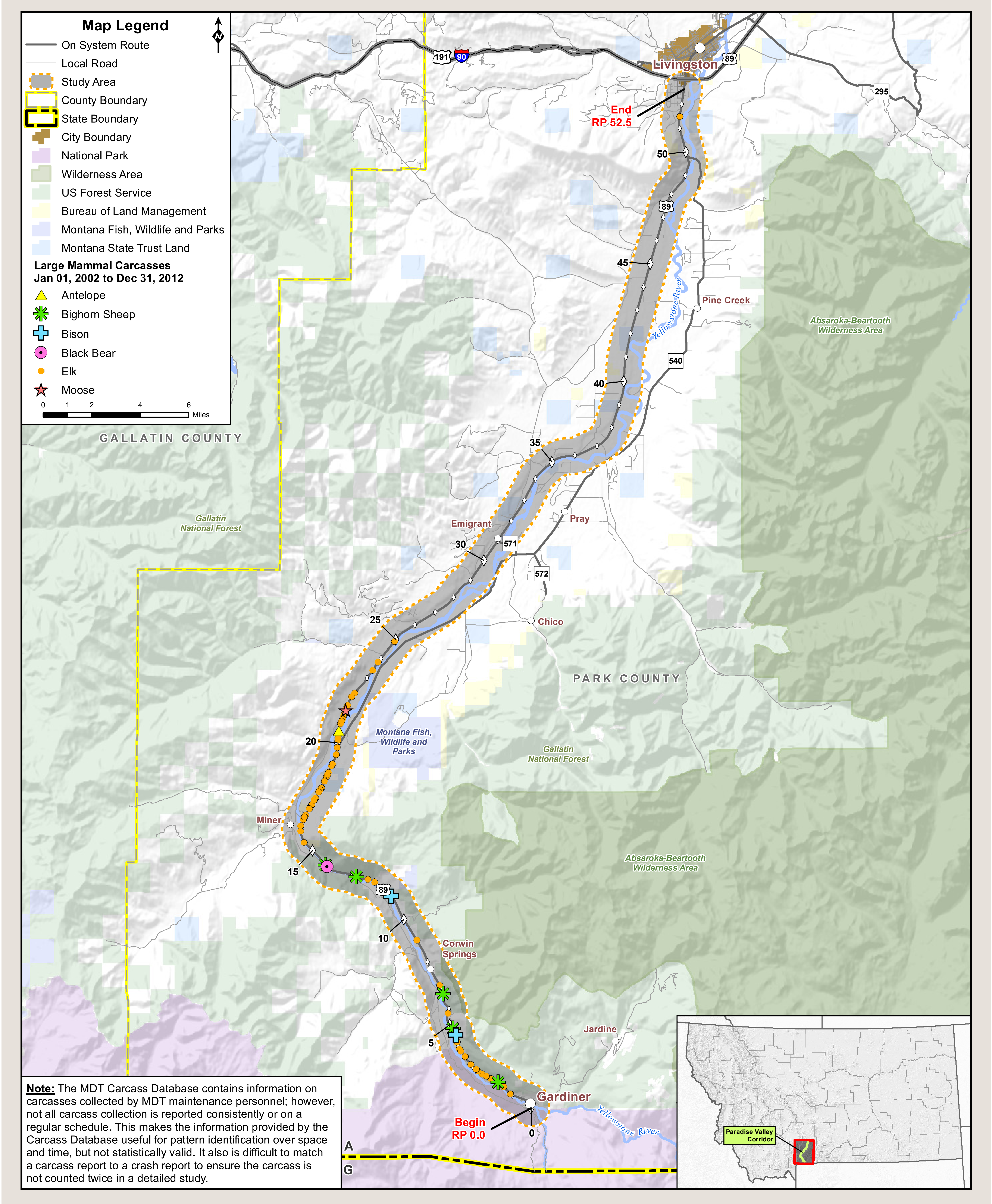


# INFORMATIONAL MEETING

## Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)



# Large Mammal Carcasses



Montana Department of Transportation



## Paradise Valley Corridor Planning Study - US 89 (Gardiner to Livingston)



**Map Legend**

- On System Route
- Local Road
- Study Area
- County Boundary
- State Boundary
- City Boundary
- National Park
- Wilderness Area
- US Forest Service
- Bureau of Land Management
- Montana Fish, Wildlife and Parks
- Montana State Trust Land

**Improvement Options**

- Long-term
- Mid-term
- Short-term

**Corridor-wide Improvement Options**

- Shoulder Widening:**  
Consider constructing 8-foot shoulders incrementally as projects develop along the corridor.
- Evaluate No-passing Zones:**  
Evaluate existing no-passing signing and striping for compliance with current standards.
- Passing Lanes at Spot Locations:**  
Construct passing lanes at incremental locations along the corridor.
- Multi-use Trail:**  
Investigate opportunities for the development of a multi-use trail between Gardiner and Livingston.
- Reduce Wildlife-vehicle Conflicts:**  
Consider the following on a case-by-case basis during project level design:
  - Grade-separated crossing structures - overpasses.
  - Grade-separated crossing structures - underpasses.
  - Animal detection system (at-grade crossing).
  - Wildlife signage.

**Specific Improvement Callouts:**

- 2(a). Advance Intersection Warning Signs
- 2(b). Right-turn Lane
- 4. Turn Lanes
- 5. Right-turn Lane
- 6(a). Advance Curve Warning Signs
- 9. Three-lane Typical Section
- 11(a). On-street Parking Evaluation
- 11(b). Street Lighting Improvements

**Geographic Labels:** Livingston, Pine Creek, Emigrant, Pray, Chico, Miner, Corwin Springs, Jardine, Gardiner, Yellowstone National Park, Absaroka-Beartooth Wilderness Area, Gallatin National Forest, PARK COUNTY, MONTANA, WYOMING.

**Scale:** 0 1 2 4 6 Miles

**Route Markers:** End RP 52.5, Begin RP 0.0, Mileposts 0, 5, 10, 15, 20, 25, 30, 35, 40, 45, 50.

**Inset Map:** Shows the location of the Paradise Valley Corridor within Montana.





## PARADISE VALLEY

*Corridor Planning Study*

### Informational Meeting No. 2

#### Livingston

Monday, February 24<sup>th</sup>, 2014  
Community Room  
6:00 p.m.

#### Gardiner

Tuesday, February 25<sup>th</sup>, 2014  
Gardiner Community Center  
7:00 p.m.



2

## Welcome and Introductions

- Introduction of local officials
- Partners
  - MDT
  - FHWA
  - Park County



INFORMATIONAL MEETING NO. 2



3

## Outline of this Evening's Meeting

- Title VI considerations
- Corridor planning process
- Areas of concern
- Needs and objectives
- Recommended improvement options
- Recommended improvement options to be implemented by others
- Other improvement options considered
- Next steps & conclusion

---

INFORMATIONAL MEETING NO. 2

4

## TITLE VI CONSIDERATIONS

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5

## Title VI Considerations

*This meeting is held pursuant to Title VI of the 1964 Civil Rights Act which ensures that no person shall, as provided by Federal and State Civil Rights law, be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination on the basis of a protected status during any MDT project.*

*Further information is available in Title VI pamphlets available at the sign-in table.*

---

INFORMATIONAL MEETING NO. 2

6

## CORRIDOR PLANNING PROCESS

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7

## What is a Corridor Planning Study?

- Corridor planning studies:
  - Are a “high level scan”
  - Define transportation issues/areas of concern
  - Consider social, economic and environmental effects at an early stage
  - Identify and prioritize cost-effective and feasible strategies
  - Provide a level of analysis that can support informed and sustainable decisions
  - Provide opportunities for early and continuous involvement

---

INFORMATIONAL MEETING NO. 2

8

## What a Corridor Planning Study is Not

- Corridor planning studies are **not**:
  - Environmental compliance document
  - Preliminary or final design project
  - Construction or maintenance project
  - Right-of-way acquisition project

---

INFORMATIONAL MEETING NO. 2



9

## Goals and Purpose of Study

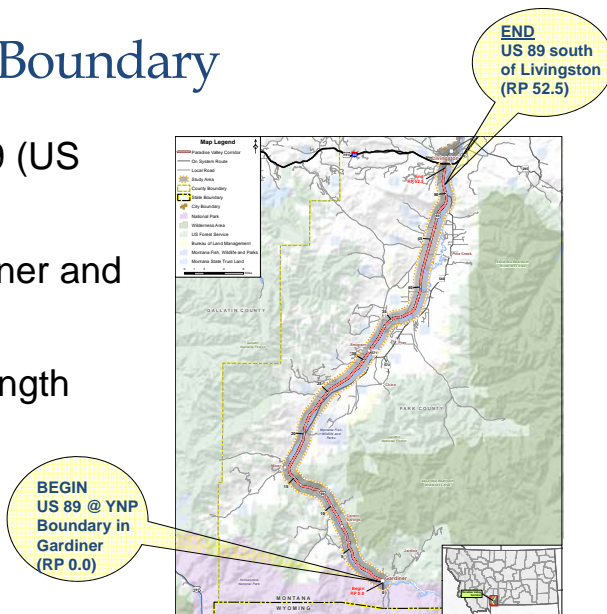
- Engage constituents early!
- Identify potential impacts and constraints
- Identify needs and objectives
- Identify short-range and long-range improvements
- Develop planning level cost estimates
- Develop information and data to be forwarded into the environmental process if a project moves forward from the study (dependent on available funds)

INFORMATIONAL MEETING NO. 2

10

## Study Area Boundary

- US Highway 89 (US 89)
- Between Gardiner and Livingston
- 52.5 miles in length



INFORMATIONAL MEETING NO. 2



# AREAS OF CONCERN

## Areas of Concern – Transportation System

- **Level of Service** – Concerns over existing and projected levels of service (LOS).
- **Horizontal Alignment** - Eight curves do not meet standards.
- **Vertical Alignment** - Four curves and two grades do not meet standards.
- **Safety** – Concerns over animal-vehicle collisions.
- **Passing** - Seven locations do not meet standards.



13

## Areas of Concern – Transportation System

- **Surfacing** - Roadway widths less than 40 feet.
- **Access Points** - Eleven approaches do not meet standards.
- **Parking** – Locations in Gardiner do not meet standards.
- **Geotechnical** - Landslide and rockfall hazard sites at various locations.

---

INFORMATIONAL MEETING NO. 2

14

## Areas of Concern – Environmental Considerations

- **Prime Farmland** - Areas of prime farmland are located within the study area.
- **Geologic Resources** - Three designated faults are located within the study area.
- **Surface Waters** - A Special River Management Zone exists for the Yellowstone River from Emigrant to Springdale.

---

INFORMATIONAL MEETING NO. 2



15

## Areas of Concern – Environmental Considerations

- **Hazardous Substances** - Abandoned and inactive mine sites are present.
- **Wildlife** - Three endangered, threatened, proposed, or candidate species may occur in the study area.
- **Recreational, Cultural and Archaeological Environment** - Multiple Section 4(f) and Section 6(f) resources are present within the study area.

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INFORMATIONAL MEETING NO. 2

16

## NEEDS AND OBJECTIVES

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17

## Needs and Objectives

### **Need 1: Improve the safety of US 89 in the study area for all users**

#### Objectives (to the extent practicable)

- Improve roadway elements to meet current design standards.
- Review signing and passing opportunities, based on current design standards.
- Evaluate best practice mitigation strategies, as appropriate, to reduce potential animal-vehicle conflicts.
- Evaluate existing access density impacts.

---

INFORMATIONAL MEETING NO. 2

18

## Needs and Objectives

### **Need 2: Improve the operations of US 89 within the study area**

#### Objectives (to the extent practicable)

- Accommodate existing and future capacity demands within the corridor.
- Minimize future access density impacts.
- Consider access to recreational sites in the corridor.

---

INFORMATIONAL MEETING NO. 2



19

## Needs and Objectives

### Other considerations

- Minimize the environmental resource impacts of improvement options.
- Limit disruptions during construction to the extent practicable.
- Provide appropriate speeds within the study area per statutory and special speed zones established by the Montana Transportation Commission.
- Review maintenance practices.

---

INFORMATIONAL MEETING NO. 2

20

## Needs and Objectives

### Other considerations (*continued*)

- Recognize the environmental, scenic, cultural, recreational, and agricultural nature of the corridor.
- Consider local planning efforts.
- Consider availability and feasibility of funding.
- Consider construction feasibility.

---

INFORMATIONAL MEETING NO. 2



21

# RECOMMENDED IMPROVEMENT OPTIONS

22

## Recommended Improvement Options

### Geometrics

- 1. Shoulder Widening
- 2. Maiden Basin Road Intersection (RP 5.15)
  - 2(a). Advance Warning Signs (RP 5.15)
  - 2(b). Right-turn Lane (RP 5.15)



INFORMATIONAL MEETING NO. 2



23

## Recommended Improvement Options

### Geometrics

- 4. East River Road Intersection  
– Turn Lanes (RP 19.8)
- 5. Mill Creek Road Intersection  
– Right-turn Lane (RP 37.2)
- 6. Geometric Improvements  
(RP 49.0 to RP 49.8)
  - 6(a). Advance Warning Signs  
(RP 49.10 and RP 49.35)



INFORMATIONAL MEETING NO. 2

24

## Recommended Improvement Options

### Vehicle and Congestion Passing Opportunities

- 7. Passing Opportunities
  - 7(a). Evaluate No-Passing Zones
  - 7(c). Passing Lanes at Spot Locations
    - RP 16.6 (Tom Miner Creek Road) to 19.8 (East River Road)
    - RP 25.6 to 28.4
    - RP 40.0 (Inverness Road) to 42.0
    - RP 44.4 (Old Yellowstone Trail) to 47.9 (Farm Access Overpass)



FOUR POSSIBLE  
LOCATIONS

INFORMATIONAL MEETING NO. 2

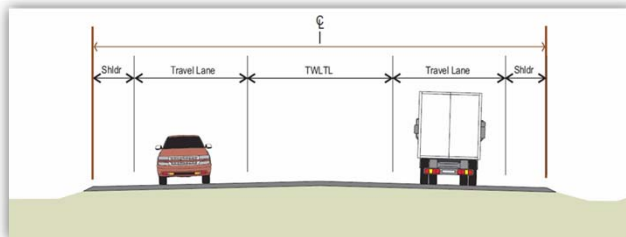


25

## Recommended Improvement Options

### Access Management

- 9. Livingston Rural/Urban Interface (RP 49.8 to RP 52.5)



INFORMATIONAL MEETING NO. 2

Numerous approaches and turning movements exist near Livingston

26

## Recommended Improvement Options

### Alternative Travel Modes / Other

- 11. Gardiner Area (RP 0.0 to RP 1.0)
  - 11(a). On-street Parking
  - 11(b). Lighting Improvements



Some parking in Gardiner does not meet standards

INFORMATIONAL MEETING NO. 2



27

## RECOMMENDED IMPROVEMENT OPTIONS TO BE IMPLEMENTED BY OTHERS

28

### Recommended Improvement Options to be Implemented By Others

- 10. Multi-use Trail
- 13. Reduce Wildlife-vehicle Conflicts



INFORMATIONAL MEETING NO. 2



29

## OTHER IMPROVEMENT OPTIONS CONSIDERED

30

### Other Improvement Options Considered

- 2(c). Slope Flattening (RP 5.15) -  
Sight distance is limited from  
Maiden Basin Road
- 3(a). Rockfall Hazard Section #307  
(RP 13.32 to RP 13.66)
- 3(b). Rockfall Hazard Section #309  
(RP 13.84 to RP 13.96)
- 3(c). Rockfall Hazard Section #310  
(RP 13.96 to RP 14.61)
- 6(b). Geometric Reconstruction  
(RP 49.0 to RP 49.8)
- 7(b). Pullouts for Slow-moving  
Vehicle



Reconstruction to resolve geometric issues near RP 49.0  
would require major cuts into the hillside

INFORMATIONAL MEETING NO. 2



31

## Other Improvement Options Considered

- 7(d). Four- or Five-lane Typical Section
- 7(e). Alternating Passing Lanes
- 8. Access Management Plan
- 12. Vegetation Management Plan
- 13. Wildlife Conservation Assessment
- 14. Wash-out Area (RP 8.7)

---

INFORMATIONAL MEETING NO. 2

32

## NEXT STEPS AND CONCLUSION

---



33

## Next Steps

- Receive and consider comments on draft corridor study report from:
  - Public
  - Stakeholders
  - Resource agencies
- Review with study planning team
- Prepare final corridor study report
- Post to study website, distribute and conclude process

Comment Period Runs From  
February 21 thru March 14,  
2014.

INFORMATIONAL MEETING NO. 2

34

## Implementation

- Ultimately, depends on availability of funds.
- Required steps:
  - Identify and secure a funding source(s).
  - Follow MDT guidelines for project nomination and development.

**or**

  - Coordinate with MDT via the System Impact Action Process (SIAP).

INFORMATIONAL MEETING NO. 2



## Conclusion

- Questions, answers and/or comments?
  - Study website:  
<http://www.mdt.mt.gov/pubinvolve/paradisevalley/>
  - Study newsletters:
  - Study contact:  
**Sheila Ludlow**  
 MT Department of Transportation  
 2701 Prospect Avenue  
 P.O. Box 201001  
 Helena, Montana 59620-1001  
 Email: [sludlow@mt.gov](mailto:sludlow@mt.gov)  
 Tel: (406) 444-9193



**Comments Must Be Sent To  
MDT via Email, Regular Mail  
or the Website Comment  
Link**



# SIGN-IN SHEET

## Informational Meeting #2 – February 24, 2014 (Livingston)

Name	Address	Email
Linda Sturgeon	167 Pine Creek Rd.	
Larry Thompson	" "	
Dave Hays	33 Willow Creek Rd Liv	haugfarm@gmail.com
Jerry Loderding	P.O. Box 1184 Emigrant	
JEFF LADEWIG	P.O. Box 1184 Emigrant MT 59027	jeffrey.p.ladewig@gmail.com
Bill MOGIER	Rd 1 Bx 305 Em	billmose@bhotmail.com
Anna-Claire Davis	409 South H St.	.acd822@gmail.com
Mark Baker	5046 US Hwy 89 S Livingston	classicbowhunting@live.com
Jacob Martin	Bozeman	
Michael Richte	Bozeman	
Joe Bauman	109 W. Lewis 2-1 Livingston	baumanjoe@yahoo.com
Stephanie Adams	321 Emin Suite 314 BZN MT 59718	S Adams npcars
JOE LAMM	P.O. Box 1396, Livingston, MT 59047	JLamm@NELLUS.COM



## **MEETING MINUTES**

### *Informational Meeting Number 2 (Livingston)*

#### **DETAILS:**

**Location:** City/County Building – Community Room  
414 East Callender Street

**Date:** February 24<sup>th</sup>, 2014

**Time:** 6:00 PM – 7:30 PM

#### **MEETING NOTIFICATION:**

- A press release for the meeting was released to area media outlets on February 7<sup>th</sup>.
- Display ads were placed in the Gardiner Community Newsletter (February 5<sup>th</sup> and 19<sup>th</sup>) and the Livingston Enterprise (February 5<sup>th</sup> and 19<sup>th</sup>).
- Information about the meeting was posted on the study website:  
<http://www.mdt.mt.gov/pubinvolve/paradisevalley/>
- Email notification was sent to those individuals on the study email list.

*Meeting minutes are intended to capture the general content of meeting discussions and to document decisions made by the attendees. Meeting minutes may include opinions provided by attendees; no guarantees are made as to the accuracy of these statements and no fact checking of specific statements is provided or implied from the publishing of final meeting minutes.*



## PLANNING TEAM MEMBER ATTENDANCE:

- Dustin Rouse (MDT – Butte)
- Rob Bukvich (MDT – Bozeman)
- Deb Wambach (MDT – Helena)
- Mike Inman (Park County)
- Jeff Key (RPA)
- Scott Randall (RPA)

## AGENDA:

The second Informational Meeting for the Paradise Valley Corridor Planning Study was held on Monday, February 24<sup>th</sup>, 2014 in the Community Room at the City /County Building in Livingston. This was the 1<sup>st</sup> of the 2<sup>nd</sup> series of meetings (the second being held the next evening day in Gardiner). The purpose of the meeting was to present the recommended improvement options developed for the corridor, and to gather community feedback on the draft corridor planning study report. A study presentation was made from 6:00 to 6:45, followed by a question and answer period. The meeting ended at 7:30 PM.

A total of 13 individuals signed in at the meeting. Four others were present who did not sign in, bringing the estimated total attendance to 17 individuals. This number does not include those affiliated with MDT, Park County and RPA.

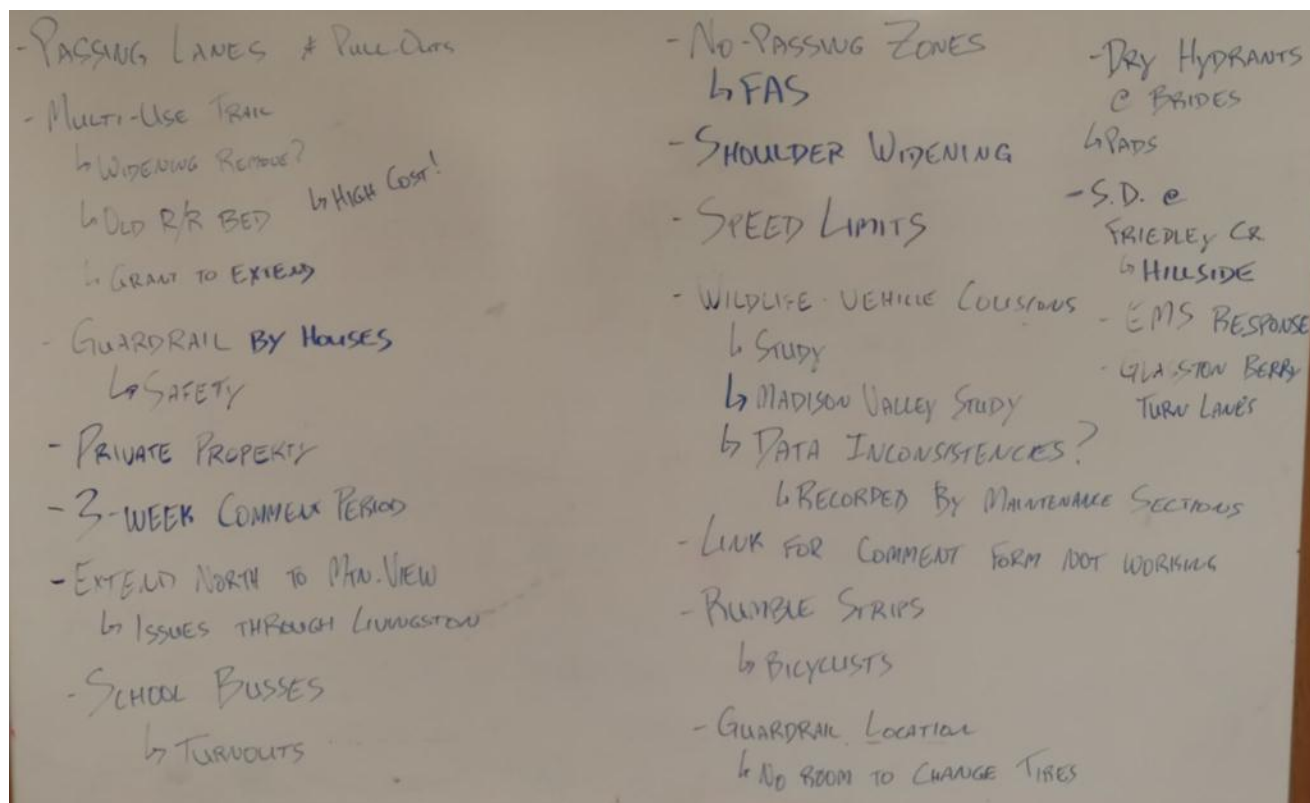
## COMMENTS

A number of verbal comments were made after the presentation. In addition, comment sheets were available for all members of the audience. A summary of the comments received during the meeting is presented below:

- Passing lanes & scenic pull-outs are needed throughout the corridor.
- The “multi-use” trail is flawed. You will need a lot of right-of-way and will probably have to condemn property. The old RR bed will only get you so far. The cost is extremely high for the likely low usage.
- Need guardrail near the houses on the east side of the road near Livingston [**~RP 50.3 to ~RP 50.6**]. The guardrail is needed with or without the three-lane road construction project you have identified.
- How much private property will be needed for all these projects? Will you use eminent domain to take our land?
- The 3 week comment period is way too short given the potential impacts to our private property. Request at least 3 months to fully understand what the impacts will be.
- The study limits should extend farther north, past I-90 into Livingston at Mountain View Road. There are lots of storm drainage issues in and around the I-90 interchange.
- School bus turnarounds and/or pull-outs are needed along the road closer to Livingston.
- There should be no-passing zones by most, if not all, of the FASs, especially at Mallards Rest [**~RP 41.5**]. Left-turn bays should also be considered.
- Shoulder widening should be beneficial for a variety of reasons; allows cars to decelerate when turning right, provides a refuge area for vehicles that break down, allows room for bicycles; etc.
- Should have lower speed limits on several segments of the corridor – especially in Gardiner and Livingston.



- The report suggests that wildlife mitigation measures will be reviewed on a project-by-project basis. Some stakeholders advocate for a valley-wide *Wildlife Conservation Assessment*. This was completed for the Madison Valley but not recommended here. Why the difference?
- Regarding wildlife-vehicle conflicts, are their data inconsistencies throughout the State on the way MDT collects and reports animal carcasses?
- Check the "link for public comment" on the study website. The link wasn't working when we wanted to submit a comment last week.
- Rumble strips have been installed along the shoulders. This has caused issues with bicyclists as they typically do not care for them since they reduce the available width.
- Why is guardrail located so close to the travel lane? There isn't enough room between the lane and the guardrail to pull off or change a tire.
- We need dry hydrants and truck pull-off pads at all bridges to provide areas for fire trucks to draw water.
- Sight distance along the road near Fridley Creek [**~RP 28.7 to ~RP 29.0**] is compromised because of the adjacent hillside on the west side of the road. The slope should be shaved back.
- Emergency service response patterns are unique in route choice depending on what side of the Yellowstone River the response is located.
- We need right-turn lanes in both northbound and southbound directions at the Emigrant intersection [**~RP 31.0**], which provides access to both of the Glastonbury subdivisions.



The meeting concluded at 7:30 PM. Scanned copies of the sign-in sheet, along with a written comment received at the meeting, are appended to these minutes.



Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)

## SIGN-IN SHEET

### Informational Meeting #2 – February 24, 2014 (Livingston)

Name	Address	Email
Smile Burgen	167 Pine Creek Rd.	
Larry Thompson	" "	
Dave Hays	33 Willow Creek Rd Lin	haugfarm@gmail.com
Jerry Ladd	PO Box 1184 Emigrant	
JEFF LADEWIG	PO BOX 1184 Emigrant MT 59027	jeffrey-p.ladewig@gmail.com
Bill Proger	PO Box 505 Gray	bill-moser@hofmiller.com
Anna-Claire Davis	409 South H St.	acd822@gmail.com
Mark Baker	5046 US Hwy 89 S Livingston	classicbawhunting@live.com
JACOB MARTIN	BOZEMAN	
Michael Richte	Bozeman	
Joe Bauman	109 W. Lewis 2-1 Livingston	bauman.joe@yahoo.com
Stephane Aeon	221 E. Main Suite 314 Bozeman MT 59718	S.Aeon@npcg.org
JOE LAMM	P.O. BOX 1390, LIVINGSTON, MT 59047	JLAMM@NELLUS.COM



Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)

## COMMENT FORM

### Informational Meeting #2 – February 24, 2014 (Livingston)

**Please Submit Your Comments:**

- Please include language for guardrails along 89 S, from the Melody for approx 8 residences along the east side of the highway. - Important safety concern is irrelevant to overall improvements - which are all good recommendations.  
- Mark Baker

Please mail or email your comments to:

**Sheila Ludlow, Project Manager**  
MDT Statewide and Urban Planning Section  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9193  
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:

Name: Mark Baker  
Address: 5046 US Hwy 89 S.  
Livingston, MT 59047  
Email: classicbowhunting@live.com



[illegible]



**Informational Meeting #2 – February 25, 2014 (Gardiner)**





## **MEETING MINUTES**

### *Informational Meeting Number 2 (Gardiner)*

#### **DETAILS:**

**Location:** Gardiner Community Center  
210 West Main Street

**Date:** February 25<sup>th</sup>, 2014

**Time:** 7:00 PM – 8:30 PM

#### **MEETING NOTIFICATION:**

- A press release for the meeting was released to area media outlets on February 7<sup>th</sup>.
- Display ads were placed in the Gardiner Community Newsletter (February 5<sup>th</sup> and 19<sup>th</sup>) and the Livingston Enterprise (February 5<sup>th</sup> and 19<sup>th</sup>).
- Information about the meeting was posted on the study website:  
<http://www.mdt.mt.gov/pubinvolve/paradisevalley/>
- Email notification was sent to those individuals on the study email list.

*Meeting minutes are intended to capture the general content of meeting discussions and to document decisions made by the attendees. Meeting minutes may include opinions provided by attendees; no guarantees are made as to the accuracy of these statements and no fact checking of specific statements is provided or implied from the publishing of final meeting minutes.*



## PLANNING TEAM MEMBER ATTENDANCE:

- Joe Walsh (MDT – Butte)
- Rob Bukvich (MDT – Bozeman)
- Sheila Ludlow (MDT – Helena)
- Deb Wambach (MDT – Helena)
- Jeff Key (RPA)
- Scott Randall (RPA)

## AGENDA:

The second Informational Meeting for the Paradise Valley Corridor Planning Study was held on Tuesday, February 25<sup>th</sup>, 2014 in the Gardiner Community Center in Gardiner. This was the 2<sup>nd</sup> of the 2<sup>nd</sup> series of meetings (the first being held the previous evening day in Livingston). The purpose of the meeting was to present the recommended improvement options developed for the corridor, and to gather community feedback on the draft corridor planning study report. A study presentation was made from 7:00 to 7:45, followed by a question and answer period. The meeting ended at 8:30 PM.

A total of 12 individuals signed in at the meeting. Two others were present who did not sign in, bringing the estimated total attendance to 14 individuals. This number does not include those affiliated with MDT and RPA.

## COMMENTS

A number of verbal comments were made after the presentation. In addition, comment sheets were available for all members of the audience. A summary of the comments received during the meeting is presented below:

### Comment Sheet No. 1

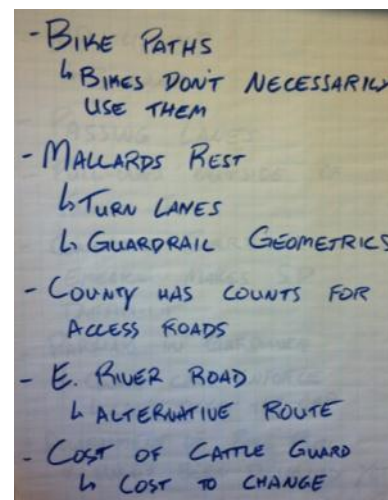
- Look at the possibility of train service between Livingston and Gardiner.
- The Corwin Springs bridge is relatively new, but there are no turn lanes on US 89 allowing safe access to the bridge. Turn lanes should be added [~RP 7.90].
- Were the majority of crashes noted in the corridor related to passing issues?
- Regarding safety, how will wildlife-vehicle conflicts be examined?
- How did you evaluate locations for passing lanes as compared to carcass density?
- So if you only consider wildlife mitigation in association with projects, but those are in areas where carcass densities are lower, this doesn't make sense.

- ALTERNATIVE TRANS MODES  
    ↳ TRAINS, NON-MOT.  
- CORWIN SPRINGS BRIDGE  
    ↳ NO TURN LANES  
- SAFETY  
    ↳ CRASHES RELATED TO PASSING?  
    ↳ WILDLIFE MITIGATION @ LOCATIONS w/ PROJECTS  
- HOW DID YOU EVALUATE LOCATIONS FOR PASSING?



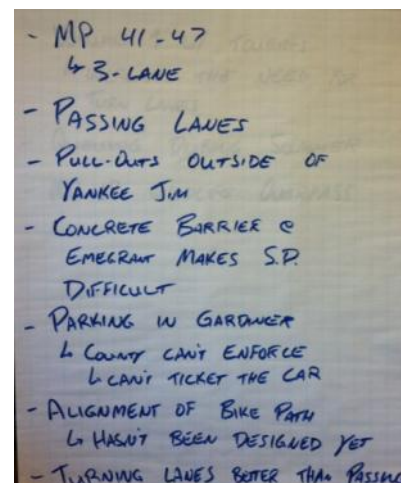
Comment Sheet No. 2

- Not all bicyclists use bike paths. Depending on the type of user, some prefer to be on the road shoulder.
- The Mallard's Rest Fishing Access Site (FAS) needs left- and right-turn lanes [~RP 41.5]. Also, the guardrail in this area should be examined for a different setback to improve sight distance.
- Park County has traffic counts for most of the County roads intersecting US 89.
- East River Road is a slower, alternate route to US 89. It may be desirable to highlight this as an alternate route through increased signage on US 89.
- Curious as to the recurring cost of the cattle guard (i.e. bison guard) change south of Yankee Jim Canyon.



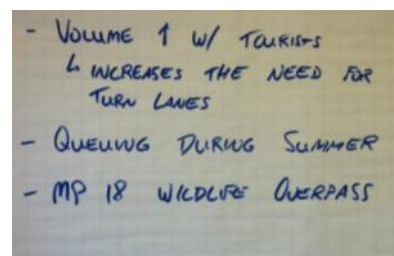
Comment Sheet No. 3

- Between RP 41 and 47 there should be a segment of three-lane roadway or passing lanes.
- Intermittent pull-outs should still be considered outside of Yankee Jim Canyon.
- The concrete barrier on the east side of the road at the Emigrant intersection [~RP 31.0] creates sight distance issues.
- Parking concerns in Gardiner are unique. Park County cannot ticket vehicles that are parked in violation of the curb markings or signage. They can only ticket drivers if and when they encounter them.
- Where will the alignment of the bike path be located? Specifically, the new section that will extend south of Livingston's existing path could either stay low (close to the roadway) or traverse high (up on the hill). Has this been decided yet?
- Turning lanes are better than passing lanes regarding speeds and land impacts.



Comment Sheet No. 4

- The seasonal volume associated with ever increasing tourism traffic necessitates the need for turn lanes.
- The traffic queuing during the summer causes some drivers to become frustrated and perform unsafe vehicle maneuvers.
- Look at the area near RP 18 for a future wildlife overpass.



The meeting concluded at 8:30 PM. Scanned copies of the sign-in sheets, along with a written comment received at the meeting, are appended to these minutes.



# SIGN-IN SHEET

**Informational Meeting #2 – February 25, 2014 (Gardiner)**

[illegible]



# SIGN-IN SHEET

**Informational Meeting #2 – February 25, 2014 (Gardiner)**

[illegible]



Paradise Valley Corridor Planning Study  
US 89 (Gardiner to Livingston)

## COMMENT FORM

Informational Meeting #2 – February 25, 2014 (Gardiner)

Please Submit Your Comments:

We need Right & Left turn  
lanes at Carwin Springs turn  
off to Carwin Springs Bridge

What does it cost to change & install over  
the Bison Cattle Guard at Yankee Jim Canyon?

Please mail or email your comments to:

**Sheila Ludlow, Project Manager**  
MDT Statewide and Urban Planning Section  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9193  
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:

Name: Edurn Johnson  
Address: 30 Mal Heron  
Gardiner MT 59030  
Email: edurn@montanaguide.com





July 8, 2013

MIKE INMAN  
PARK COUNTY PLANNING DEPARTMENT  
414 EAST CALLENDER STREET  
LIVINGSTON, MT 59047

Subject: Invitation to Participate in Paradise Valley Corridor Planning Study

The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration (FHWA) and Park County, is conducting a pre-NEPA/MEPA Corridor Planning Study of US Highway 89 from Gardiner to Livingston. The study will examine geometric characteristics, crash history, and existing and projected operational characteristics of the corridor, and will identify feasible improvement options based on needs presented by the public, the study partners, and resource agencies. This analysis will feed into any future NEPA/MEPA process if a project is forwarded from the study.

We would like to invite you to participate in an agency workshop for the Paradise Valley Corridor Planning Study to be held in Helena (video conferencing will also be made available for participants in Bozeman and Livingston). The purpose of this meeting is to introduce you to the Paradise Valley Corridor Planning Study process and discuss your concerns regarding resources that could be affected by potential improvement options. The study area is located in Park County, along US Highway 89, from reference post (RP) 0.00 (Gardiner) extending 52.5 miles north to RP 52.5 (Livingston). The study area is located within the following legal descriptions:

<u>Township</u>	<u>Range</u>	<u>Sections</u>
2S	9E	26, 35
3S	9E	2, 11, 14, 22, 23, 27, 34
4S	9E	3, 4, 9, 16, 21, 28, 32, 33
5S	8E	11, 12, 14, 22, 23, 27, 28, 33
5S	9E	5, 6, 7
6S	7E	13, 23, 24, 26, 27, 34
6S	8E	4, 5, 7, 8, 18
7S	7E	3, 4, 9, 16, 17, 20, 29, 32, 33
8S	7E	2, 3, 4, 11, 12, 13, 24
8S	8E	19, 30, 32
9S	8E	5, 8, 9, 15, 16, 22, 23



A study area map is included with this letter, along with a CD containing the draft environmental scan. Please take a look at the study area map and identify any known resources and/or concerns within the study area. Feel free to mark the maps as you see necessary. Additional study information is available at the following website: <http://mdt.mt.gov/pubinvolve/paradisevalley/>

We have identified **Wednesday, August 7, 2013 from 9:00 am – noon**, for the agency workshop.

A representative from the consulting firm, Robert Peccia and Associates, will be contacting you the last week of July to confirm your availability on this day. If you are unavailable to participate in this agency workshop on this day, I would appreciate if you would confer with your colleagues to identify an alternate representative who can discuss the identified and affected resources in the study area. The agency workshop will be held in MDT's Planning Conference Room A, which is located at 2960 Prospect Avenue. This is on the north side of U.S. Highway 12 and directly adjacent to Les Schwab Tires. For those located in Bozeman and Livingston, remote locations have been identified at the MDT Bozeman Area Office (907 North Rouse Avenue) and at the Park County Planning Department (414 East Callender Street).

On behalf of the planning team, we look forward to working with you on this important study to identify reasonable improvement options for US Highway 89 between Gardiner and Livingston. Please contact me at (406) 444-0879 if you have any questions prior to the meeting.

Thank you in advance for your agency's participation.



Tom Martin  
Environmental Services Bureau Chief

#### Attachments



Copy: Jeff Ebert, MDT	Hunter Simpkins, MDT
Dustin Rouse, MDT	Stan Brelin, MDT
Rob Buckvich, MDT	Walt Ludlow, MDT
Lynn Zanto, MDT	Jeff Patten, FHWA
Doug McBroom, MDT	Brian Hasselbach, FHWA
Carol Strizich, MDT	Marty Malone, Park County
Sheila Ludlow, MDT	Commissioner
Jean Riley, MDT	Dann Babcox, Park County Fire
Heidy Bruner, MDT	Department
Doug Lieb, MDT	Bill Berg, Park County Planning Board
Deb Wambach, MDT	Lew Wilks, Park County Planning Board
Dave Hedstrom, MDT	Traci Isaly, Park County Planning Board
Danielle Bolan, MDT	Jeff Key, Robert Peccia and
Kyle DeMars, MDT	Associates
Katie Potts, MDT	File
Tasha King, MDT	



Distribution List:

Julie Dalsoglio, US Environmental Protection Agency  
Mike McGrath, US Fish & Wildlife Service  
Todd Tillinger, US Army Corps of Engineers  
Hoyt Richards, MT Department of Natural Resources & Conservation Central Land Office  
Patrick Flowers, MT Fish, Wildlife and Parks – Region 3  
Travis Horton, MT Fish, Wildlife and Parks – Region 3  
Kevin Hughes, MT Fish, Wildlife and Parks – Region 3  
Scott Opitz, MT Fish, Wildlife and Parks – Region 3  
Karen Loveless, MT Fish, Wildlife and Parks – Region 3  
Mike Inman, Park County Planning Department  
Eric Merchant, MT Department of Environmental Quality  
Robert Ray, MT Department of Environmental Quality  
Paul Skubinna, MT Department of Environmental Quality  
Jeff Ryan, MT Department of Environmental Quality  
Beau Downing, MT Fish, Wildlife & Parks Headquarters  
Allan Kuser, MT Fish, Wildlife & Parks Headquarters  
Doris Fischer, MT Fish, Wildlife & Parks Headquarters  
Richard Hotaling, US Bureau of Land Management  
Steven Iobst, Yellowstone National Park  
Ron Hecker, US Forest Service





## PARADISE VALLEY

*Corridor Planning Study*

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# Resource Agency Workshop

Wednesday, August 7<sup>th</sup>, 2013  
9:00 a.m. – Noon

---

2

## Outline of Presentation

- What is a corridor planning study?
- Study area boundary
- Study schedule
- Identified stakeholder groups
- Existing conditions in the corridor
- Next steps & conclusion

---

RESOURCE AGENCY WORKSHOP



3

## Purpose of Workshop

- Introduce the Paradise Valley Corridor Planning Study
- Provide an overview of pre-NEPA/MEPA Corridor Planning Process
- Solicit input from Resource Agencies regarding data gathered
  - Is the data complete?
  - Are we missing data?
  - What are the areas of concern?
  - General comments about the site conditions and resource considerations.

---

RESOURCE AGENCY WORKSHOP

4

## What is a Corridor Planning Study?

- Corridor planning studies:
  - Are a “high level scan”
  - Define transportation issues/areas of concern
  - Consider social, economic and environmental effects at an early stage
  - Identify and prioritize cost-effective and feasible strategies to address transportation needs
  - Provide a level of analysis that can support informed and sustainable decisions
  - Provide opportunities for early and continuous involvement

---

RESOURCE AGENCY WORKSHOP



5

## What a Corridor Planning Study is Not

- Corridor planning studies are **not**:
  - Environmental compliance document
  - Preliminary or final design project
  - Construction or maintenance project
  - Right-of-way acquisition project

---

RESOURCE AGENCY WORKSHOP

6

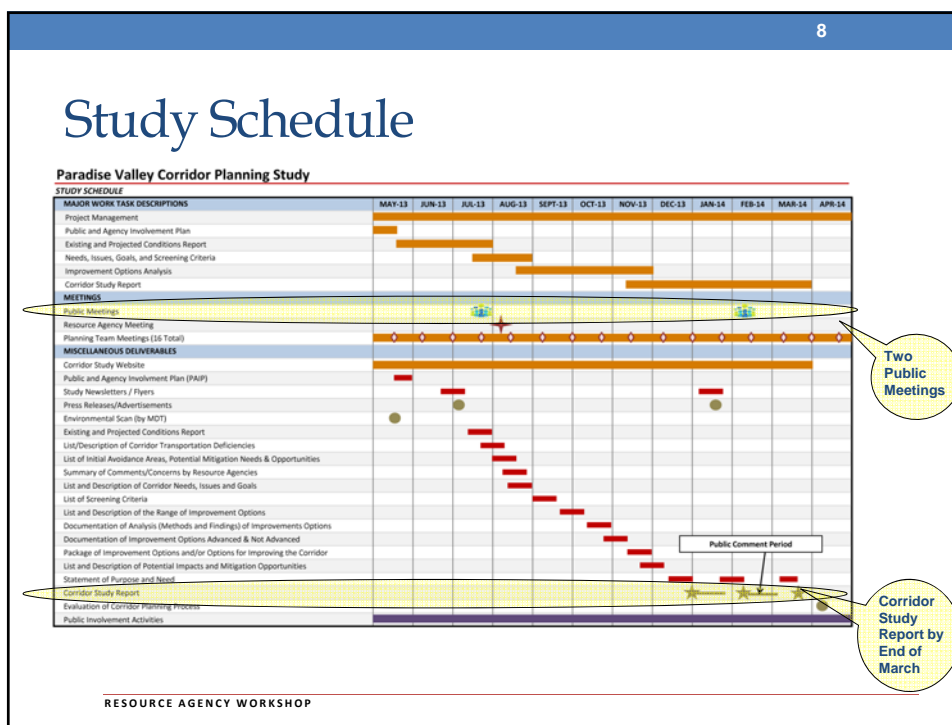
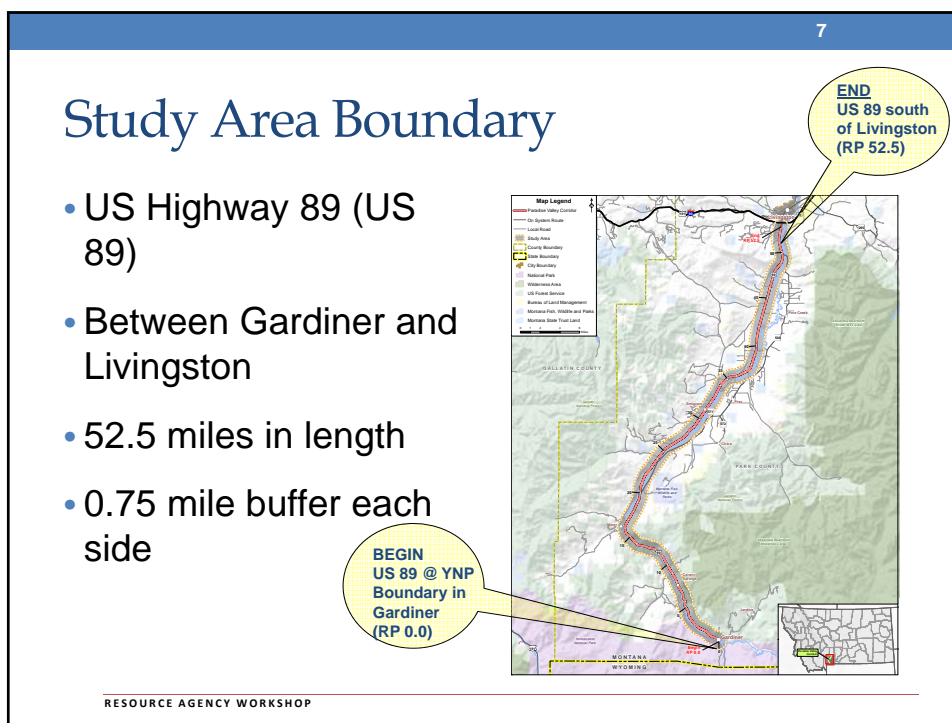
## Goals and Purpose of Study

- Engage stakeholders early!
- Identify potential impacts and constraints
- Identify needs and objectives
- Identify short-range and long-range improvements
- Develop planning level cost estimates
- Develop information and data to be forwarded into the environmental process if a project moves forward from the study (dependent on available funds)

---

RESOURCE AGENCY WORKSHOP







9

## Public Involvement Activities

- Two sets of informational meetings
- Presentations and outreach to interested parties, stakeholders, resource agencies and land owners as warranted
- Study newsletters
- Website
- Informal meetings

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 RESOURCE AGENCY WORKSHOP

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## Identified Stakeholder Groups

- |                                      |   |
|--------------------------------------|---|
| • City of Livingston                 | • Montanan's for Safe Wildlife Passage                  |
| • Gallatin Valley Land Trust         | • Montana Wild Sheep Foundation                         |
| • Gardiner Chamber of Commerce       | • Northern Plains Resource Council                      |
| • Greater Gardiner Community Council | • Northern Rocky Mountain Economic Development District |
| • Landowners in the Corridor         | • Rocky Mountain Elk Foundation                         |
| • Montana Land Reliance              | • The Nature Conservancy                                |
| • MSU Extension                      | • Trout Unlimited – Joe Brooks Chapter                  |
| • Montana State Highway Patrol       | • Yellowstone River Task Force                          |

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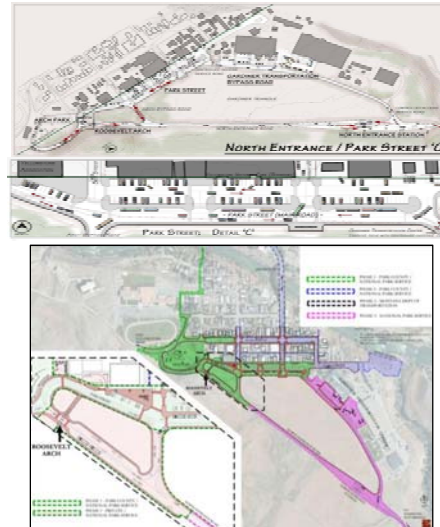
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## US 89 Corridor - Local Planning

- Review past, current and future planning documents
  - Park County Growth Policy
  - Gallatin National Forest Plan
  - North Entrance & Park Street Improvement Plan/EA
  - Gardiner Gateway Project



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## US 89 Corridor - Context

- Functionally classified as a Rural Principal Arterial (Non-Interstate, National Highway System)
- Posted speeds vary between 25 mph and 70 mph
- Serves multiple uses
  - Local traffic
  - Recreational traffic
  - Tourism traffic
  - Commuter traffic
  - Farm-to-market agricultural traffic



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## US 89 Corridor - Physical Characteristics

- Two-lane roadway
- Asphalt surfacing entire length
- 341 access points
- Constructed or improved at various times (as early as 1924 and as recently as 2012)



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## US 89 Corridor - Planned Projects

- **SF 110-Rumble Strips N-11**
  - Shoulder rumble strips (RP 1.2 to RP 49.5)
- **Gardiner - North**
  - Mill and fill, ADA upgrades at intersections, bridge deck repair, and full width seal and cover treatment (RP 0.0 to RP 1.0)
- **North of Gardiner**
  - Mill and fill and full width seal and cover treatment (RP 1.1 to RP 13.1)
- **Yankee Jim Canyon - North**
  - Mill and fill and full width seal and cover treatment (RP 13.1 to RP 24)
- **Cedar Cr – 16 km N of Gardiner**
  - Cedar Creek culvert to be replaced (RP 10.02)
- **SF 129 – Left Turn Ln Emigrant RA**
  - Southbound left-turn lane at the Emigrant Rest Area (RP 23.5)

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## US 89 Corridor – Historic AADT

- Ranges from 4,640 vehicles per day (vpd) near Gardiner to 4,700 vpd near Livingston (2011 counts)

Location	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
RP 0.12	4,350	4,470	4,680	3,600	3,910	4,840	4,550	3,600	3,270	3,630
RP 0.64	3,380	3,640	2,990	2,680	2,900	4,060	3,660	2,900	2,790	2,980
RP 4.0	1,450	2,000	2,030	1,300	1,550	2,310	2,110	1,660	1,560	1,690
RP 16.8	1,590	1,640	1,780	1,750	1,640	1,630	1,650	1,810	1,580	1,610
RP 32.0	2,120	2,080	1,960	1,840	1,870	2,570	2,290	2,040	1,780	2,040
RP 49.6	2,600	2,530	3,120	2,770	2,360	3,500	3,280	2,920	2,470	2,870
RP 52.0	3,940	3,820	5,200	4,670	5,000	6,400	5,950	6,570	6,570	4,490
Location	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
RP 0.12	4,280	4,140	4,020	4,020	4,150	4,080	4,490	4,710	4,640	-
RP 0.64	3,320	3,540	3,410	3,410	3,520	3,440	3,740	3,920	3,870	-
RP 4.0	1,830	2,080	2,040	2,040	2,100	2,030	2,120	2,220	2,190	-
RP 16.8	1,590	1,600	1,550	1,540	1,630	1,550	1,680	1,740	1,670	-
RP 32.0	2,460	2,370	2,300	2,300	2,370	2,190	2,140	2,250	2,220	-
RP 49.6	3,850	3,420	3,290	3,290	3,390	3,320	3,350	3,510	3,460	-
RP 52.0	6,720	4,980	4,700	4,700	4,850	5,020	5,150	4,770	4,700	-

Year 2011  
Volumes  
Highest Near  
Livingston

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## US 89 Corridor - Projected AADT

- Year 2035 projected volumes range from 5,486 – 10,114 vpd (near Gardiner) to 5,557 – 10,245 vpd (near Livingston)

Site	Location	2011 Existing AADT	Projected AADT (2035)		
			Low (0.7%)	Medium (1.3%)	High (3.3%)
34-3-10	RP 0.12	4,640	5,486	6,326	10,114
34-3-9	RP 0.64	3,870	4,575	5,276	8,436
34-3-1	RP 4.0	2,190	2,589	2,986	4,774
34-3-2 <sup>(1)</sup>	RP 16.8	1,670	1,974	2,277	3,640
34-3-3	RP 32.0	2,220	2,625	3,027	4,839
34-2-2	RP 49.6	3,460	4,091	4,717	7,542
34-2A-5	RP 52.0	4,700	5,557	6,408	10,245
Average		3,256	3,849	4,439	7,097

(1) US 89 at ATR Station A-020

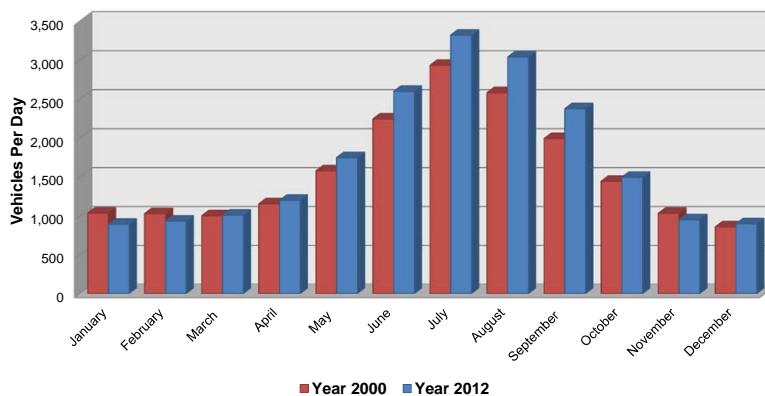
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## US 89 Corridor - Seasonal Historic

- Seasonal variation noted May thru October



US 89 at ATR Station A-020 by month for the years 2012 and 2000

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## US 89 Corridor - Roadway Geometrics

- Eight horizontal curves do not appear to meet current standards
  - Radius
- Six vertical curves do not appear to meet current standards
  - Curvature
  - Grade
  - Stopping Sight Distance



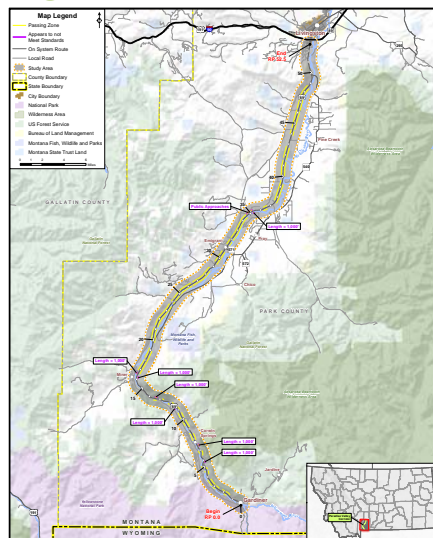
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## US 89 Corridor - Passing Areas

- Seven locations where passing zones are less than 1,000 feet in length
- One location where passing is allowed in front of a public approach



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## US 89 Corridor – Gardiner On-Street Parking



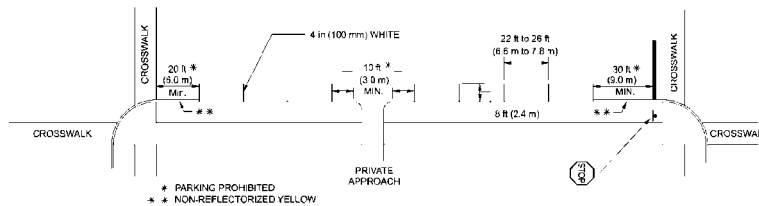
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## US 89 Corridor – MDT No Parking Standards

- 20 feet of crosswalk
- 10 feet from mid-block approach
- Areas designated by local regulations
- 30 feet from intersection with a flashing beacon, stop sign or traffic signal
- Across from a T-intersection



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## US 89 Corridor - Landslide Areas

- Gardiner-Area 7
  - RP 0 to RP 5
  - Numerous faults that contribute to landslides
  - Debris slide located immediately east of US 89
- Gardiner-Area 1
  - RP 10 to RP 24
  - Parallels the Yellowstone River Valley
  - New or renewed movement could affect US 89
- Livingston-Area 12
  - RP 47 to RP 51
  - Majority located west of the highway



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## US 89 Corridor - Rockfall Hazard

RP Start	RP End	Side of Road
6.01	6.06	Right
6.57	6.96	Right
12.2	12.46	Right
13.22	13.32	Right
13.32	13.66	Right
13.66	13.84	Right
13.84	13.96	Right
13.96	14.61	Right
15.03	15.71	Right
15.71	15.84	Right
48.99	49.17	Left
49.32	49.38	Left



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## US 89 Corridor – Road Width

- Determined from MDT's 2011 Montana Road Log
  - Surface width, lane width, shoulder width, surfacing thickness, and base thickness
- RP 0.0 to RP 1.1 – 44' Width
  - 12' Lanes, 8' Shoulders
- RP 1.1 to RP 52.5 – 32' Width
  - 32' Surface – 12' Lanes, 4' Shoulders

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## US 89 Corridor - Access Points

- 341 Access Points
- 6.5 access/mile
  - 16.8 access/mile near Gardiner (RP 0.0 to RP 4.0)
  - 19.7 access/mile near Livingston (RP 49.0 to RP 52.5)
- 11 skewed
  - Greater than 30° from perpendicular



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## US 89 Corridor - Bridge Crossings

- Three bridges and one large culvert
  - RP 0.16 (Yellowstone River)
  - RP 20.41 (Yellowstone River)
  - RP 24.07 (Big Creek)
  - RP 47.85 (Farm Access)

None of the bridges  
are structurally  
deficient or  
functionally obsolete



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## US 89 Corridor - Safety

- For period between July 1, 2007 through June 30, 2012
- RP 0.0 to RP 52.5
- 286 total reported crashes
  - One fatality
  - 19 crashes produced incapacitating injuries
  - 82% single vehicle crashes
  - 8% involved drugs and/or alcohol
  - Almost 50% animal/vehicle (84% deer)

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## US 89 Corridor - Crash Rates and Severity

- Crash rates are defined as the number of crashes per million vehicle miles of travel
- Compared to average rates for similar roadways....
  - **Crash rate** ↑
  - **Severity index** ↓
  - **Crash severity rate** ↑

Crash Data Location	Crash Rate	Crash Severity Index	Crash Severity Rate
US 89 (RP 0.0 to 52.5)	1.27	1.84	2.34
Statewide Average for Non-Interstate NHS Routes	1.01	2.05	2.07

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## Environmental Resources

- Land Ownership
- Soil Resources and Prime Farmland
- Geology
- Water Resources
- Wetlands
- Floodplains and Floodways
- Hazardous Substances
- Air Quality
- Noise
- Visual Resources
- Biological Resources
- Vegetation
- Cultural and Archaeological Resources
- Social

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## Land Ownership

- Mix of private and public
- Public land is held by a variety of state and federal entities
- Easements held by nongovernmental conservation groups
  - Gallatin Valley Land Trust
  - Montana Land Reliance
  - Rocky Mountain Elk Foundation
  - Nature Conservancy.

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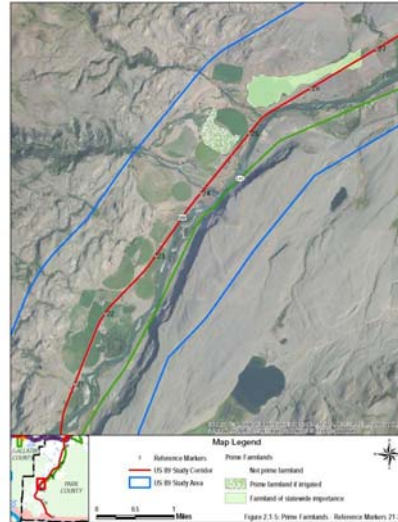
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## Soil Resources and Prime Farmland

- Based on Natural Resource Conservation Service (NRCS) soil survey
  - Prime if irrigated farmlands are found between RP 24 – 25 and 41 – 46
  - Farmlands of statewide importance are found between RP 25 – 27, 30 – 31, 34 – 37



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## Geology

- Three designated faults within the Study area
  - Northern Section of the Emigrant fault
  - Southern Section of the Emigrant fault
  - East Gallatin – Reese Creek fault system
- Several areas are underlain by alluvium and susceptible to liquefaction
- Landslide and rockfall hazards (discussed earlier)

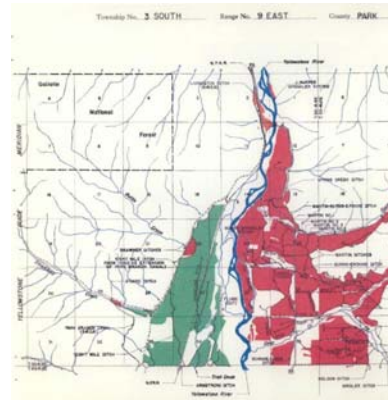
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## Water Resources

- Predominant surface waters:
  - Yellowstone River
  - Section 303(d) listed waterbody (Category 5 and 4C)
  - Special Area Management Plan in effect
- Numerous perennial and intermittent tributaries
- Numerous irrigation facilities
- Three bridges / one large culvert



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## Wetlands

- Wetlands with the Yellowstone River and drainages
- If a project moves forward a wetland delineation and impact evaluation would be required

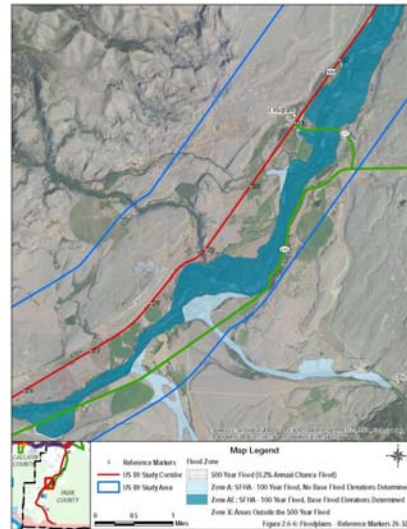
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## Floodplains and Floodways

- Avoid to the extent practicable adverse impacts to floodplains
- Depending on scope of project(s) advanced compliance with floodplain permitting may be required



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## Hazardous Substances

- NRIS
  - 29 UST's identified in the corridor
  - 29 LUST's identified in the corridor
  - Some abandoned mine locations
- If UST, LUST, or contaminated soils are encountered removal and cleanup may be required which will increase costs

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## Air Quality

- Attainment area
  - PM-2.5
  - PM-10
  - Carbon monoxide (CO)
- Mobile Source Air Toxins (MSAT)
  - May be required if project development activities commence

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## Noise

- Traffic noise may need to be evaluated if a “Type I” project is developed
- A “Type I” project includes:
  - A significant shift in horizontal or vertical alignments
  - Increasing the number of through lanes
  - Increasing the traffic speeds and volume
- Noise abatement measures may be necessary if noise impacts exceed appropriated thresholds

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## Visual Resources

- Landscape character
- Visual integrity
- Scenic integrity
- Landscape visibility



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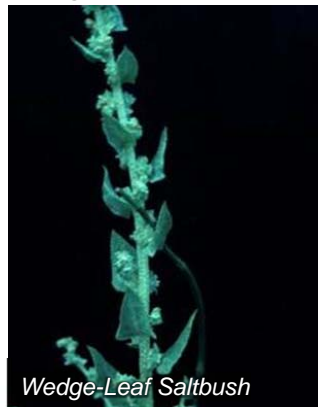
40

## Biological Resources

- Fish and Wildlife
- Vegetation



*Canada Lynx*



*Wedge-Leaf Saltbush*

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## Biological - T & E Species

### Park County

- Canada Lynx
  - Listed Threatened, Critical Habitat
- Grizzly Bear
  - Listed Threatened
- Greater Sage-Grouse
  - Candidate
- Sprague's Pipit
  - Candidate
- Wolverine
  - Proposed
- Whitebark Pine
  - Candidate

### Study Area

- Canada Lynx
  - Listed Threatened, Critical Habitat
- Grizzly Bear
  - Listed Threatened
- Wolverine
  - Proposed

Montana Natural Heritage Program - Natural Heritage Tracker  
database (accessed April 2013)

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## Biological - Species of Concern

Animal SubGroup	Common Name	Short Habitat Description
Mammals	Bison	Grasslands
	Hoary Bat	Riparian and forest
	Great Blue Heron	Riparian forest
Birds	Trumpeter Swan	Lakes, ponds, reservoirs
	Peregrine Falcon	Cliffs / canyons
	Pinyon Jay	Open conifer forest
	Cassin's Finch	Drier conifer forest
	Harlequin Duck	Mountain streams
	Clark's Nutcracker	Conifer forest
	Brewer's Sparrow	Sagebrush
	Common Sagebrush Lizard	Rock outcrops
Fish	Yellowstone Cutthroat Trout	Mountain streams, rivers, lakes
Plants	Spiny Hopsage	Shrublands (Dry)
	Spiny Skeleton Weed	Lower Elev. Grasslands
	Wedge-leaf Saltbush	Wetland/Riparian

Montana Natural Heritage Program - Natural Heritage Tracker  
database (accessed April 2013)

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MNHP



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## Biological – Large Mammal Carcass Data

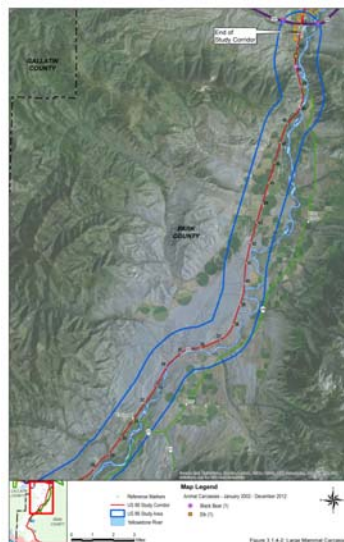
- MDT Maintenance Animal Incident Database
- January 2002 and December 2012
- 1,659 animal carcasses collected in the ten-year period
  - >93% Deer

Animal	# of Carcasses Collected
Antelope	1
Bighorn Sheep	6
Bison	2
Black Bear	1
Elk	94
Moose	1
Deer (unknown species)	21
Mule Deer	1116
White-tailed Deer	417
<b>TOTAL</b>	<b>1659</b>

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## Biological – Large Mammals Carcass Data

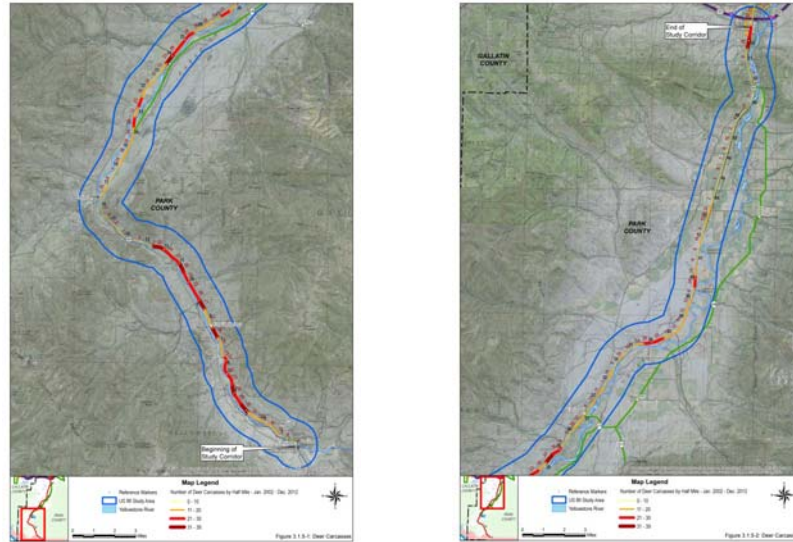


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## Biological – Deer Carcass Density Data



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## Biological – Bighorn Sheep

- Upper Yellowstone sheep management complex & Mill Creek non-hunted population
  - Small scattered subpopulations
- Migrate considerable distances between summer and winter ranges
- Both sides of US 89 between RP 4.0 to RP 23.0
- Especially during the winter months in three areas:
  - RP 0.0 to RP 2.0 (Gardiner area)
  - RP 4.0 to RP 9.0 (Corwin Springs area)
  - RP 14.0 and RP 21.0 (Tom Miner Basin area)

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## Biological – Bison

- Migratory population resides within YNP during summer months
- Migrates to lower elevation wintering range during winter
- During winter months are very frequently observed on or immediately adjacent to US 89 throughout the corridor south of Yankee Jim Canyon
  - Bison guards installed across US 89 and county road on the west side of the Yellowstone River
  - Fencing constructed adjacent to the bison guards, with gates
  - Bison guards are installed and adjacent gates are closed from November through May
- **FWP has an EA currently in progress to allow bison to roam freely year-round**
- If a project is forwarded from this Study future coordination with FWP should take place to determine the outcome of the EA and possible changes if any to bison presence within the Study area.

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## Biological – Other Mammals

- |                   |                                |
|-------------------|--------------------------------|
| • White-tail deer | • Porcupine                    |
| • Mule deer       | • Raccoon                      |
| • Elk             | • Striped skunk                |
| • Moose           | • Badger                       |
| • Black bear      | • Bobcat                       |
| • Mountain lion   | • Red fox                      |
| • Gray wolf       | • Beaver                       |
| • Coyote          | • Muskrat                      |
|                   | • Richardson's ground squirrel |
|                   | • Deer mouse                   |
|                   | • Vole species                 |
|                   | • Variety of bat species       |

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## Biological – Amphibians and Reptiles

- Columbia spotted frog
- Western toad
- Boreal chorus frog
- Northern leopard frog
- Barred tiger salamander
- Plains spadefoot



*Northern Leopard Frog*



*Plains Spadefoot*

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## Biological – Birds

- Hundreds of different species documented in Park County
- Potential to occur and nest in the Study area
- Species includes:
  - Representative songbirds
  - Birds of prey
  - Waterfowl
  - Owls
  - Shorebirds
- Migratory birds are protected under the Migratory Bird Treaty Act
- Bald and golden eagles are protected by the Migratory Birds Treaty Act and managed under the Bald and Golden Eagle Protection Act

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## Biological – Fish

- Montana Fisheries Information System (MFISH) database

Stream	RP*	RM*	Existing Structure	Fish Species Present
Yellowstone River	0.16	558.50	Bridge	Brook Trout, Brown Trout, Rainbow Trout, Mottled Sculpin, Mountain Whitefish, Yellowstone Cutthroat Trout
Little Trail Creek	4.24	0.20	Culvert	Mottled Sculpin, Yellowstone Cutthroat Trout
Bassett Creek	7.66	0.15	Culvert	Mottled Sculpin
Unnamed	8.67	N/A	Culvert	Unk??
Cedar Creek	10.05	0.12	Culvert	Brook Trout, Brown Trout, Mottled Sculpin, Rainbow Trout, Yellowstone Cutthroat Trout
Unnamed	11.45	N/A	No Info	No Info
Slip and Slide Creek	11.85	0.06	Culvert	Surveyed (2011) = no fish captured
Joe Brown Creek	12.10	0.06	Culvert	Surveyed (2011) = no fish captured
Yellowstone River	20.40	537.1	Bridge	Brook Trout, Brown Trout, Rainbow Trout, Mottled Sculpin, Longnose Dace, Longnose Sucker, Mountain Whitefish, White Sucker, Yellowstone Cutthroat Trout, Rainbow Trout
Donahue Creek	20.92	0.26	Culvert	Yellowstone Cutthroat Trout
Big Creek	24.07	0.22	Bridge	Brook Trout, Brown Trout, Mottled Sculpin, Mountain Whitefish, Rainbow Trout, Yellowstone Cutthroat Trout
Dry Creek	25.27	0.07	Culvert	Surveyed (2004) = no fish captured
Unnamed	27.28	N/A	Culvert	No Info
Fridley Creek	28.90	0.19	Culvert	Brook Trout, Mottled Sculpin, Mountain Whitefish, Rainbow Trout, Yellowstone Cutthroat Trout
Unnamed	30.25	N/A	Culvert	No Info
Eight Mile Creek	34.23	0.07	Culvert	Brook Trout, Mountain Whitefish, Rainbow Trout, Yellowstone Cutthroat Trout
Trail Creek	42.28	6.05	Culvert	Brown Trout, Mottled Sculpin, Rainbow Trout

\*RF = Highway Reference Marker at which the highway crossed the stream  
 \*\*RM = River Mile at which the highway crossed the stream

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## Cultural and Archaeological Resources

- Possible 4(f) Campgrounds and Picnic Areas
  - Yankee Jim Picnic Area
  - La Duke Picnic Area
  - Cinnabar Picnic Area
  - Sphinx Creek Picnic Area
  - Canyon Campground
  - Gardiner Community Park

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## Cultural and Archaeological Resources

- Historic Sites

Site	Site No.	NRHP Eligibility	RP±
Roosevelt Arch	24PA0765	Listed	N/A
Yellowstone R. Bridge at Gardiner	24PA0790	Yes	0.1
Electric Mines/Electric HD	24PA0483	Yes	7±
OTO Homestead and Dude Ranch	24PA1227	Listed	15±
Carbella Bridge	24PA1237	Listed	15±
Emigrant Crossroad Arch.	24PA0969	Yes	
Park Branch Canal	24PA1114	Yes	40±
Carter Bridge	24PA0817	Listed	S-540

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## Social

- Scan includes:
  - Population and growth statistics
  - Race and ethnic statistics
  - Employment and income statistics
- Environmental justice will be evaluated further during any project development process

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## Environmental Scan

- Draft Environmental Scan has been completed (July 8, 2013)
- Helps provide information to develop needs and compare conceptual improvement options
  - Set prioritization criteria
  - Areas of concern?
  - Greater or lesser impacts?
  - Can impacts be avoided, minimized or mitigated – and at what cost?
  - Procedural requirements and regulatory compliance?

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## Next Steps

- Continue study coordination and outreach
- Finalize environmental scan
- Finalize existing and projected conditions report
- Continue analysis of transportation needs
- Identify potential improvement options (if any)
- Draft corridor study report

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## Conclusion

- Questions, answers and/or comments?
- Study website:  
<http://www.mdt.mt.gov/pubinvolve/paradisevalley/>
- Study newsletters:
- Study contact:  
**Sheila Ludlow**  
MT Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, Montana 59620-1001  
Email: [sludlow@mt.gov](mailto:sludlow@mt.gov)  
Tel: (406) 444-9193



RESOURCE AGENCY WORKSHOP



## MEETING MINUTES

### Resource Agency Workshop

#### DETAILS:

**Date:** August 7<sup>th</sup>, 2013  
**Time:** 9:00 AM – 11:00 AM

#### ATTENDANCE:

**Helena:** MDTCNF Planning A Conference Room, 2960 Prospect Avenue

- Jeff Ebert (MDT)
- Sheila Ludlow (MDT)
- Doug Lieb (MDT)
- Jean Riley (MDT)
- Katie Potts (MDT)
- Tasha King (MDT)
- Bill Semmens (MDT)
- Aaron Anderson (MDT)
- Brian Hasselbach (FHWA)
- Todd Tillinger (USACE)
- Jeff Ryan (DEQ)
- Jeff Key (RPA)
- Scott Randall (RPA)

**Bozeman:** MDT Bozeman Area Office, 907 North Rouse Avenue

- Ray Heagney (FWP)
- Craig Campbell (DNRC)

**Livingston:** Park County Planning Department, 414 East Callender Street

- Mike Inman (Park County)
- Bill Berg (Park County)
- Karen Loveless (FWP)
- Ron Hecker (USFS)
- Steve Iobst (YNP)
- Joe Regula (YNP)
- Katrina Hecimovic (YNP)

#### AGENDA:

The resource agency workshop for the *Paradise Valley Corridor Planning Study* was held on Wednesday, August 7<sup>th</sup>, 2013. The purpose of the meeting was to review and discuss known resources within the *Environmental Scan* boundary. The meeting began at 9:00 AM and ended at 11:00 AM.

*Meeting minutes are intended to capture the general content of meeting discussions. Meeting minutes may include opinions provided by attendees; no guarantees are made as to the accuracy of these statements and no fact checking of specific statements is provided or implied from the publishing of final meeting minutes.*



## WELCOME AND INTRODUCTIONS

Jeff Key provided a welcome and made opening remarks for the resource agency workshop. Introductions were made for individuals present and for those calling in for the meeting.

## WORKSHOP PRESENTATION

Jeff Key gave a presentation about the planning study and known resources within the *Environmental Scan* boundary. The primary focus of the meeting was to ensure that the information captured in the *Environmental Scan* was accurate and that any additional information or concerns from the resource agencies were addressed.

Jeff Key noted that the corridor study is a high level planning study and is outside of the NEPA/MEPA environmental process. Mr. Key stated that the study is based on publically available data and if a project(s) is developed, the information should feed into the environmental process. The final report is anticipated to be completed by the end of March 2014.

The following comments and questions were made during the meeting:

- Outfitters should be added to the stakeholder list. (Ray Heagney)
- Will East River Road be analyzed as part of the study? Specifically related to bicycle traffic along the roadway. (Todd Tillinger)
  - The corridor study is focused on the US 89 corridor. Non-motorized traffic on US 89 will be looked at as part of the study. A separated path has been mentioned as a community desire. It is not anticipated that East River Road will be analyzed for non-motorized travel. (Jeff Key)
- Will the study result in recommendations similar to the Mission Valley (i.e. curvilinear alignment, wildlife crossings, context sensitivity)? (Todd Tillinger)
  - The context of the area and communities will be kept in consideration. Recommendations will be context sensitive. (Jeff Key)
- A passing lane is desirable between Livingston and the northern East River Road intersection. (Mike Inman)
- Do the access points include non-permitted accesses such as self-made river access locations? (Ray Heagney)
  - The access points include all perceived access location regardless of if they are permitted or not. (Jeff Key)
- The number of outfitters using the Yellowstone River is increasing due to water loss at other drainages. The study should address future outfitter usage. (Ray Heagney)
  - Is there a specific outfitter group that should be reached out to? (Jeff Key)
    - The Board of Outfitters has a list that could be used. (Ray Heagney)
- Commercial use due to rafting has been increasing. Three outfitters were permitted in the park a year ago, now there are seven. (Joe Regula)
  - Outfitters need permits to use fishing access sites. Two companies are currently permitted for fishing access site use. (Ron Hecker)



- There are three Forest Service trailheads located along the corridor. The State also has one trailhead along the corridor. (Ron Hecker)
- Forest Service Region 1 has a list of species of concern that should be compared to those listed in the *Environmental Scan*. (Ron Hecker)
- What is the potential for major wildlife mitigation measures? Human safety and wildlife impacts are important along the corridor. (Karen Loveless)
  - The study will look at where the issues are and provide some recommended mitigation measures. Large-scale mitigation measures are likely long-term improvements. (Jeff Key)
  - Funding partners would help for implementation of large improvement projects. (Jean Riley)
  - Top priorities should be identified. Bighorn sheep and bison are of concern. (Karen Loveless)
- Is the deadline to comment on the *Environmental Scan* the only opportunity to comment, or will additional opportunities be provided. (Karen Loveless)
  - Comments specific to the *Environmental Scan* should be provided by the deadline (August 12). Additional comments and communication are encouraged throughout the study process. (Jeff Key)
  - The Draft Report also goes out to the resource agencies for comment. (Jean Riley)
- Will low- to high-level recommendations be developed for the corridor? (Joe Regula)
  - The *Environmental Scan* does not present recommendations. Improvement options will be identified later in the study process. Short-, mid-, and long-term improvements will likely be developed. (Jeff Key)
- The corridor study should take into consideration the interaction with the Gardiner Gateway Project. (Steve lobst)
- The corridor experiences seasonal characteristics not just for traffic, but also weather and wildlife. Recommendations should take into consideration the seasonal variations, specifically seasonal use peaks. (Steve lobst)
- The Gardiner entrance to Yellowstone National Park has seen a higher growth rate than the other entrances to the Park. (Steve lobst)
- Population growth trends have dropped off in recent years. However, there has been an increase in interest in developing RV campgrounds. An increase in RV campgrounds will have an effect on travel along the corridor. (Mike Inman)
  - If development occurs, there is a process for approval that should require the developer to mitigate adverse traffic impacts. The potential for increases in RV campgrounds will be considered in the study. (Jeff Key)
- The effect of billboards along the corridor should be looked at. (Bill Berg)
  - This concern has been logged as part of the public comment. (Jeff Key)
- The park captures vehicle type at the entrances. There are a high number of amateur drivers with RVs and large vehicles. (Joe Regula)
  - This dynamic will be noted in the study. (Jeff Key)



## CONCLUSION

The resource agency meeting ended at 11:00 AM. The resource agencies will be included on the study email list. Comments on the *Environmental Scan* are due by August 12<sup>th</sup>, 2013.



**MONTANANS FOR SAFE WILDLIFE PASSAGE (MSWP) and  
NATIONAL PARKS CONSERVATION ASSOCIATION**  
*Meeting with MDT US 89 Paradise Valley Corridor Planning Team*

\*\*\*

**Date:** October 7, 2013 | 1:30 pm – 3:00 pm

**Location:** MDT HQ, Basement West, 2701 Prospect Ave, Helena

**Attendees**

- Meredith Rainey, Center for Large Landscape Conservation
- Renee Callahan, Center for Large Landscape Conservation
- Jerry Grebenc, Future West
- Bart Melton, National Parks Conservation Association

**By Phone:**

- Monique DiGiorgio, Future West
- Michael Inman, Park County

**Call-in number: 1.866.390.1828**

**Access code: 7394253**

**Draft Agenda**

- Introduction of MSWP and NPCA
  - Stakeholders in US 89 Corridor Planning Study
- Safety considerations on the corridor
  - Wildlife-Vehicle Collisions: Environmental Scan
  - Further Research on Wildlife-Vehicle Collisions, Hotspots
  - Exemplary research examples: case studies
- Discussion



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## PARADISE VALLEY - MSWP Meeting

Andrew Fletcher (RPA) Mike Inman

Bruc Simmons + 1 ? ← WILDLIFE

STEPH ANDERSON (NEPCA) CONSERVATION SOCIETY

Helen Brunner

Lynn

Dustin

JEFF C.

SHEILA

JEFF K

CAROL

SCOTT

DAN LEIB

DEB WILSON

JEAN

Jim Skinner

2/13/21 Tom Martin

→ Intro to PROJECT (JEFF)

↳ PROCESS

↳ DELIVERABLES (E-SCAN)

↳ WORKING TOWARD RECOMMENDATIONS

→ 50% ANNUAL CRASH RATE (JERRY)

↳ CERTAIN HOT SPOTS

↳ MORE ANALYSIS & RESEARCH @ HOT SPOTS



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- NPCA - PRAGMATIC JERKING

- WILDLIFE

- FUTURE WEST - Policy

- CLCC - ALSO Policy

↳ LARGESCALE

↳ CLIMATE & ECOLOGY

- PLANNING PROCESS

↳ PROJECT GOOD

(JERRY)

↳ WONDERING ABOUT NEXT STEPS

↳ IF THERE IS WORK, IS MITIGATION APPROPRIATE?

↳ EARLIER AWARENESS IS BEST (LYNN)

↳ FISCAL CONSTRAINTS

↳ OTHER INTERESTS, PARTNERSHIPS

↳ IDENTIFY NEEDS, POTENTIAL TO SOLVE, FISCAL CONSTRAINT

- SAFETY CONSIDERATIONS ON CORRIDOR

(MERRITT)

MAY BE  
- MORE EXPENSIVE IN LONG RUN THAN DOING NOTHING

- DATA FOR CARCASS DATA, NOT CRASHES (JEAN)

- MARSHAL Houser PAPER? (COST OF DEER PER KM) (RENEE)

- RECOMMEND TO DO ADDITIONAL STUDIES (RENEE)

- COST GRAPHIC

- AREA OUTSIDE OF YANKEE SUM - QUANTIFY (STEPHANIE)

↳ BY TOME MAN

- CARCASS DATA VS. CRASH DATA

- USE CARCASS, CRASH & LAND USE (JEAN)

- WILDLIFE MOVING FORWARD IN NEEDS (DEB)

- MEASURE OF SUCCESS (BILL SEMMONS)

- REDUCE COLLISIONS, ANIMALS MAY NOT BE CROSSING ANYMORE (DEB)



# Paradise Valley Corridor Planning Study

## US 89 (Gardiner to Livingston)



### this issue

- Study Description **P.1**
- What is a Corridor Planning Study? **P.1**
- Study Area **P.2**
- Initial Considerations **P.3**
- Study Schedule **P.3**
- Public Involvement Opportunities **P.4**

### Study Description

The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration (FHWA) and Park County, is developing a *Corridor Planning Study* of US Highway 89. The study will examine conditions on and adjacent to US 89 from Gardiner to Livingston. US 89 is functionally classified as a principal arterial on the National Highway System.

The study will examine geometric characteristics, crash history, and existing and projected operational characteristics of the corridor. Physical constraints, land uses, and environmental resources will also be reviewed. The study will identify feasible improvement options based on the needs and objectives of the corridor with input from the study partners, resource agencies and the public.

The study will produce a package of short- and long-term recommendations intended to address the transportation needs of the highway over the 20-year planning horizon. These recommendations will assist the study partners in targeting the most critical needs and allocating resources.

### What is a Corridor Planning Study?

A *Corridor Planning Study* is a planning-level assessment undertaken before conducting project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). The study involves early communication with interested agencies and the public to help identify needs, constraints, and opportunities for a corridor and to determine if there are implementable improvements, given available resources and local support.

The *Corridor Planning Study* is a planning activity, rather than a design or construction project. The study is designed to facilitate a smooth and efficient transition from transportation planning to project development and environmental review if a project is forwarded from the study. The study includes consideration of multiple improvement options to address the needs and objectives within the study area. The planning process is distinct from NEPA/MEPA environmental compliance documentation and from the design, right-of-way acquisition, and construction phases of an individual project.

### INFORMATIONAL MEETING #1

*Please Join Us!*

#### Gardiner:

**Wednesday, July 24**

6:00 PM

Gardiner Community Center  
210 West Main Street

#### Livingston:

**Thursday, July 25**

6:00 PM

Community Room  
City/County Building  
414 East Callender Street

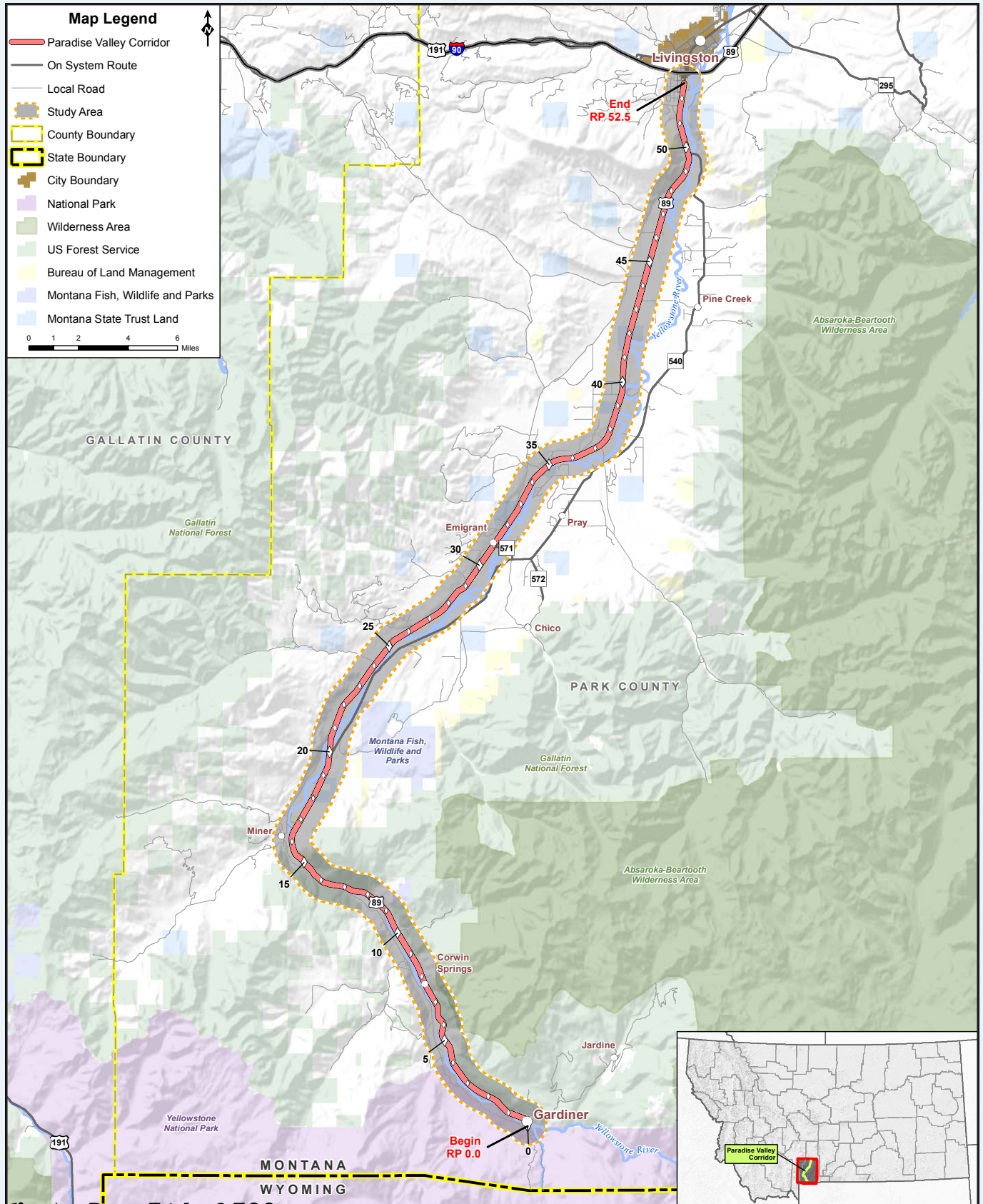
#### Purpose:

Informational Meeting #1 is intended to explain the planning study process, present information about existing and projected conditions, and gather feedback on issues and concerns related to the US 89 corridor.



## Study Area

The study area for the *Paradise Valley Corridor Planning Study* includes a 3/4-mile buffer on each side of US 89. The study corridor begins in Gardiner (RP 0.0) and extends northerly for approximately 52.5 miles, ending just south of Livingston (RP 52.5).





## Initial Considerations

The following initial considerations have been identified through on-site reviews and preliminary data analysis. This list is not all-inclusive and is subject to change over the course of the planning process.

### Transportation Standards

- US 89 is classified as a Rural Principal Arterial on the Non-Interstate National Highway System.
  - ◊ There are areas that do not meet existing standards for horizontal and vertical roadway alignment.
  - ◊ The highway is approximately 32 feet wide. Existing standards recommend a 40-foot roadway width.

### Traffic

- US 89 has an average annual daily traffic (AADT) volume of 1,670 vehicles per day.
- The corridor experiences a high degree of seasonal use.

### Rock Slides

- Multiple areas within the corridor are prone to rock slides.

### Safety

- There were 286 crashes reported from July 1, 2007, to June 30, 2012, including 142 involving wild animals.

### Non-motorized Travel

- Bicyclists use the entire corridor.
- Pedestrians use the corridor near Gardiner and Livingston.

### Recreation

- Recreational opportunities include fishing access sites, trailheads, and Yellowstone National Park.

### Planning

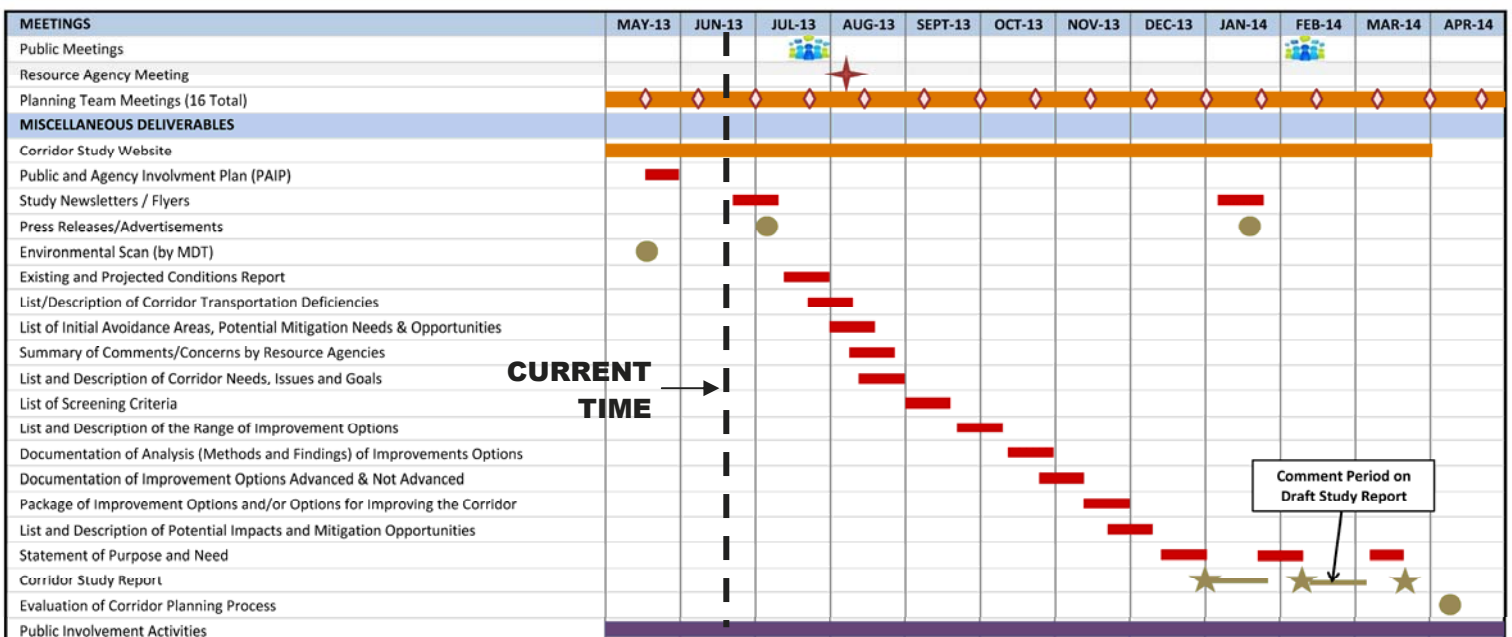
- Identify short- and long-term improvements for the corridor.

### Environmental Considerations

- Floodplains exist along the entire corridor.
- Several locations have irrigated farmland.
- Three (3) threatened and endangered species potentially reside within the study area.
- Fifteen (15) species of concern occur within the study area.
- US 89 crosses the Yellowstone River and multiple tributaries.
- Multiple 4(f) and 6(f) resources exist in the study area.

## Study Schedule

The *Paradise Valley Corridor Planning Study* began in May 2013 and is slated for completion by the end of March 2014.







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### Website

[www.mdt.mt.gov/pubinvolve/paradisevalley](http://www.mdt.mt.gov/pubinvolve/paradisevalley)

## Public Involvement Opportunities

Public involvement is important to any successful corridor study process. It is a proactive process that gives the public an opportunity to participate in all phases of the study. The public is invited to participate by attending community informational meetings, as well as reviewing and contributing input on ongoing study information.

The website developed for the study provides online opportunities to comment on the *Paradise Valley Corridor Planning Study*. Dates, times, and locations for all community outreach events will be announced in advance by using local media and the study mailing list. Notices will also be posted on the study website.

The study team will collect and consider all public comments received to better understand community views on potential issues. People with a specific interest in the study are encouraged to join the study mailing list. They can do so by submitting their names and contact information to Jeff Key at [jeff.key@rpa-hln.com](mailto:jeff.key@rpa-hln.com).

*MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this study. Alternative accessible formats of this information will be provided upon request. For further information, call (406) 447-5000, TTY (800) 335-7592, or Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the scheduled activity and / or meeting.*

Study Newsletter — Issue 1, June 2013



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# Paradise Valley Corridor Planning Study

## US 89 (Gardiner to Livingston)

### this issue

- Corridor Planning Study Highlights **P.1**
- Corridor Needs and Objectives **P.2**
- Improvement Options and Strategies **P.2**
- Improvement Options Summary **P.3**
- Input Wanted **P.4**
- Next Steps **P.4**



### Corridor Planning Study Highlights

The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration (FHWA) and in coordination with Park County, initiated the *Paradise Valley Corridor Planning Study* to assess the US Highway 89 (US 89) corridor between Gardiner and Livingston. The US 89 corridor provides the primary surface transportation link between Livingston and Yellowstone National Park (YNP), and it is one of the major routes in Montana used to access YNP through Gardiner.

The purpose of the study is to determine potential improvement options to address safety and operations within the transportation corridor based on needs presented by the community, the study partners, and resource agencies. The study examined geometric characteristics, crash history, land uses, physical constraints, environmental resources, and existing and projected operational attributes of the US 89 corridor.

The study area included a 0.75-mile buffer on each side of US 89 beginning at Reference Point (RP) 0.0 at the YNP boundary in Gardiner. The area extended north through the communities of Corwin Springs and Emigrant to RP 52.5, just south of the City of Livingston.

This is a planning study and not a design project. MDT, Park County, and FHWA used a collaborative process to develop the study, as well as to conduct focused outreach efforts to the public, key stakeholders, and resource agencies. The agencies also evaluated known and publically available resource information. Activities completed for development of the study include the following:

- Research and analysis of existing US 89 roadway conditions
- Research and synthesis of known environmental resources and applicable regulations in the study area
- Identification and documentation of future conditions
- Identification of corridor issues and areas of concern
- Consultation and coordination with local officials, stakeholders, resource agencies, and public
- Identification of corridor needs and objectives
- Development of corridor improvement options with consideration of costs, available funding, feasibility, public input, and known environmental resource constraints
- Documentation of potential funding mechanisms for improvement options

### INFORMATIONAL MEETING 2

*Please Join Us!*

#### Livingston:

**Monday, February 24**

6:00 PM

Community Room

City/County Building

414 East Callender Street

#### Gardiner:

**Tuesday, February 25**

7:00 PM

Gardiner Community Center

210 West Main Street

#### Purpose:

Informational Meeting 2 is being conducted to present the various improvement options developed for the corridor and to gather community feedback on the draft corridor planning study report.



## Corridor Needs and Objectives

Based on the analyses of existing and future conditions of the study area, the following needs and objectives were established and used in the development of improvement options.

### Need 1: Improve the safety of US 89 in the study area for all users.

#### Objectives (To the Extent Practicable):

- Improve roadway elements to meet current design standards.
- Review signing and passing opportunities based on current design standards.
- Evaluate best practice mitigation strategies as appropriate, to reduce potential animal-vehicle conflicts.
- Evaluate existing access density impacts.

### Need 2: Improve the operations of US 89 within the study area.

#### Objectives (To the Extent Practicable):

- Accommodate existing and future capacity demands within the corridor.

- Minimize future access density impacts.
- Consider access to recreational sites in the corridor.

#### Other Considerations

- Minimize the environmental resource impacts of improvement options.
- Limit disruptions during construction as much as practicable.
- Provide appropriate speeds within the study area per statutory and special speed zones established by the Montana Transportation Commission.
- Review maintenance practices.
- Recognize the environmental, scenic, cultural, recreational, and agricultural nature of the corridor.
- Consider local planning efforts.
- Consider availability and feasibility of funding.
- Consider feasibility of construction.

## Improvement Options and Strategies

Five general strategies for developing improvement options were identified in response to previously defined areas of concern. The general strategies used to develop improvement options are discussed below.

**Geometrics**—Roadway geometrics were compared to current MDT standards to determine areas that do not meet current standards. Strategies to correct or mitigate these areas included expanding roadway widths via shoulder widening, modifying sub-standard curves (with future improvements), installing advisory signs at sub-standard horizontal curves, improving intersections by adding turn bays and enhanced signage, and improving clear zones.

**Vehicle Congestion and Passing Opportunities**—A *Highway Capacity and Level of Service Analysis* was completed to document both current- and future-year congestion and levels of service. Strategies explored included reducing vehicular traffic, increasing roadway capacity by providing additional passing opportunities, reducing access density, and adding additional travel lanes. Additional passing opportunities may be provided by increasing passing zones (through pavement striping), or constructing dedicated passing lanes.

**Access Management**—Access to US 89 was explored as a strategy within the highway corridor to improve traffic flow and reduce driveway-related crashes.

**Alternative Travel Modes**—Strategies for alternative travel modes were reviewed for the corridor, including developing a separated, multi-use path between Livingston and Gardiner, increasing minimum shoulder widths along the roadway for the entire length of US 89 to at least 8 feet (each side), and installing appropriate signage.

**Wildlife-vehicle Conflicts**—Improvements were explored to help reduce the presence of wildlife-vehicle conflicts that may lead to collisions. Grade separation, fencing, advance animal detection, signing, or speed reduction strategies were reviewed as potential mitigation measures.



## Improvement Options Summary

The following table contains a summary of the potential improvement options, along with planning-level cost estimates. Implementation of any of the improvement options may necessitate close coordination with resource agencies to identify areas of sensitivity in regards to wildlife and aquatic needs.

Improvement Option		Description	Cost Estimate
<b>GEOMETRICS</b>			
1	Shoulder Widening	Consider constructing 8-foot shoulders incrementally as projects develop along the corridor. [Corridor-wide]	\$910,000 per mile
2(a)	Maiden Basin Road Intersection Advance Warning Signs	Install advance intersection warning signs along US 89. [RP 5.15]	\$600 EA
2(b)	Maiden Basin Road Intersection Right-turn Lane	Construct a northbound right-turn lane along US 89 when appropriate warrants are met. [RP 5.15]	\$270,000
4	East River Road Intersection Turn Lanes	Construct a southbound left-turn lane and a northbound right-turn lane along US 89 when appropriate warrants are met. [RP 19.8]	\$650,000 (both turn lanes)
5	Mill Creek Road Intersection Right-turn Lane	Construct a northbound right-turn lane along US 89 when appropriate warrants are met. [RP 37.2]	\$280,000
6(a)	Advance Warning Signs	Install horizontal curve warning signs for the horizontal curves located at RP 49.10 and RP 49.35.	\$600 EA
<b>VEHICLE CONGESTION AND PASSING OPPORTUNITIES</b>			
7(a)	Evaluate No-passing Zones	Evaluate existing no-passing signing and striping for compliance with current standards. [Corridor-wide]	\$45,000
7(c)	Passing Lanes at Spot Locations	Construct passing lanes at incremental locations along the corridor. [Potential Spot Locations: RP 16.6 to 19.8; RP 25.6 to 28.4; RP 40.0 to 42.0; RP 44.4 to 47.9]	\$12,400,000 EA
<b>ACCESS MANAGEMENT</b>			
9	Livingston Rural/ Urban Interface	Extend a three-lane typical section of US 89 from Merrill Lane to East River Road. Include right-turn lanes at major intersections if appropriate warrants are met. [RP 49.8 to 52.5]	\$8,500,000
<b>ALTERNATIVE TRAVEL MODES</b>			
10	Multi-use Trail	Investigate opportunities for the development of a multi-use trail between Gardiner and Livingston. [Corridor-wide]	\$390,000 per mile
11 (a)	Gardiner Area On-street Parking	Modify existing on-street parking in the Gardiner area based on MDT guidelines. [RP 0.0 to 1.0]	Labor
11 (b)	Gardiner Area Lighting Improvements	Coordinate with Gardiner Gateway Project partners to evaluate the need to upgrade existing street lighting to reflect lighting consistency with other phases of the project and to increase nighttime visibility. [RP 0.0 to 1.0]	To be determined
<b>WILDLIFE-VEHICLE CONFLICTS</b>			
13	Grade-separated Crossing Structures-overpasses	Consider grade-separated crossing structures (overpass) on a case-by-case basis during project-level design. [As needed]	\$2,800,000 EA (overpass)
	Grade-separated Crossing Structures-underpasses	Consider grade-separated crossing structures (underpass) on a case-by-case basis during project-level design. [As needed]	\$750,000 EA (underpass)
	Animal Detection System (At-grade Crossing)	Consider animal detection system installation on a case-by-case basis during project-level design. [As needed]	\$220,000 per mile
	Wildlife Signage	Consider additional wildlife signing on a case-by-case basis during project-level design. [As needed]	\$600 EA





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### Website

[www.mdt.mt.gov/pubinvolve/paradisevalley](http://www.mdt.mt.gov/pubinvolve/paradisevalley)

## Input Wanted

The draft *Paradise Valley Corridor Planning Study* will be made available for review and comment on February 21, 2014. Copies can be accessed via the study website at <http://www.mdt.mt.gov/pubinvolve/paradisevalley/>. The deadline for receiving comments is **March 14, 2014**.

Comments may be submitted in writing at the Informational Meeting, online via the study website, or by mail to Sheila Ludlow, MDT Statewide and Urban Planning, Project Manager, PO Box 201001, Helena, MT 59620-1001. Please indicate comments are for the *Paradise Valley Corridor Planning Study*. MDT will collect and consider all comments to better understand the community's view of potential issues and concerns within the study area.

## Next Steps

After the public comment period closes, comments will be reviewed, and the *Paradise Valley Corridor Planning Study* will be finalized. The ability to implement improvement options for US 89 depends on the availability of existing and future federal, state, local, and private funding sources. At the current time, there is no funding identified to complete the improvement options contained in the study.

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Study Newsletter — Issue 2, January 2014



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