



Appendix A

Engagement Summary





APPENDIX A: ENGAGEMENT SUMMARY

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STAKEHOLDER SUMMARY

Stakeholder Conversations

OVERVIEW

The purpose of the stakeholder conversations was to introduce the Safe Streets for All (SS4A) Action Plan and identify transportation safety concerns. A variety of perspectives were sought to gain insight from all users within the community.

STAKEHOLDER 1: WHITEFISH POLICE DEPARTMENT

Date: March 18, 2024

Stakeholders: Bridger Kelch, Chief of Police, Whitefish Police Department

Discussion:

- In June, the Police Department marked up a safety concerns map.
- The number of crashes reported by the City Policy Department differs from crashes reported by MDT. The City provides its records to MDT, which are manually entered into the State system. The discrepancy may be due to crashes occurring on private property/parking lots, staffing and data management system transitions, data entry error, and other factors.
- Highway Patrol staff have additional training in crash reporting and they collect additional details compared to City police.
- All crashes involving a call to the police resulting in a traffic or crash report are included in the data, although damage below \$1000 may not be captured.
- Several years ago, a minor was struck by a vehicle crossing Baker Avenue near Kiddie Park, resulting in a serious injury to the pedestrian. A study was done, and the number of pedestrians crossing in that location met the threshold for a pedestrian activated signal, which has since been installed by the City. In order to install the RRFB, the City was required by MDT to provide a crossing evaluation report and to reconstruct the ADA pedestrian ramps.
- Parts of town are hazardous for pedestrians, including signalized intersections. Drivers making right turns can result in near-miss incidents with pedestrians. Walk signs might give a false sense of safety for pedestrians, especially when vehicle have green left/right turning arrows.
- The intersection of Spokane and 13th is confusing, especially for new drivers. Turn lane striping is confusing.
- Parents dropping off school children by Muldown Elementary don't always have their eyes on the road. Cars can get close to each other in drop-off zones.
- Inattentive driving is one of the top factors contributing to crashes within the City limits.
- The City does have a cell phone ordinance allowing officers to pull over drivers for violations. However, enforcement is limited.
- A speed limit of 25 mph may be too high on City streets within some residential areas. A reduced speed limit of 20 mph would be worth considering.
- Kids often ride traditional bikes and e-bikes in groups. They can be hard to see at night.
- There is interest in improving safety for school children near all of the schools. The drop-off period is very congested.



STAKEHOLDER 2: WHITEFISH SCHOOL DISTRICT

Date: May 14, 2024

Stakeholders: Dave Means, Superintendent, Whitefish School District
John Coyne, Muldown Elementary School Principal, Whitefish School District
Joshua Branstetter, Whitefish Middle School Principal, Whitefish School District
Kerry Drown, Whitefish High School Principal, Whitefish School District

Discussion:

- Safe routes to school (SRTS) will be an important component of the SS4A plan.
- As part of its long-range facility plan, the School District is examining the potential for alternative traffic patterns, parking, and drop-off options, particularly for the elementary and middle schools.
- Currently, parents use Spokane Avenue between Railway Street and 2nd Street for the middle school, the corner of Pine Avenue and 7th Street for the elementary school, and Pine Avenue from 4th to 6th Streets for the high school. Use of the west entrance of Whitefish Middle School (on Spokane) is not allowed.
- Some parents have been observed dropping off children while still in the travel lane. This is unsafe and also creates a poor example for students and other parents.
- A bond for the Whitefish High School expansion previously failed. However, the District is modifying its proposal by reducing athletic field expansion and will be going back for a new vote on September 17th. Cushing Terrell is conducting the site planning effort, and current plans are posted to the District's website.
- There is interest in using the parking area on the north side of Memorial Park adjacent to Fir Avenue as an alternative drop-off/pick-up area, subject to coordination with the Parks Department and the School District. If this option is pursued, a crossing guard at Fir Avenue and 4th Street will need to be considered. A crossing guard was formerly stationed in this location.
- A pedestrian path behind the high school provides a separated facility for school children to walk from Memorial Park to access the elementary school, however some improvements are needed.
- Muldown parents are not supposed to use the high school parking lot for drop-off and pick-up. Fencing along the separated path may be needed to ensure separation from high school parking areas.
- 6th Street was converted into a one-way street headed eastbound, which has helped with congestion and safety.
- Sidewalks are needed on 6th Street and on the west side of Pine Avenue, and on 4th Street across from the high school.
- The City is planning to reconstruct 6th Street, which currently lacks connected sidewalks and accessible ramps. Parents have expressed concerns about the crossing at 6th and Pine. Following reconstruction, 6th Street will become a designated safe route to school (SRTS).
- School crossing guards have expressed concerns about lack of driver awareness. When a crossing guard is in the intersection, all lanes of travel need to stop and wait.
- Educational safety videos on proper driving behavior near school may be beneficial for parents and other community members. Educational materials could also be beneficial to encourage students to walk or bicycle to school and thereby reduce vehicle congestion. The high school journalism or GIS class might be able to contribute through an assignment.
- People fly through the stop sign at Spokane and 1st at the middle school. The sign used to have flashing lights, however the lights were moved over to the Ashar/7th Street crossing. It might be worth moving back or investing in a second flashing stop sign.



- Middle school drop-off/pick-up is discouraged immediately at the school. Parents are encouraged to park one or more blocks away and have students walk the remaining blocks. Parking at Depot Park is an option.
- Walking school buses (i.e., a group of children walking to school with one or more adults providing supervision) can be successful, although they are challenging in inclement weather.
- Sometimes parents have to be encouraged to keep moving and quit talking with other parents from their cars. The former Muldown principal conducted an educational campaign addressing this issue.
- High school drivers sometimes speed through the nearby Creekwood neighborhood to get to the athletic fields for after-school sports, causing conflicts with pedestrians using the marked crosswalk. The City Public Works Department plans to improve this crosswalk.

STAKEHOLDER 3: EXPLORE WHITEFISH

Date: May 16, 2024

Stakeholders: Julie Mullins, Executive Director, Explore Whitefish

Discussion:

- There have been complaints about safety at transit stops for the SNOW Bus. Skiers are typically carrying equipment and have to run across the street in front of traffic at the hotels, including the Pine Lodge at Spokane and 9th Street. There is no marked crosswalk in this location. International workers assume drivers will yield for them to access the bus. The Big Mountain Commercial Association (BMCA) funds the SNOW bus, and their drivers have raised safety concerns.
- Explore Whitefish can assist the SS4A effort with social media and other messaging. They have approximately 120,000 followers, 9,000 of which are located in the immediate area. Their outreach typically targets a 40-mile radius around the City. They push education about what to do when visitors are in town. Explore Whitefish also provides an event calendar. The Walk N Roll event will be included. Materials with a QR code could be provided to hotels to give out at check-in or to be left in rooms.
- E-bike rentals are very popular. Visitors and even some locals have started riding bikes on busy sidewalks used by pedestrians downtown, creating a safety concern. It is courteous and safe to walk bikes on crowded city sidewalks, however riding a bike on a sidewalk is legal in Montana unless a city enacts an ordinance to restrict access.
- A separated path from the hotels to Downtown would be beneficial, along with a map of preferred routes. QR codes could be placed on bikes or provided to rental companies.
- There are varying opinions about visitors, with businesses wanting to increase tourism and visitation while some locals don't want more visitors in town.



STAKEHOLDER 4: WHITEFISH SCHOOLS – HEALTH ENHANCEMENT

Date: June 5, 2024

Stakeholders: Vonda Garcia, Health Enhancement Teacher, Whitefish School District

Discussion:

- In the 1990s, an 8-lesson “Journeys from Home” curriculum was developed by Roger and Sharon DeBrito in Florence, MT. Vonda adapted a pared-down version of the program for Muldown Elementary students. Vonda has taught bike/ped safety to students for close to 30 years.
- In previous years, staffing at the school enabled Vonda enough time and space for bike safety classes and a bike field trip. A total of 16 single-speed bikes and helmets were donated by local service clubs and the City through SRTS funding.
- Vonda worked with students in a series of on-bike lessons to develop skills including riding straight without wobbling, stopping and looking right/left before crossing, and holding the bike upright with one hand for 2 seconds in order to signal a turn. Riding practice was assigned as homework to teach accountability, reliability, and responsibility. A threshold level of skill was required in order to participate in a spring class field trip, which incentivized practice.
- Administrators have changed the schedule for next year, and 4th graders are now doubled up in classes. Class sizes will be too big to effectively teach the bike unit, and there won’t be enough bikes available for all students.
- General traffic safety will still continue, with a unit in the spring and a unit in the fall. However, the on-bike safety component has been eliminated because it’s not possible to teach 2 classes at once. If the staffing and scheduling were to change, there is a possibility that this program could be reintroduced.
- No traffic or bike instruction is provided in middle school.
- Multiple kids sometimes ride a single e-bike. Kids have also been observed riding e-bikes with no helmets on sidewalks around town. Few instructions are provided by e-bike rental companies.

STAKEHOLDER 5: DREAM ADAPTIVE

Date: June 5, 2024

Stakeholders: Julie Tickle, Executive Director, Dream Adaptive

Discussion:

- Dream Adaptive provides accessible outdoor recreation to individuals aged 5 and up with disabilities. It serves approximately 350 unique individuals per year, including Whitefish residents and visitors. Its programs are currently full, with a standing wait list.
- Clientele include individuals with physical disabilities such as visual impairment and wheelchair users. However, the program seeks to branch out and serve individuals with cognitive or intellectual disabilities as well.
- The disabled population size in Whitefish is unknown, however approximately 9% of the state populations is mobility challenged.
- Dream uses adaptive mobility equipment to enable participation in recreation activities.
- Improved pedestrian connectivity is needed. An ADA audit with a disabled individual could be beneficial to understand the perspective of people with lived experience. Although the SS4A plan won’t include an ADA audit, this could be a recommendation from the plan.



- Information about pedestrian facility accessibility and locations of connected pathways would benefit the disabled community.
- Safety considerations for disabled individuals should include timing of pedestrian phases at signalized intersections and visibility of individuals closer to the ground in wheelchairs.
- The intersection of Baker Avenue and 13th Street lacks pedestrian accessibility features for individuals traveling between The Wave Aquatic & Fitness Center and Safeway, such as a pedestrian signal with push button. The crossing distance is also too far.
- Dream would like to see better connectivity on Baker Avenue near their shop to enable participants to walk/bike in the area, without having to travel offsite.
- Dream is considering adding accessible transportation (vans/buses with lifts) in the future to better serve their clientele.

STAKEHOLDER 6: SAFE TRAILS WHITEFISH

Date: June 5, 2024

Stakeholders: Rachel Schmidt, Co-Founder, Safe Trails Whitefish

Discussion:

- Whitefish has experienced a population explosion. It is a gateway community with a major highway through the Downtown area.
- Walkability, open space, and recreation are top priorities for the community.
- Near misses and avoidance behavior are common in congested areas. Systemic safety and crash prevention could be an approach to address these issues.
- There is interest in understanding Whitefish transportation safety on a per capita basis.
- There is also interest in understanding where people avoid due to lack of comfort or perceived lack of safety, particularly crossing US 93. This could be a task force assignment. In general, the task force could help collect observations, conduct audits, or collect count data.
- Improved signage and crosswalks would benefit the community.
- Safe Trails Whitefish can assist in messaging the community through its website and social media channels.
- The transportation plan included recommended locations for turn lanes. This plan and others will be consulted for the SS4A plan.
- On Park Avenue, there is a 90-degree turn with a longer S-curve where guardrail can't be placed due to challenges associated with stream permitting. This street is low on the City's list for reconstruction, and there are homes on both sides that would be impacted by any changes. Signage in this area may be beneficial to warn of poor visibility and advise against walking in the roadway. There are no pedestrian facilities.



STAKEHOLDER 7: MIDDLE SCHOOL CROSSING GUARD

Date: June 5, 2024

Stakeholders: Kenneth Ross, Crossing Guard, Whitefish School District

Discussion:

- Ken is a crossing guard at the middle school, primarily at the Kalispell Avenue and 2nd Street intersection. He is responsible for crosswalks in all 4 directions. It is a two-way stop, with stop signs placed on Kalispell Avenue and 2nd Street given right-of-way.
- Traffic continues to increase, with more parents dropping off students.
- Ken stands in the middle of the road to direct students across. He gives bus drivers priority before other vehicles. However, he is not a traffic cop and isn't responsible for directly traffic.
- Speeding is frequent. Some drivers stop in the middle of the crosswalk. People also park right up to the crosswalk limiting visibility, and cars have occasionally parked over the crosswalk.
- It might be worth considering extending the 15-mph speed zone and extending the no-parking zone farther beyond the intersection.
- At the beginning of the school year, it might also be helpful to station a Police Department vehicle at the intersection for 20 minutes during school drop-off to discourage improper driver behaviors.
- Kids walk over to the Foursquare Church in the southeast quadrant of the intersection because they pass out snacks.
- Kids are generally good in terms of safety and being road conscious. They generally get off their bikes and scooters on the school campus.
- It was a community decision to rebuild the middle school in town rather than at the edge of town.
- The school encourages drop-offs on Kalispell Avenue on the east side of the school. A letter is sent to parents with drop-off expectations. Coordination with the City would be beneficial to create a map of safe drop-off zones.
- Ken was nearly hit by a car twice during this school year. One time, a car came speeding toward him and stopped feet away, with kids nearby.
- The School District is worried about kids' privacy and doesn't allow a body camera to catch the near miss events.
- There are traffic safety issues at all 3 schools. Behavior issues could potentially be altered with more education. Perhaps an informational event for parents in the park could be provided on traffic safety at the beginning of the school year with help from non-profit organizations, such as Safe Trails Whitefish.
- There used to be larger signs with flashing lights at the front of the middle school. Additional signage on the highway warning of entering a school zone could be beneficial.
- Ken does already have a flashing paddle. However winterized high-visibility gear including a head lamp, vest/jacket, and gloves/hat would be beneficial for the School District to provide.
- An additional crossing guard at the Kalispell/2nd intersection would be helpful to support Ken.
- Ken does not personally bike on Whitefish roads. He does not feel comfortable or safe, particularly on US 93 and Baker Ave.
- Parking on Central Avenue is angled. It's too tight to reverse and back out into Central. For both drivers and cyclists, it's hard to see when a vehicle is backing up.
- Regarding the intersection of US 93 and Commerce Street to the south, pedestrians commonly cross between the Napa Auto Parts store and the Sportsman & Ski Haus. Right-turn movements on red can be very dangerous for pedestrians at this intersection. Bulbouts could be beneficial.



- Also, the red flashing countdown begins when a pedestrian is only half-way across the US 93/Commerce and US 93/2nd Street intersections. It would be interesting to check pedestrian signal timing at these locations.

STAKEHOLDER 8: MULDOWN ELEMENTARY CROSSING GUARD

Date: July 3, 2024

Stakeholders: Susi Kohler, Crossing Guard, Whitefish School District

Discussion:

- Susi is a crossing guard at the Ashar Avenue and 7th Street intersection. Her duties typically extend for a half hour in the morning and the evening corresponding to school start and end times.
- Susi noted very few drivers go 15 mph on 7th Street as directed by signage. An electric speed feedback sign closer to her crossing could be beneficial. One is already located on 7th Street west of Pine Avenue. Perhaps the City could consider moving closer to the Ashar Avenue crossing.
- Signage indicates no left turns are allowed from 7th Street into the Muldown Elementary School parking lot. However, left-turning vehicles can be sneaky if they don't use a turn signal. Another crossing guard stationed on 7th Street could be beneficial to see the left-turners from all legs. Bullhorns could also be useful to startle and point at drivers. Bricks have been used (humorously) by other communities to encourage drivers to yield at crosswalks. Showing the "brick video" filmed in Vancouver, British Columbia, could be effective.
- A crossing guard used to be stationed at 7th Street / Pine Avenue, however that location was determined to be too dangerous for the crossing guards and children. The designated crossing was moved to 7th Street / Ashar Avenue instead. Perhaps signage should be changed to direct pedestrians not to cross at 7th Street / Pine Avenue during school drop-off/pick-up.
- The stop sign on Ashar Avenue is currently flashing. There is no stop sign on 7th Street at the Ashar Avenue intersection to help with traffic flow during peak congestion.
- People that live in the neighborhood don't like to go around, they prefer to take short-cuts that are not allowed according to signage.
- During the first week of school, it would be good if the Police Department ticketed non-compliant drivers to set the tone for the school year for those refusing to obey signage.
- It might also be helpful to take videos at the beginning of the school year of good versus bad driving behavior and share with parents and high school drivers. Takeaways could include getting off the phone, no coffee, and focusing on safe driving near the schools.
- It might be good to add a sign in the middle of the roadway that state law requires drivers to stop for pedestrians in the crosswalk. It would need to be removed during the winter for plowing but could remain standing for the rest of the year.
- Muldown provided Susi with high-visibility clothing including a coat and snowpants.
- School starts again on August 28, 2024. The SS4A Action Plan schedule will overlap with the beginning of school in the fall. It might be possible to try out some of these ideas.



STAKEHOLDER 9: MT DEPARTMENT OF TRANSPORTATION

Dates: July 8 and September 20, 2024

Stakeholders: Joel Boucher, Missoula District Preconstruction Engineer, MDT
Rebecca Anderson, Missoula District Traffic Engineer, MDT
Vicki Crnich, Statewide and Urban Planner, MDT

Discussion:

- The group discussed a previous meeting with the City of Whitefish and MDT that occurred on July 1, 2024, involving Joel, Rebecca, and Bob Vosen, Missoula District Administrator. During that meeting, MDT and the City talked about forming a Transportation Advisory Committee (TAC). The City already has a lot of committees, and volunteers are stretched thin. However, the TAC will likely need to be a stand-alone committee as opposed to an expansion of the existing bicycle/pedestrian committee since the discussion topics will need to be different.
- MDT clarified that coordination regarding local road projects could be beneficial to ensure plans are aligned. For example, understanding the timing of the City's roadway construction projects could influence timing of MDT actions.
- The City's 2022 Transportation Plan discussed the need for a memorandum of understanding (MOU) with transit partners to enhance transit service and address the desire for a shuttle to the airport. The transit partnership may be a separate effort as described in the 2022 Transportation Plan.
- There may be future opportunities for the communities of Whitefish, Kalispell, and Columbia Falls to talk together with MDT and Flathead County, potentially as part of the Kalispell-Whitefish Access Management Plan led by MDT. MDT noted that within 7 years, the Whitefish/Kalispell area will trigger creation of an MPO. A meeting with MDT, Kalispell, and Whitefish will be needed to understand the implications of this transition. Whitefish is planning to annex Big Mountain in the next few years, which would add to its population.
- It may be possible to pursue formation of a rural transportation organization, however federal regulations are unknown.
- Signal timing was discussed. Rebecca can assist in addressing general City questions, and Brady Pelc is knowledgeable of the signals' electrical components and timing. Brady is currently out of the office, however Richard Dortch may be able to assist as well. Helena Traffic staff would also be able to provide information on the timing of specific phases. It may be beneficial for the City to meet with MDT in person to discuss specific locations. Rebecca offered to participate in a field visit and coordinate as needed with other MDT staff.
- The City has identified multiple intersections on Spokane Avenue where pedestrian crossings feel unsafe. Drivers turn when they have a green light, even where there is a pedestrian walk sign and pedestrians are in the crosswalk. It might help to consider leading pedestrian intervals (LPIs), particularly at 2nd Street and Spokane Avenue, although it is not known how that would affect vehicular timing and operations. The Spokane Avenue and 2nd Street intersection also happens to be near the middle school and is heavily used by students.
- Vehicle traffic regularly backs up on Spokane Avenue from the signal at 2nd Street to 13th Street.
- There was a question about whether the intersection at Spokane Avenue and 13th Street is still on school timing or if that has been adjusted. Brady, Richard, or Helena staff would be able to answer this question.
- The City has heard repeated requests for a longer protected left phase on 2nd Street and Baker Avenue, although that might negatively affect overall operations given how many vehicles use that intersection.



- During the July 1st meeting, the City talked with MDT about pulling certain elements out from the Downtown Highway Study recommendations to create a phased approach to construction. Specifically, the intersection of 13th and Spokane was discussed as a separate project.
- Regarding center medians on the highway, the City would need to hold a public hearing and adopt a resolution to work with MDT on this issue. That would help provide assurance to MDT that businesses would not campaign against MDT action. Landscaping likely would not be included because neither MDT nor the City want to take on maintenance responsibility.
- Regarding the highway couplet, MDT would need written communication from the City to request consideration to reclassify the Baker Avenue corridor from 2nd Street to 13th Street and 13th Street from Baker Avenue to Spokane Avenue as an on-system route (either urban or secondary highway). Currently, Baker Avenue is only classified as an urban route between 2nd Street and 7th Street. South of 7th Street, Baker Avenue is an off-system local roadway, as is 13th Street, making these routes currently ineligible for MDT funding.
- As the SS4A plan identifies potential improvements in areas of MDT jurisdiction, it will be important to caution that additional coordination would be required. Multiple levels of MDT coordination would be needed before a project could proceed on an MDT route. The SS4A plan should not give the impression that identified improvements are assured to move forward. Modifications and compromises would be likely through the MDT coordination process.
- Potential ideas for improvements on MDT routes will be discussed with MDT first before sharing more widely.
- Existing and proposed new bus stops on MDT routes are subject to applicable regulations, policies, and procedures including Montana Code Annotated §61-8-354, MDT's *Bus Stop Review/Approval Requirements*, *Surface Transportation Resource Procedure – MDT Bus Stops*, and MDT's standard encroachment requirements, as applicable. Any changes to an existing stop would trigger MDT review and approval.
- The US 93 intersection at 13th Street is a priority location for the City. Design was initiated years ago with some early drawings, however MDT advised that a new design process would likely be required moving forward.
- The City intends to establish a Transportation Advisory Committee (TAC) to build support for critical improvement projects.
- If the City pursues a request to convert Baker Ave and 13th St to on-system routes, an urban route designation could be considered if it meets the appropriate functional classification. Secondary highway designation can only be applied outside urban boundaries.
- Additional education is needed to inform motorists of pedestrian usage on US 93, especially in the downtown area. Right-on-red turning maneuvers can be particularly dangerous if drivers do not see pedestrians in crosswalks.
- The City may be interested in coordinating with MDT to pursue implementation grant funding for improvements on MDT routes. Matching funds would need to be identified.



STAKEHOLDER 10: BIG MOUNTAIN COMMERCIAL ASSOCIATION

Dates: August 13 and 27, 2024

Stakeholders: Kim Wortman, Executive Director, Big Mountain Commercial Association

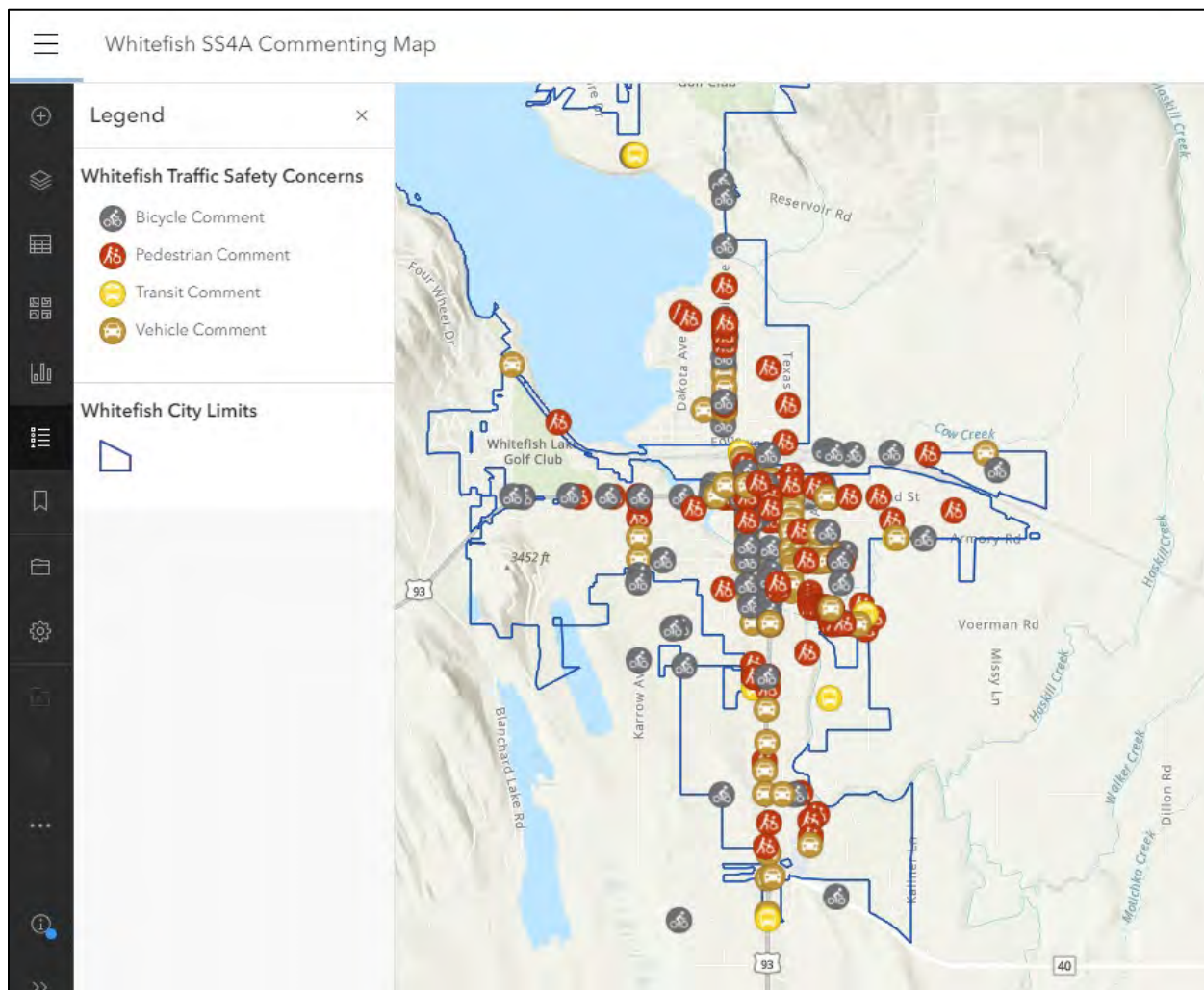
Discussion:

- The Big Mountain Commercial Association (BMCA) operates the Shuttle Network of Whitefish (S.N.O.W.) Bus, which provides free rides between Whitefish Mountain Resort and downtown Whitefish during the resort's winter and summer operating seasons.
- BMCA and the City of Whitefish would like to encourage increased usage of the service. However, public feedback has indicated that additional locker storage space is needed at the mountain to minimize the need to carry skis and boots on the bus. Additionally, safety issues at bus stops have been cited.
- There is limited infrastructure in place at the fixed S.N.O.W. bus stops and the stop types and level of pedestrian connectivity vary.
- In particular, there are two stops that are challenging for BMCA in terms of connectivity and safety. Currently, the stops at The Pine Lodge and The Lodge at Whitefish Lake require the bus to stop in the travel lane on Spokane Avenue and Wisconsin Avenue, respectively, at locations with connected sidewalk. Traffic volumes are high in these locations. One of the main concerns is that riders get on and off the bus in the dark, and vehicles may not see people crossing the road. The stops do not provide adequate lighting, pavement markings, and/or signage to facilitate pedestrian crossings. There have been several complaints about safety at these transit stops.
- The Lodge at Whitefish Lake is the last stop before the bus heads up the hill. Drivers stay fully in the lane to prevent being passed by other cars. Cars are used to stopping behind the bus. Bus riders wait on the side of the road. The Lodge has indicated it would not want to use parking areas to facilitate a stop, and turning movements into and out of parking areas would likely be difficult for the buses.
- Preliminary drawings were developed to improve the stop at The Lodge at Whitefish Lake, however the Lodge and other stakeholders opposed the plans due to excessive impacts to trees, increased pavement area, and other factors.
- At The Pine Lodge, riders wait at the intersection of US 93 and 9th Street. The bus stops in the travel lane, and riders cross the street in order to load/unload from the bus.
- There is no funding identified for infrastructure improvements at the stops, however BMCA and the lodges may be able to contribute funds. Maintenance agreements need to be discussed as well.
- Rocky Mountain Transportation has historically provided the S.N.O.W. buses, however it was recently sold. New owners have indicated they intend to keep the company name and continue operations.



COMMENTING MAP SUMMARY

An interactive commenting map hosted on the ArcGIS platform allowed the public to share feedback throughout the planning process. Users could leave notes, highlight areas of concern, and engage with others' comments. During the study, 322 unique comments and 27 replies were posted (including a repeated comment and a correction to a typographical error), garnering an additional 97 likes. Notably, comments related to pedestrian and bicycle issues accounted for the majority, making up 70 percent of the total feedback. This platform facilitated valuable community input and helped effectively shape the Action Plan.





Map Comments

ID	Type	Comment & Replies	Likes
1	Bicycle	Bike and pedestrian hazard for kids getting to school from O'Brien/sawtooth dr area. Terrible cross walk and dangerous traffic crossing and flow. Need a better crossing of hwy 93 for kids to get to school	3
		<i>Reply 1A: I would like to second this comment. It is a major intersection into Whitefish, especially at the end of the school day and it can be very dangerous.</i>	
		<i>Reply 1B: This is one of the worst pedestrian crossings in Whitefish. It is across the 5-lane wide highway, rather than the 3-lane wide portion across the street. It conflicts w/ people trying to turn R or L onto 93, and NB traffic turning R onto 13th doesn't stop</i>	
2	Pedestrian	Need a sidewalk on O'Brien to connect to sidewalk between sawtooth dr and w 7th	2
3	Pedestrian	only a 2 way stop, needs to be a 4 way stop	0
4	Pedestrian	Doesn't have a crosswalk at this intersection, kids walk to school	0
5	Bicycle	Crossing for bikers and baby strollers taking the path to the lake, very busy street, poorly marked crossing, needs flashing lights and clear crosswalk/signs	3
6	Pedestrian	Crosswalks have all but dissapeared due to plowing and traffic, need to repaint ASAP	5
7	Pedestrian	Crosswalk has all but disappeared due to plowing and heavy traffic, need to repaint ASAP	0
8	Pedestrian	No sidewalk on this side of the street - there's a preschool across from the HS but no way to walk there safely.	2
9	Vehicle	Signage for what East/West bound lanes go straight/turn needs to be much clearer (road markings are worn off, signage is small). This is a unusual configuration and often out of towners are confused. Will cause accidents.	4
10	Transit	We need a shuttle from Whitefish to the Airport. Our parking lot is already very crowded, and it is just going to get worse and worse.	0
11	Bicycle	Stairs, lack of connectivity for transportation and recreation, lack of accessibility	1
12	Pedestrian	Stairs, lack of connectivity for transportation and recreation, lack of accessibility	0
13	Transit	Stairs, lack of connectivity for transportation and recreation, lack of accessibility	4
14	Pedestrian	need a crosswalk for employees and patrons - no other crosswalks close by to safely cross baker.	1
15	Vehicle	People use 7th and Karrow/Blanchard Lake to bypass downtown Whitefish. Many speeders on these roads and many stop sign runners at the 4way intersection of 7th/Karrow	2
16		Veterans Bridge stairs, are dangerous and inaccessible and the only other option is to cross a street that is busy with no crosswalk.	6
17	Bicycle	Whitefish desperately needs a separated biking/walking path along Edgewood from E Texas Ave to 2nd St	2
		<i>Reply 17A: Huge need to have a bike path on Edgewood Ave to intersection on E 2nd</i>	

ID	Type	Comment & Replies	Likes
18	Bicycle	There currently is no safe biking path on Karrow Ave south of W 7th. This is a super dangerous (but beautiful and tempting) route to bike on.	2
19	Pedestrian	Too wide of road, too narrow bike path and sidewalk on Baker Ave Overpass <i>Reply 19A: agreed, glad there are plans to fix that</i>	2
20	Pedestrian	No sidewalk on Denver from Texas Ave to Wisconsin Ave. With new development in this neighborhood there is an increased number of people walking and their only option is the street. There is no sidewalk. I would propose a shared use path.	1
21	Pedestrian	There is no sidewalk or shared use path between W 2nd and W 7th. It would be great to have a path connecting the two as this is a very busy road and a dense residential area.	0
22	Pedestrian	Vehicles on green light turning and not aware of pedestrians crossing. Green arrow time too short, vehicles then rushing through green light to turn <i>Reply 22A: Green arrow for Southbound traffic only lasts one or maybe two cars in the afternoon causing cars to run red lights in a high pedestrian area.</i> <i>Reply 22B: Also, pedestrians crossing Baker cause a backup of west facing cars trying to turn right to the overpass, leading to grid lock. Maybe a signal that allow some vehicles to turn right then let pedestrians cross.</i>	1
23	Pedestrian	No sidewalk for families walking to and from Muldown	1
24	Pedestrian	The walk cycle is very short	0
25	Bicycle	missing the connection to the trail to the beach - the road crossing is dangerous for kids and the hill goes right into a busy road	2
26	Bicycle	Vehicles crossing path	0
27	Bicycle	No bike lane in front of Marcus and Railway to connect with bike lane over viaduct. Wide entrance/exit from Marcus onto Baker make it dangerous for bikes.	2
28	Bicycle	No bike lane on narrow street. Cars cannot see bikers when backing up into the roadway. Suggest one way road with designated bike lane.	1
29	Pedestrian	If we want to be a walkable/bikable/accessible community, we need more cross walks, and traffic calming actions along highway 93. It is only a matter of time until someone crosses 93 and gets hit and killed by a car!	1
30	Vehicle	Although the speed is 25 mph, cars regularly are going 35-40mph. Traffic calming patters such as a protected bike lane would be helpful to ensure that the road is safe to not only vehicle drivers, but bikers and pedestrians as well. <i>Reply 30A: Agreed</i>	0
31	Bicycle	Blind curve: this road is a great access point for bikers and pedestrians going to places like Haskill Creek, the Under the Big Sky Fest, and those who live in the Trailview and Creekview neighborhoods.	1
32	Pedestrian	There are no crosswalks between 13th St and 6th St, though there are plenty of reasons for pedestrians to cross the road in this area (convenience stores, bus stop, etc).	2

ID	Type	Comment & Replies	Likes
		<i>Reply 32A: This is a popular Snow Bus pickup and drop off location. There is no crosswalk. The bus drivers have noticed it is a dangerous crossing especially for young people crossing at the end of the day (when it is dark) to the east side of the road.</i>	
33	Bicycle	This entire bicycle path needs to be protected from vehicle traffic and from turning vehicles. It is an accident waiting to happen.	2
34	Bicycle	Elevated road next to unprotected bike path in this area could lead to a catastrophic accident should a vehicle lose control on the turn.	1
		<i>Reply 34A: bikes need to be very careful approaching the Reservoir rd intersection when traffic is busy, more warning signs for the bike path needed.</i>	
35	Pedestrian	This entire corridor needs improved bicycle/pedestrian infrastructure. Traffic speeds (and noises) need to be calmed as well. The best option for cycling is a sidewalk, and it is not pleasant to walk or ride a bicycle in this area, which limits use.	2
36	Bicycle	Connection needed to this path to the west (not through Creekwood).	0
37	Vehicle	Speed should be lowered to below 45mph, there are vehicle accidents regularly, and with the 93&40 development approved the risk will go up of biking and pedestrian injuries crossing the 4 lanes of traffic.	0
		<i>Reply 37A: As more businesses open on 93, it is increasingly difficult for cross traffic and pedestrians to safely cross the highway.</i>	
38	Pedestrian	We need more cross walks up and down this part of highway 93. With Housing, the river, and businesses along this road creating many reasons for people to cross this road. It may be a highway, but it is a street that goes through town.	0
39	Bicycle	The width of this road seems to incentivize people driving much faster than 25 mph. Traffic calming would help protect cyclists on the road and pedestrians, specifically kids walking to and from schools, from potential harm. Protected bike lane maybe?	1
		<i>Reply 39A: I always worry about getting doored by a parked car while I'm biking in the bike lane, as the bike path is right up against driver side. Also, there is no good option for bikes as they approach the stop light from the east, the bike lane ends</i>	
40	Vehicle	Blind curve-risk for vehicle collision, also potential harm to cyclists and pedestrians as well	0
41	Pedestrian	A common road for people walking and riding bikes, little shoulder for safety	0
42	Vehicle	After watching a car crash in front of Bonsai, that would have come extremely close to hitting pedestrians/cyclists had their been people on the path. It seems like speeds being reduced to 25 mph would help reduce risk for vehicle and pedestrian/cyclist.	1
43	Vehicle	No turning lanes in heavily trafficked area	0
44	Pedestrian	Speeding cars never stop at signs	0
45	Bicycle	Speeding	0
46	Pedestrian	Speeding cars Never looking on Cell phones driving	1
47	Pedestrian	Kids playing Drivers Speeding on Cells	1
48	Pedestrian	Drivers Speeding	1
		<i>Reply A: Driver's speeding, especially in the late afternoon</i>	

ID	Type	Comment & Replies	Likes
49	Bicycle	Existing multiuse path needs to be protected from traffic and another lane needs to be constructed on the other side of Wisconsin.	3
50	Pedestrian	Need to add mechanism to stop traffic for pedestrians trying to walk across Wisconsin.	2
		<i>Reply A: some cars slow and stop, others speed through here,</i>	
51	Bicycle	Need to lengthen protected bike lane.	0
52	Bicycle	Need protected bike lane and bike racks, otherwise downtown is nearly unusable as a cyclist.	1
53	Pedestrian	Not a lot of traffic down this street. Could this small section become car-free and allow Jersey Boys and Bang Bang to put outdoor seating?	1
		<i>Reply A: for bikes coming from or going to east 2nd, a route is needed from the Spokane/2nd St stoplight to the underpass. Perhaps along the front of WMS and then along Railway St</i>	
54	Bicycle	Need protected bike lane and more bike racks.	0
55	Bicycle	Repurpose alleyways for bike and foot travel - regrade and add bright lights.	1
		<i>Reply A: How are the businesses going to get their deliveries, currently the trucks deliver through the alleys so they don't block the congested roads.</i>	
56	Pedestrian	I try to cross 2nd here with my dog and there is no sidewalk on the South side of Karrow and no cross-walk over 2nd. It makes it EXTREMELY dangerous. I end up waiting 5min road side as no one stops for peds :(3
57	Pedestrian	Please install sidewalk!	0
58	Bicycle	Protected bike lanes going east and west to connect this side of Whitefish with downtown.	0
59	Bicycle	Extend river path under highway to connect with southeastern section of Whitefish.	0
60	Vehicle	Vehicle congestion during rush hour is horrible. Replace the 4-way stop with a roundabout.	1
		<i>Reply 60A: Agreed. Traffic circles are proven to be safer and more efficient.</i>	
		<i>Reply 60B: Agreed, it is time for the 4way by the Wave to go and instead a traffic circle would help move traffic along significantly.</i>	
		<i>Reply 60C: Agreed, it is time for the 4way by the Wave to go and instead a traffic circle would help move traffic along significantly.</i>	
61	Pedestrian	No sidewalks & dangerous road curve puts numerous people at risk daily - walkers, runners, kids on bikes. Some parents direct their kids to stay on the "inside curve" side of road but this is very risky - no shoulder. Cars go off the road often in winter.	0
		<i>Reply 61A: yes, a risky and busy spot for walkers and bikers , cars carry a lot of speed into that blind corner</i>	
62	Pedestrian	Cars take sharp turns fast and cut into other lanes. Danger for pedestrians! Please continue sidewalk from Creekview and onto Park.	0
63	Pedestrian	Prioritize utilizing alley ways to be utilized as pedestrian and biking paths, and when approving new developments requiring alleyways to mimic traditional neighborhoods. Alleys allow for safety and connectivity lowering risks.	0

ID	Type	Comment & Replies	Likes
64	Bicycle	Add signage that indicate bikers can access Whitefish Trails from this turn. The access to trails from 93 has no bike path and blind hill/curve	1
65	Vehicle	MDOT redesign 93 to have center medians that slow traffic, make area more walkable, bikeable or create frontage roads on either side of highway that allow for slower speeds accessing businesses on sides and keeps flow for thru traffic.	0
66	Vehicle	Vehicles, of all kinds travelling too fast and ride up on your bumper if you do not move along at the speed they thing you should.	0
67	Pedestrian	Drivers on cell phones driving way over speed limit	0
68	Pedestrian	Speeding	0
69	Bicycle	Speeding	0
70	Pedestrian	<p>Myself/roommates who live in neighborhood by Duck Inn have almost been hit multiple times while crossing 93 towards Safeway. Easy solution eliminate the crosswalk on the 4 lanes on 93 and create new cross walk across 2 lanes towards Stockman Bank.</p> <p><i>Reply 70A: I have watched elderly bicyclists and pedestrians come close to being hit at this intersection a few times. It is a popular crossing to access The Wave.</i></p> <p><i>Reply 71B: would an island for pedestrians and bikers be possible?</i></p>	1
71	Bicycle	Stop signs for bikes at traffic intersections on biking/walking paths	1
72	Bicycle	Need a dedicated bike path for students riding bikes to school that is well marked and guarded with physical barriers	0
73	Vehicle	With ski traffic and summer traffic it becomes challenging for vehicles to cross, or turn in either direction. Long term a roundabout would be an awesome addition that would help with traffic calming and allow for a flow of traffic off of side roads.	0
74	Vehicle	with cars parked on the sides can't see whose coming	0
75	Pedestrian	<p>Terrible place to cross the street. When cars are parked on the curb, pedestrians have to walk pretty far out into the street to lookout for oncoming traffic.</p> <p><i>Reply 75A: yes a pedestrian crosswalk here is needed</i></p>	1
76	Pedestrian	This is a highly trafficked area especially during school. We have called the police to come and deter fast drivers on narrow streets. They have documented all of this. Frequently the 3 way stop is not adhered to. Speed limit should be decreased	0
77	Pedestrian	Speed approaching a pedestrian crossing is often excessive and makes crossing on bike path dangerous	0
78	Bicycle	cars exiting this parking lot tend to jut out into the pedestrian lane before looking, especially at the bushy spruce tree.	0
79	Bicycle	bikes tend to cruise through this intersection but cars from reservoir road might not see them .	0
80	Pedestrian	This blind corner is dangerous for everyone including pedestrians, bikes, and cars. It is also especially dangerous in the winter because cars often slide off the road. This area needs a sidewalk and a guardrail.	0
81	Pedestrian	When 93&40 apartments are built, the risk for pedestrian and bicycle serious injury/death if the cross walks are not built intentionally-like a pedestrian island. No right turns when cross walk is green, etc.	1
82	Bicycle	Bike Path	1
83	Bicycle	Bike Path	1

ID	Type	Comment & Replies	Likes
84	Bicycle	Regulate bike use on paths	0
85	Bicycle	Bike Path	0
86	Pedestrian	Safe crosswalk 3rd & Baker	1
87	Bicycle	Calm traffic - bike path	0
88	Bicycle	Bike path to Highway 93 must bike path south 93	0
89	Transit	Landscaped Median	0
90	Pedestrian	More Sidewalks	0
91	Pedestrian	Pedestrian safety	0
92	Transit	This corner is a disaster, it needs to be updated and turned into a oneway	0
93	Pedestrian	Sidewalks on all blocks around schools	0
94	Transit	turn lanes are opposite	0
95	Transit	Roundabout	0
96	Vehicle	Lower speed limit to 20MPH throughout downtown core	0
97	Pedestrian	2nd St & Baker - Pedestrian Safety	0
98	Pedestrian	Add 2nd viaduct	0
99	Vehicle	High speed road	0
100	Bicycle	Bike path to Columbia Falls	0
101	Pedestrian	Pedestrian, Railway/Baker to Viaduct (east), Baker/2nd St intersection, Spokane/2nd intersection	0
102	Pedestrian	Cars ran stop at intersection on Dodger Lane, skateboarders on Wedgewood are coming through intersection. Vegetation at intersection makes visibility	0
103	Transit	school traffic bypass	0
104	Vehicle	Reduce speed Safeway to highway 40 - 45mph to 25mph	0
105	Vehicle	Roundabout	1
106	Bicycle	Bike/Ped Path	0
107	Transit	Traffic light bike/ped crossing	0
108	Bicycle	Bike path	0
109	Pedestrian	places for seniors to recreate close to home safe & comfort	1
110	Pedestrian	dev. ped. expanding for all uses	1
111	Bicycle	speed bumps on Columbia makes stop signs north/south so bike paths can flow to schools	0
112	Bicycle	complete "promenade" protected bikeway around downtown	0
113	Bicycle	safe crossing on Spokane for bikes	1
114	Pedestrian	2nd and Spokane / 93 intersection very unsafe for pedestrian and often gridlock	0
115	Pedestrian	change signal to "all direction walk" on 2nd st intersections	0
116	Pedestrian	ped/non mot very dang	0
117	Vehicle	underpass	0
118	Pedestrian	lights and traffic for walkers	0
119	Bicycle	police on bikes plus modeling proper riding not on sidewalks	0
120	Bicycle	ebikes of all kinds on sidewalks	0
121	Bicycle	bikers on sidewalks	0
122	Bicycle	road lines need to be painted, crosswalks, bike paths - yearly	0
123	Pedestrian	Walgreens intersection is not safe for drivers E to W traffic or walkers and bikes 13th	1



ID	Type	Comment & Replies	Likes
124	Vehicle	one way roads in/out of schools	0
125	Bicycle	more bike racks	0
126	Vehicle	13th and 2nd Spokane the left turn lanes that u can turn left or go straight is horrible not normal traffic flow	0
127	Vehicle	rumble strips on curve	0
128	Pedestrian	lights	0
129	Pedestrian	lights	0
130	Vehicle	safety	0
131	Vehicle	lights	0
132	Bicycle	PD Comment	0
133	Vehicle	PD Comment	0
134	Transit	PD Comment	0
135	Bicycle	PD Comment	0
136	Bicycle	PD Comment	0
137	Bicycle	PD Comment	0
138	Pedestrian	PD Comment	0
139	Pedestrian	PD Comment	0
140	Pedestrian	PD Comment	0
141	Pedestrian	PD Comment	0
142	Pedestrian	PD Comment	0
143	Pedestrian	PD Comment	0
144	Vehicle	PD Comment	0
145	Vehicle	PD Comment	0
146	Vehicle	PD Comment	0
147	Vehicle	PD Comment	0
148	Transit	PD Comment	0
149	Vehicle	PD Comment	0
150	Transit	PD Comment	0
151	Transit	PD Comment	0
152	Vehicle	PD Comment	0
153	Vehicle	PD Comment	0
154	Vehicle	PD Comment	0
155	Transit	PD Comment	0
156	Vehicle	PD Comment	0
157	Vehicle	PD Comment	0
158	Vehicle	PD Comment	0
159	Vehicle	PD Comment	0
160	Vehicle	PD Comment	0
161	Vehicle	PD Comment	0
162	Vehicle	PD Comment	0
163	Vehicle	PD Comment	0
164	Vehicle	PD Comment	0
165	Vehicle	PD Comment	0
166	Vehicle	PD Comment	0
167	Vehicle	PD Comment	0
168	Vehicle	PD Comment	0



ID	Type	Comment & Replies	Likes
169	Vehicle	PD Comment	0
170	Vehicle	PD Comment	0
171	Vehicle	PD Comment	0
172	Vehicle	PD Comment	0
173	Vehicle	PD Comment	0
174	Vehicle	PD Comment	0
175	Vehicle	PD Comment	0
176	Vehicle	PD Comment	0
177	Pedestrian	PD Comment	0
178	Bicycle	PD Comment	0
179	Vehicle	PD Comment	0
180	Vehicle	PD Comment	0
181	Vehicle	PD Comment	0
182	Vehicle	PD Comment	0
183	Vehicle	PD Comment	0
184	Pedestrian	PD Comment	0
185	Vehicle	PD Comment: Crash Area	0
186	Pedestrian	PD Comment: School Safety	0
187	Pedestrian	PD Comment: School Safety	0
188	Bicycle	PD Comment	0
189	Pedestrian	PD Comment	0
190	Transit	PD Comment	0
191	Vehicle	PD Comment	0
192	Pedestrian	PD Comment: School Safety	0
193	Pedestrian	PD Comment: School Safety	1
194	Vehicle	PD Comment	0
195	Bicycle	PD Comment	0
196	Bicycle	PD Comment	0
197	Bicycle	PD Comment	0
198	Bicycle	PD Comment	0
199	Bicycle	PD Comment	0
200	Bicycle	PD Comment	0
201	Bicycle	PD Comment	0
202	Bicycle	PD Comment	0
203	Bicycle	PD Comment	0
204	Bicycle	PD Comment	0
205	Bicycle	PD Comment	0
	Transit	PD Comment	0
207	Pedestrian	PD Comment	0
208	Pedestrian	PD Comment	0
209	Pedestrian	PD Comment	0
210	Pedestrian	PD Comment	0
211	Pedestrian	PD Comment	0
212	Pedestrian	PD Comment	0
213	Pedestrian	PD Comment	0
214	Pedestrian	PD Comment	0



ID	Type	Comment & Replies	Likes
215	Pedestrian	PD Comment	0
216	Pedestrian	PD Comment	0
217	Pedestrian	PD Comment	0
218	Pedestrian	PD Comment	0
219	Pedestrian	PD Comment	0
220	Pedestrian	PD Comment	0
221	Pedestrian	PD Comment	0
222	Pedestrian	PD Comment	0
223	Pedestrian	PD Comment	0
224	Pedestrian	PD Comment	0
225	Pedestrian	PD Comment	0
226	Pedestrian	PD Comment: School Safety	0
227	Pedestrian	PD Comment: School Safety	0
228	Vehicle	PD Comment	0
229	Vehicle	PD Comment	0
230	Vehicle	PD Comment	0
231	Vehicle	PD Comment	0
232	Pedestrian	PL/PK comment: make this connection	0
233	Pedestrian	PL/PK comment	0
234	Pedestrian	PL/PK comment	0
235	Pedestrian	PL/PK comment	0
236	Pedestrian	PL/PK comment: sharro on LaBrie (crosswalk on LaBrie)	0
237	Pedestrian	PL/PK comment: crossing to ice den - people stay on east side (needs sidewalk)	1
238	Pedestrian	Green arrow for cars turning left while pedestrians have a "walking man".	0
239	Pedestrian	Pedestrian lights do not come on both sides of street unless button is pushed, leading to delays for pedestrians who then choose non-lighted intersections.. Ped light that stops all directions would allow for diagonal	0
240	Vehicle	Cars block intersection when backed up on this street	0
241	Pedestrian	Cars do not stop for pedestrians even when already crossing crosswalk	0
242	Pedestrian	cars do not stop for pedestrians even when already in crosswalk. Some speed up to get through before they might hit you	0
243	Bicycle	Bike lane over river bridge is too narrow for two-way bike/ped traffic	0
244	Bicycle	PK/PL Comment: sidewalk descends & ped walk along road--connect to woodside and/or signage @ Wisconsin & Edgewood	0
245	Bicycle	PK/PL Comment: slip lane	0
	Pedestrian	PK/PL Comment	0
247	Bicycle	PK/PL Comment	0
248	Bicycle	PK/PL Comment	0
249	Bicycle	PK/PL Comment	0
250	Bicycle	PK/PL Comment	0
251	Pedestrian	PK/PL Comment <i>Reply 251A: Cars driving north cannot see pedestrians soon enough. Cars trying to cross heading east also have low visibility when traffic is backed.</i>	0



ID	Type	Comment & Replies	Likes
252	Bicycle	PK/PL Comment	0
253	Pedestrian	PK/PL Comment: parking garage	0
254	Pedestrian	PK/PL Comment: southside of intersection - dangerous ped signal	0
255	Bicycle	PK/PL Comment	0
256	Bicycle	PK/PL Comment	0
257	Pedestrian	PK/PL Comment: cans don't stay at crosswalk	0
258	Bicycle	PK/PL Comment	0
259	Bicycle	PK/PL Comment	0
260	Pedestrian	PK/PL Comment: No sidewalk cars don't stop at stop sign	0
261	Pedestrian	PK/PL Comment	0
262	Bicycle	PK/PL Comment: only 3-way stop	0
263	Pedestrian	PK/PL Comment: need sidewalk northside	0
264	Bicycle	PK/PL Comment: trail ends	0
265	Bicycle	PK/PL Comment: narrow	0
266	Bicycle	PK/PL Comment	0
267	Bicycle	PK/PL Comment	0
268	Bicycle	PK/PL Comment	0
269	Bicycle	PK/PL Comment	
270	Pedestrian	PK/PL Comment	0
271	Bicycle	PK/PL Comment: whitetail ridge	0
272	Pedestrian	Lack of sidewalks along the road force pedestrians and cyclists into the street	1
273	Vehicle	folks drive very fast to drop their kids off at school. perhaps speed bumps would help this.	0
274	Bicycle	it feels as if people don't know how to drive around bicycles and also that bicycles don't follow road rules. do kids learn proper biking etiquette in schools here? can we start an advertising campaign that teaches everyone bike/car rules that keep us safe	0
275	Pedestrian	horribly unsafe place for people to cross and they do it often.	0
276	Pedestrian	I love the pass under the viaduct! I use it everyday on my commute to work because it feels like the safest option.	2
277	Pedestrian	Crossing to trails systems- need a flash sign and crossing 2nd from karrow <i>Reply 277A: 2nd this - would love a cross-walk flashing sign here</i>	1
278	Pedestrian	This is a terrible crossing. Cars turning right onto Spokane often disregard pedestrians and I have had and witnessed numerous close calls.	0
279	Pedestrian	This intersection is difficult to cross. Cars turning right often nearly miss pedestrians crossing.	0
280	Vehicle	The vegetation at this corner make it very difficult to safely cross this intersection	0
281	Bicycle	E 1st street needs the sidewalk to go all the way to Pine to provide a safe route to school	0
282	Pedestrian	Rarely does anyone let pedestrian cross here, definitely needs repainted and possible a flashing sign to get the attention of the folks turning from second and speeding up.	2

ID	Type	Comment & Replies	Likes
		<i>Reply 282A: I second this. I use this cross walk and it's amazing how many people do not stop when pedestrians are about to cross. DEFINITELY needs a flashing sign.</i>	
283	Pedestrian	E 1st street needs the sidewalk to continue all the way to Pine and then Pine to 2nd to provide safe passage for the students who walk this path. The grade school students walk this route to the track during school.	0
		<i>Reply 283A: Couldn't they use the sidewalk on 2nd street?</i>	
284	Pedestrian	It would be nice to see sidewalks extend the length of Park at least on one side of the street for kids walking/riding bikes to school and also walking in the winter	0
285	Vehicle	Good majority vehicle going too fast, what if we made park areas (like schools zone) 15mph	0
286	Pedestrian	Crossing here can be a little tricky and is used quite often	0
287	Vehicle	The side of the road is often used as a turn lane or a second lane to go straight. Needs clarification if it is a bike lane.	0
288	Pedestrian	Lack of crosswalk or assistance with road crossing	0
289	Pedestrian	Unsafe crossing, no one stops	0
290	Bicycle	Adding bubble mirrors on both ends of the underpass would improve sight lines. People on the path (not going through the underpass) tend to go fast because of the hill. It is hard to see when you're coming out of the underpass.	0
291	Vehicle	Parked vehicles on the north east corner of Miles Ave and 2nd St block sight lines for vehicles pulling out of Miles Ave. Maybe have a little more space without parking before the corner.	0
292	Pedestrian	Sidewalk ends, and bike path gets narrowed on the west side of the street	0
293	Pedestrian	Many vehicles do not stop at this stop sign. Many kids play out in this neighborhood and with the new sidewalk/path, increased foot traffic. Very dangerous.	0
294	Vehicle	During the school year this intersection is very congested. The pedestrians cannot safely cross Fir or 2nd because the cars crossing 2nd from Fir heading south cannot see them & the drivers often make unsafe choices when traffic is not clear.	0
295	Pedestrian	This intersection has low visibility for drivers crossing 2nd heading south to Fir. They cannot see pedestrians crossing from the east side of South Fir to the right side of South Fir. This intersection has low visibility and pedestrians are not safe here.	0
296	Pedestrian	Safety of pedestrians accessing bus stop	0
297	Pedestrian	As parking needs grow for local businesses, it would be nice to have sidewalks the full length of the block between 93 and Kalispell. Folks using the bus stop in the winter have to walk in the road until the sidewalk starts, outside parked vehicles.	0
298	Vehicle	Could these streets be made into one ways and slowed down, don't know how many times I've almost been hit by someone speeding down the road and vehicles parked on both sides theres no room for two way.	0
299	Bicycle	E-bikes going too fast on paths shared by pedestrians, post speed limit signs and keep them off the sidewalks in town, anything with a motor should be on the road/bike lane.	0

ID	Type	Comment & Replies	Likes
300	Pedestrian	Pedestrian Crossing	
301	Vehicle	Not stopping for pedestrians & Bikes	0
302	Bicycle	Extend Bike/Ped Path along Edgewood	0
303	Pedestrian	It would be great if pedestrians had their own light on second street at Baker and Main. They would walk all ways on their own light and traffic could flow better.	0
304	Pedestrian	Speeding on JP Road near River trail	0
305	Bicycle	Speeding on JP Road	0
306	Vehicle	Speeding on JP Road	0
307	Vehicle	this area is either slammed with people or quiet... it is a combination of elderly, kids, business and residential and it needs to be a controlled intersection especially with the expansion of the Springs	0
308	Pedestrian	very large increases in seasonal traffic as well as population growth has made our main routes for traffic busy to the point of unuseable, walking and miking is the only way to efficiently move around town a complete pedestrian arterie is needed	0
309	Pedestrian	hard to get cars to stop, the signs are often covered by branches from trees	1
310	Vehicle	left turns on Skyles need to stop	0
311	Pedestrian	using sidewalks to cross 2nd from karrow to access trails system	1
312	Bicycle	crossing 2nd on bikes	0
313	Bicycle	no shoulder/bike lane for rides	0
314	Vehicle	High speeds on this road, even during construction	0
315	Pedestrian	Crosswalk does not have great visibility and cars do not typically stop. Would be better to have a flashing light or a sound.	0
316	Bicycle	E-Bikes travelling at high speeds on sidewalk present a safety concern to pedestrians and themselves. Sidewalk laws are not actively enforced. Recommend banning e-bikes from all sidewalks.	0
317	Pedestrian	No pedestrian crossing across 2nd at Wild Rose. Lots of kids from neighborhood trying to get to school.	1
318	Pedestrian	People nearly hit me every day on the cross walk in front of La crema. Even after I hit the flashing lights button. Everyone ignores it. My foot was clipped by a car in June	0
319	Pedestrian	Speeding vehicles all year, but especially concerning during school. Despite what the city says, speed humps and plowing do mix... city of buffalo just completed a trial period on this and found now issue	0
		<i>Reply 319A: *found NO issue</i>	
320	Vehicle	Need a signal here	0
321	Pedestrian	No crosswalk to safely cross at the intersection of Baker and Commerce. No one stops, and there are business on either side of the streets that use street parking.	0
322	Bicycle	New pavement required for any wheeled device to safely cross	0
TOTALS		322 Total Comments 27 Replies (1 repeated reply, 1 correcting a typographical error) 78 Vehicle Comments 15 Transit Comments 136 Pedestrian Comments 93 Bicycle Comments	<u>PD</u> : Police Department <u>PK/PL</u> : Parks & Planning Depts



PUBLIC OUTREACH SUMMARY

Public Meeting #1

MEETING OVERVIEW

The City of Whitefish hosted a public informational meeting on June 5, 2024. The purpose of the meeting was to provide an overview of the Safe Streets for All (SS4A) Action Plan process, share initial findings from the safety data analysis, and offer an opportunity for the public to ask questions and share feedback. The meeting was formatted as an open house with drop-in hours from 4:00 PM to 7:00 PM. No presentation was provided.

A welcome station included a sign-in sheet and handout card with a QR code linking to the website and online map. Exhibits providing an overview of the SS4A process and crash data were set up around the Council Chambers. Multiple interactive stations included a word cloud exercise, focus areas voting, whiteboard, and commenting map. City of Whitefish and consultant staff were available to answer questions and gather input from the public.



MEETING DETAILS

Date: June 5, 2024

Time: 4:00 PM – 7:00 PM

Location: Whitefish City Hall, 418 E. 2nd Street, Council Chambers

PUBLIC NOTICE

Public notice was provided in multiple formats in advance of the informational meeting. A news release was issued to the *Whitefish Pilot*, and City of Whitefish staff conducted an interview for a *Whitefish Pilot* feature article. Notice was also provided on posters placed around town, social media posts on the City of Whitefish and Safe Trails Whitefish channels, and handouts provided at the June 4th Walk N Roll event in downtown Whitefish. Electronic notice was also posted to the study website.



ATTENDEES

A total of 28 people signed in at the open house, and additional attendees were present but chose not to sign in. The following study advisory committee representatives attended the meeting.

- | | | |
|---------------------|--|--------------------|
| • Karin Hilding | Engineering & Sustainability Project Manager | City of Whitefish |
| • Craig Workman | Director of Public Works | City of Whitefish |
| • Rhonda Fitzgerald | Business Owner | Heart of Whitefish |
| • Antonia Malchik | Member | Connect Whitefish |
| • Riley Polumbus | Marketing & Community Relations | Logan Health |

MEETING MATERIALS

A handout was prepared for the meeting announcing the planning effort and providing contact information and a QR code to access the interactive commenting map on the website. For the in-person open house, a series of exhibits were prepared summarizing the SS4A process and initial findings from the data review. Copies of the handout and exhibits were posted to the study website following the meetings.

WORD CLOUD EXERCISE

An interactive station was set up for people to provide responses to the question “*What are the primary causes of crashes in Whitefish (in your opinion)?*” A total of 38 responses were recorded, with some topics receiving multiple responses as noted in bold with the number of responses indicated. Topics are listed alphabetically below.

- | | | |
|-------------------------------------|-----------------------------------|--|
| • Alcohol | • Ice | • Stop and go traffic |
| • Big trucks (3) | • Impaired drivers | • Tailgating |
| • Care | • Impatient/Impatience (3) | • Unaware of local protocol |
| • Cell phones (2) | • Inattentive (2) | • Uncontrolled intersection (2) |
| • Commuting | • Left hand turns | • Unsafe roads |
| • Complacency | • No shoulders | • Vehicles |
| • Distracted/Distraction (4) | • Running lights | • Winter conditions (2) |
| • Drivers | • Speed/Speeding (5) | |



FOCUS AREAS EXERCISE

Attendees were provided with four dot stickers to place on the transportation safety focus areas they think the plan should prioritize. Total votes under each category are listed below from highest to lowest votes, with the top four categories indicated in bold.

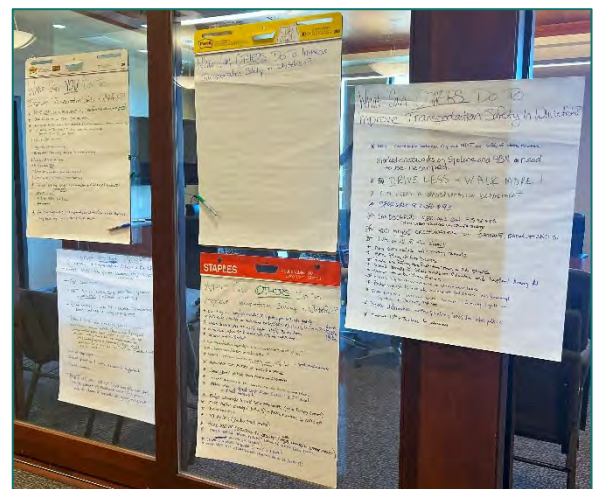
Focus Area	Votes
Non-Motorist Involved (Pedestrians & Bicycles)	23
Intersection Crashes	16
Inattentive Drivers	14
Speed Related	12
Other: Intersection Function for Pedestrians & Bicyclists	4
Other: 90-Degree Turn on Armory Road	3
Animal Crashes	2
Summer Crashes (June-Aug)	2
Winter Crashes (Dec-Feb)	2
Large Truck Involved	1
Drowsy Drivers, Impaired Drivers, Motorcycle Involved, Older Driver Involved (65+), Run-off-the-Road, Unrestrained Occupants, Young Driver Involved (<25)	



WHITEBOARD EXERCISE

Whiteboards and markers were supplied, and attendees were asked to provide responses to the following questions. Responses are listed below in no particular order.

- **Question 1: What can YOU do to improve transportation safety in Whitefish?**
 - Drive less, walk/bike more.
 - Slow down in winter (and all year).
 - Alternate routes during peak days/times (school time, power days, farmers market, etc.).
 - Take people on town walks to show them how much more convenient it is than they think!
 - Take the SNOW bus more.
 - Pay more attention while driving.
 - Be more patient while driving – enjoy the ride, no hurry, no worry.
 - Drive less, bike and walk more.
 - Drive less, bike more, have more patience.
 - Carpool to Whitefish Mountain Resort (WMR) more or take SNOW bus.
 - Drive less.
 - Stop looking at phone while driving.



- **Question 2: What can OTHERS do to improve transportation safety in Whitefish?**
 - Carpool lots for WMR and Kalispell/Columbia Falls/Glacier National Park commuters.
 - More isolation for bikes.
 - For City east/west streets especially (school routes), eliminate stop signs; only have stop signs on north/south routes.
 - Accommodate all abilities and ages.
 - Underpass at Baker & Riverside Park to accommodate bicyclists and pedestrians.
 - Underpass at Spokane & 7th to connect bike/ped path going to schools and to the south.
 - Better lighting on Baker & 3rd Street, consider flashing crosswalk.
 - Safe route for e-bikes so they don't conflict with human-powered bikes/peds.
 - Guidebook/website for best routes and safety tips for bikes, walking, e-bikes, scooters, skateboards.
 - E-mountain bike/e-bike regulations/policy; designate and mark e-bike lanes on shared paths.
 - No left turns into Starbucks.
 - Improve infrastructure at SNOW bus stops.
 - More SNOW bus routes/stops/coverage.
 - More transportation options in the summer. Trolley around town? Access to WF trails, City Beach, 2nd Street, etc.
 - Educate families on how to use and importance of mass transportation and riding school buses.
 - Implement master plan with Flathead County and MDT for connector routes, bike routes/paths on ALL new roads.
 - Pay for it through SID in all school districts for bike routes, parks, and fire.
 - Painting all lines/crosswalks/bike path signs on roads yearly.
 - Make safe corridor on both sides Baker/Spokane/Columbia/Somers/Pine (finish sidewalks both sides).
 - Areas drivers use to avoid lights, 3rd/O'Brien area.
 - Crosswalk lights at 5th Riverside Park/PO to high school.
 - Walkers almost hit Pine/5th.
 - More bikers/walkers especially in town; no reason to drive often. (+1)
 - Very concerned with e-bikes on sidewalks. (+1)
 - Address left-hand turn land confusion at 2nd/Spokane (opposite direction mismatch).
 - Maintain bike paths in winter and spring.
 - Slow down vehicles going north on overpass.
 - Improve multi-use path connectivity, especially across Spokane and Baker.
 - Reduce Highway 93 speed limit between Super 1 and JP Road and add crosswalks.
 - Reduce cut-throughs to avoid light at 2nd & Baker (through Railway District).
 - More traffic calming (bulbouts) – Baker & Railway, Lupfer & 2nd.
 - Roundabouts?

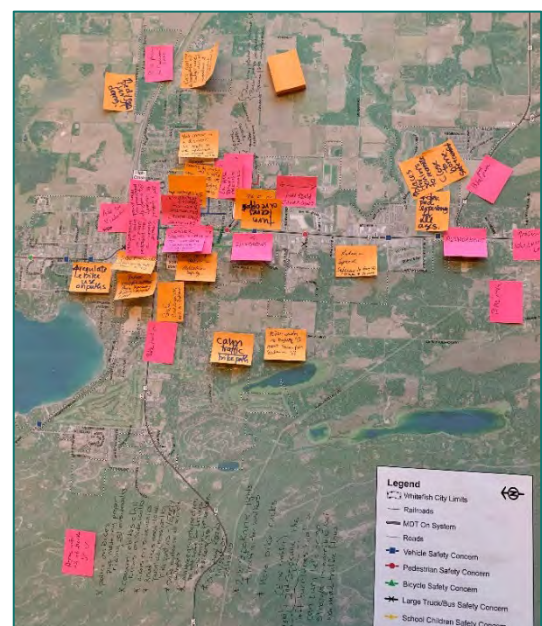
- More use of SNOW bus to resort and way more lockers to store gear. (+1)
- Charge for parking at resort during ski season (free parking incentivizes driving).
- Clear sidewalks and multi-use paths of snow.



- **Question 2 (continued): What can OTHERS do to improve transportation safety in Whitefish?**
 - More crosswalks and traffic lights on Highway 93 from Highway 40 to 13th.
 - Implement recommendations in all plans (transportation, parks and recreation) in all development.
 - More coordination between City and MDT on safety of State routes.
 - Marked crosswalks on Spokane and US 93 need to be restriped.
 - Drive less, walk more!
 - City needs and transportation department.
 - Crosswalk at Lupfer & 93.
 - Landscaped median on 93 South (high speed drunken driver fatality).
 - Add more crosswalks on Spokane, Baker, and 2nd.
 - More crosswalks with crossing signals.
 - More policing of fast drivers.
 - People are driving too fast through town and side streets.
 - Speed bumps and speed traps on Columbia, Lupfer, and Armory Road.
 - Fewer trucks through town.
 - Educate big trucks to stay in their lane.
 - Better signage to educate visitors on pedestrian laws/crossings.
 - More pedestrian crossings with signage and flashing lights on Spokane, Baker, 2nd St.
 - Better delineation with painted lines for bike path.
 - Improve 13th/Spokane for pedestrians.
 - Better street design to accommodate/prioritize pedestrians.
 - Trail connectivity.
 - MDT revisit urban core plan to implement community's preferred alternative.
 - Intersection visibility (redesign, vegetation pruning).
 - Demand MDT reverse policy on maintaining bike paths. Administrative policy was changed without public input within last 5 years so any new paths have to be maintained by city/county/neighborhood districts. MDT should maintain as in past and those that are grandfathered within any new paths.
 - Stop at stop signs.
 - Respect posted speed limits, especially in neighborhoods.
 - Speed cameras.
 - MDT and County will not build new bike paths due to not wanting to pay maintenance cost. This policy needs to change if new paths are going to be built.

COMMENTING MAP

A map of the City of Whitefish was displayed at the public meeting. Attendees were encouraged to write comments about transportation safety concerns directly on the map or on attached sticky notes. All comments collected on the map during the public meeting were imported into an online database of map comments received through the planning process.



WELCOME

CITY OF WHITEFISH

SAFE STREETS FOR ALL



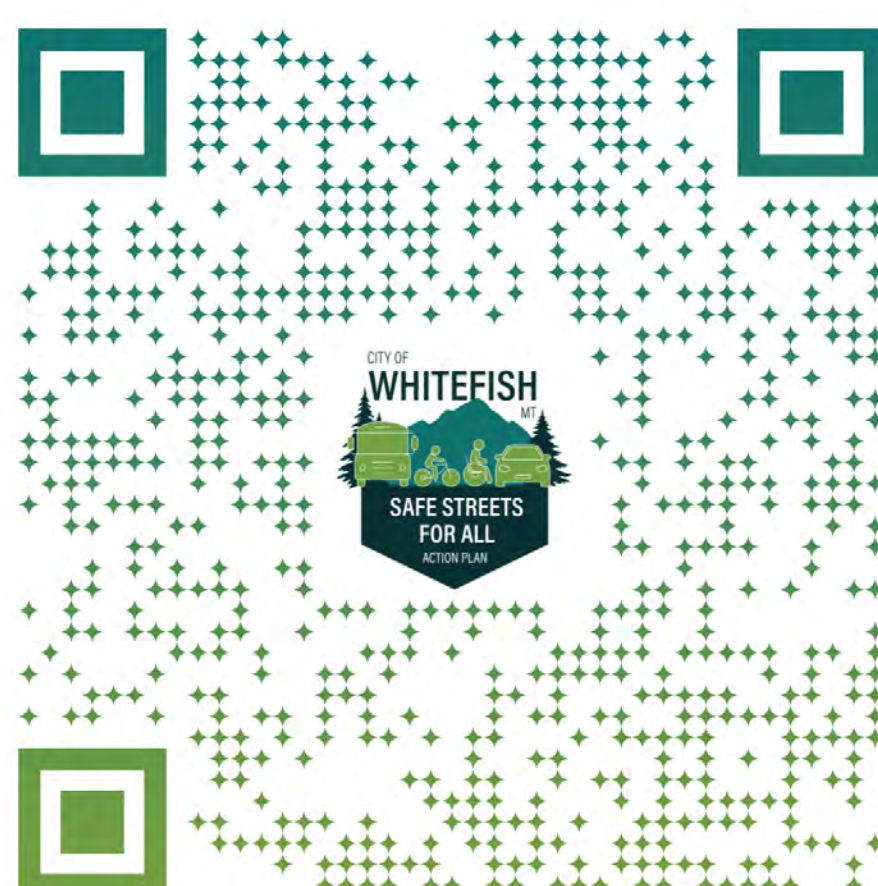
MEETING PURPOSE

- **Learn** more about the Safe Streets for All planning process
- **Understand** the contributing factors and circumstances for crashes that occurred in Whitefish over the past five years (2018-2022)
- **Share** your transportation safety concerns

SCAN ME!

or visit

rpa-hln.com/whitefishss4a/



Your input is needed to help improve transportation safety in **Whitefish!**



Safe Streets and Roads for All (SS4A) Program



The **SS4A program** was established by the U.S. Department of Transportation to help fund regional, local, and Tribal safety initiatives through grants to **prevent roadway deaths and serious injuries**.



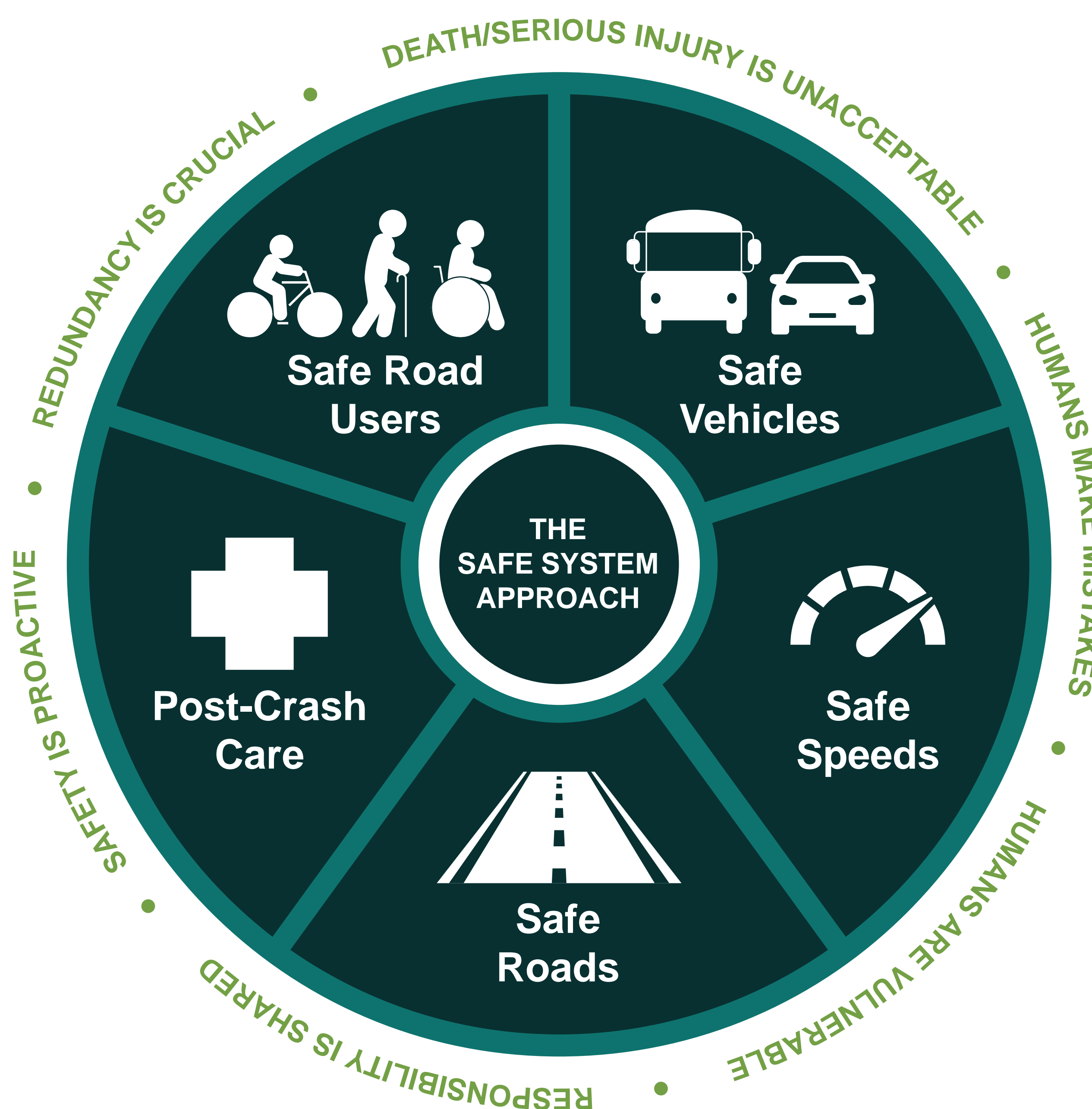
The SS4A program supports the U.S. Department of Transportation's goal of **zero roadway deaths** using a **Safe System Approach**.



The City of Whitefish was awarded grant funds to develop a **Comprehensive Safety Action Plan**. The Action Plan will identify the most significant roadway safety concerns in the community and **identify projects and strategies to address roadway safety issues**.



Completion of the **Action Plan** is a necessary component to be eligible for future **SS4A construction grant opportunities**.



Background

Timeline



2020 - 2022

Whitefish Transportation Plan

The *Whitefish Transportation Plan* was completed in 2022. As part of the plan development process, a comprehensive public outreach effort was undertaken to understand community transportation needs and concerns.

About four years ago, the City of Whitefish conducted a similar public outreach effort to collect feedback about transportation concerns in the area. The **Whitefish SS4A Action Plan** will **build upon** the safety concerns identified in the past and identify any **new or changed safety concerns**.



October 2020

Whitefish Transportation Plan Public Outreach

Public feedback was collected through surveys, public listening sessions, and an online commenting map. Primary safety concerns identified through the *Whitefish Transportation Plan* include:

- Bicycle and pedestrian access/visibility/facility connectivity
- Traffic safety on high volume corridors (Spokane Ave, 2nd Street, Wisconsin Ave, Baker Ave) – high speeds, difficult left turns, poor visibility



October 2022

SS4A Application

The City of Whitefish submitted a funding application to the SS4A grant program using information from the *Whitefish Transportation Plan* as support.



Feb 2023

SS4A Funding Awarded

The City of Whitefish was awarded SS4A funds to complete an Action Plan addressing transportation safety concerns in the Whitefish area.



Feb 2024

SS4A Action Plan

The Whitefish SS4A Action kicked off to identify concerns and develop strategies to improve transportation safety in Whitefish.

2025

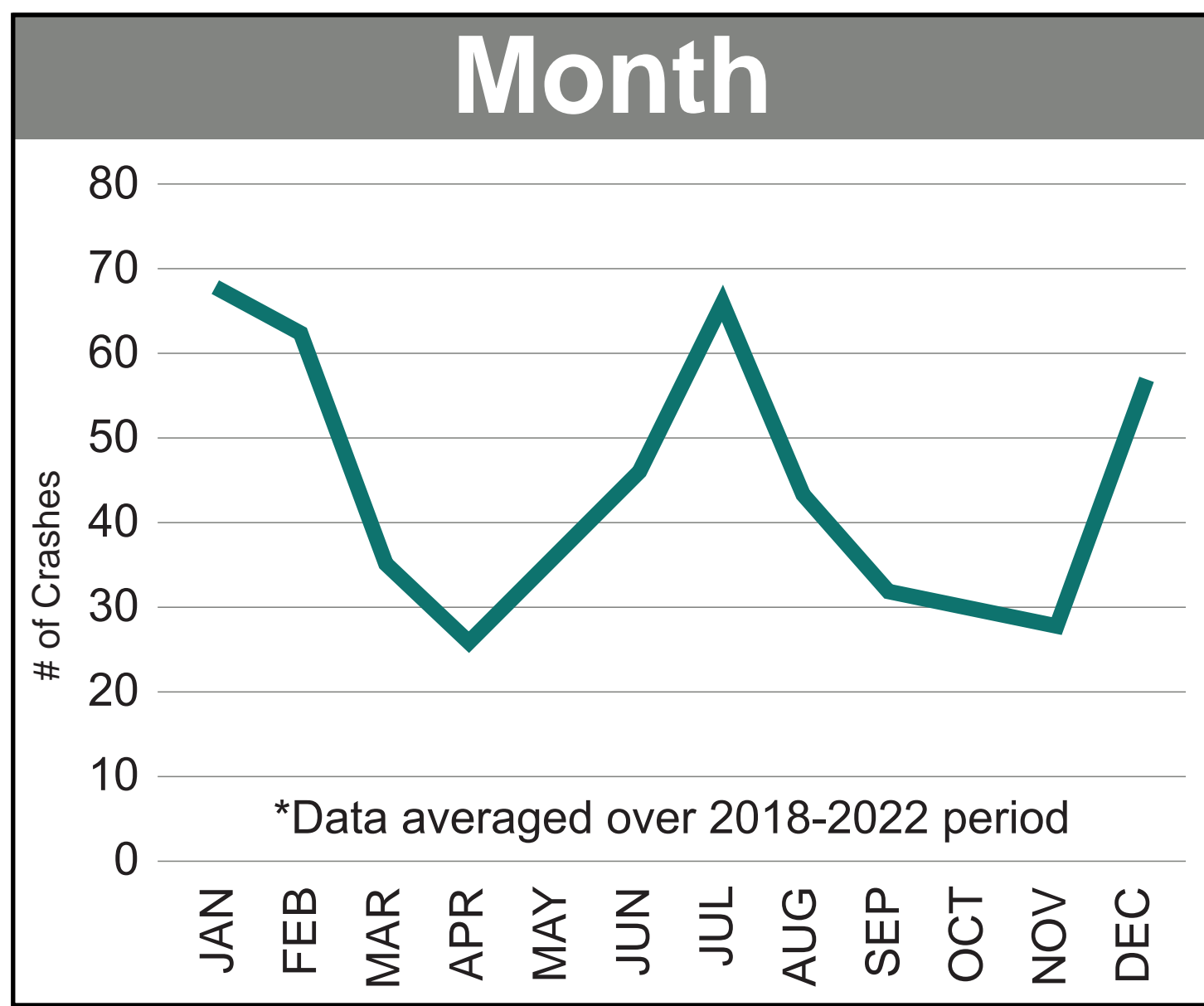


Potential Future SS4A Construction Grant Opportunities



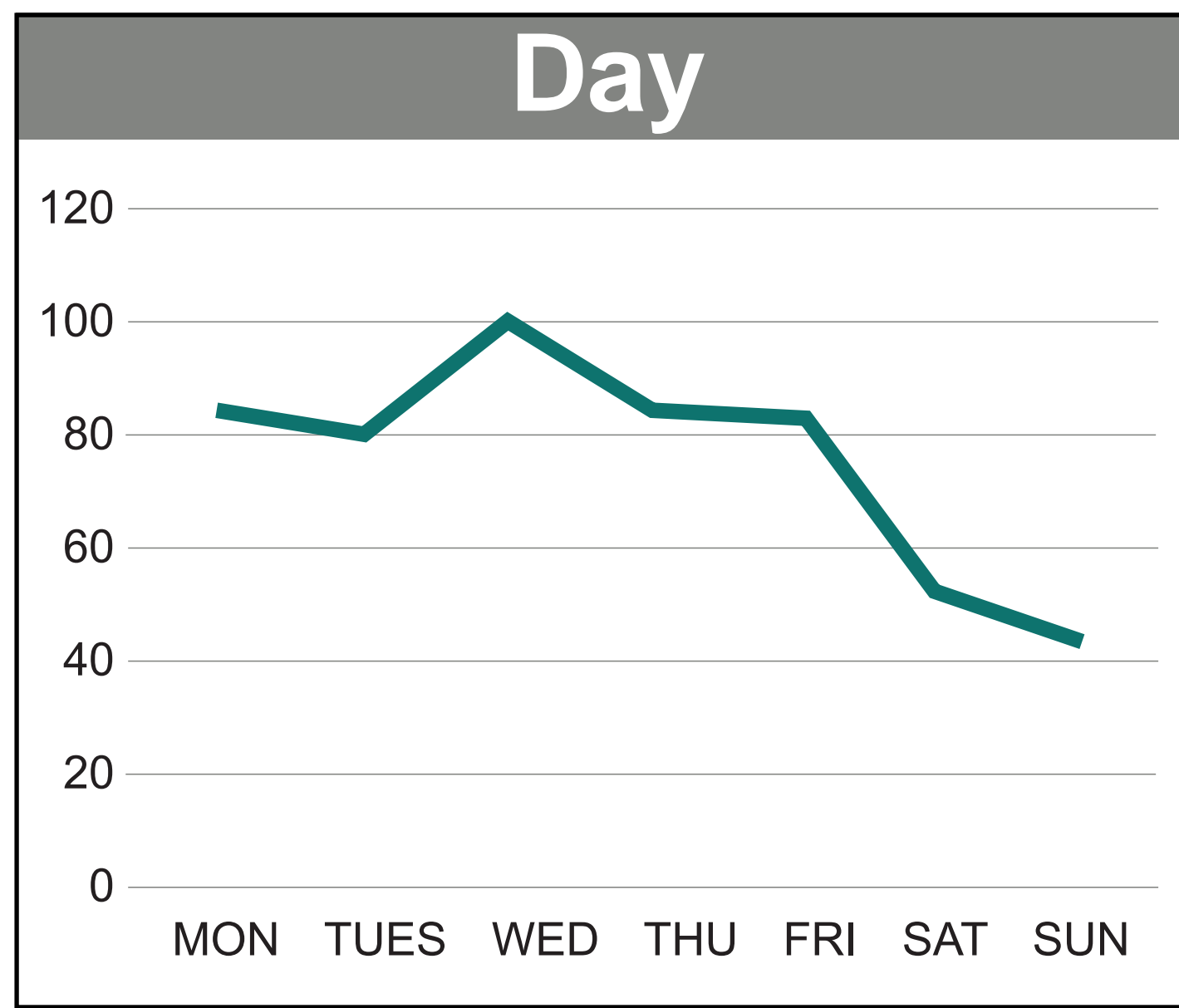
Crash Record Overview

When did crashes occur?

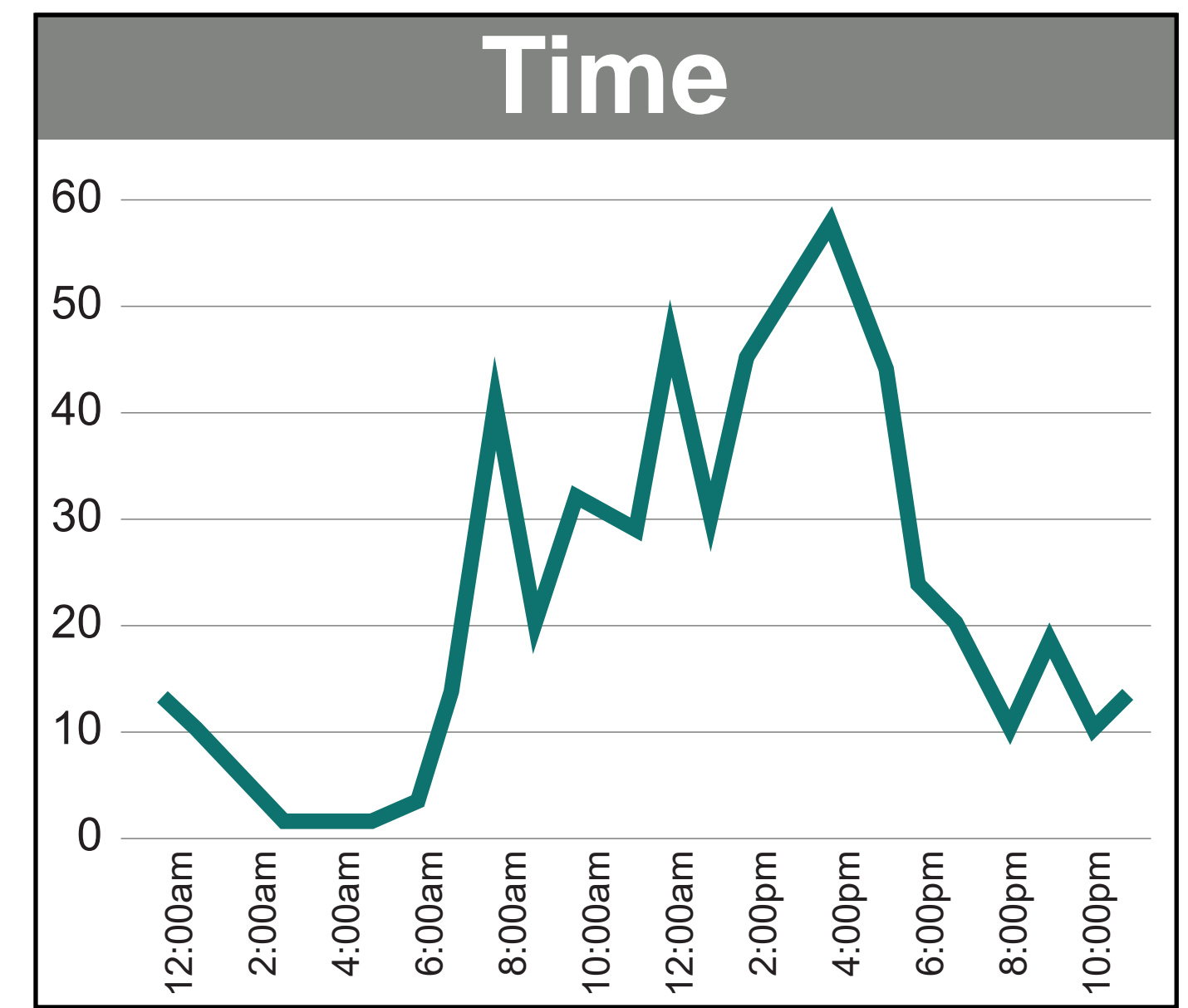


29% of crashes occurred during June – August

35% of crashes occurred during December – February

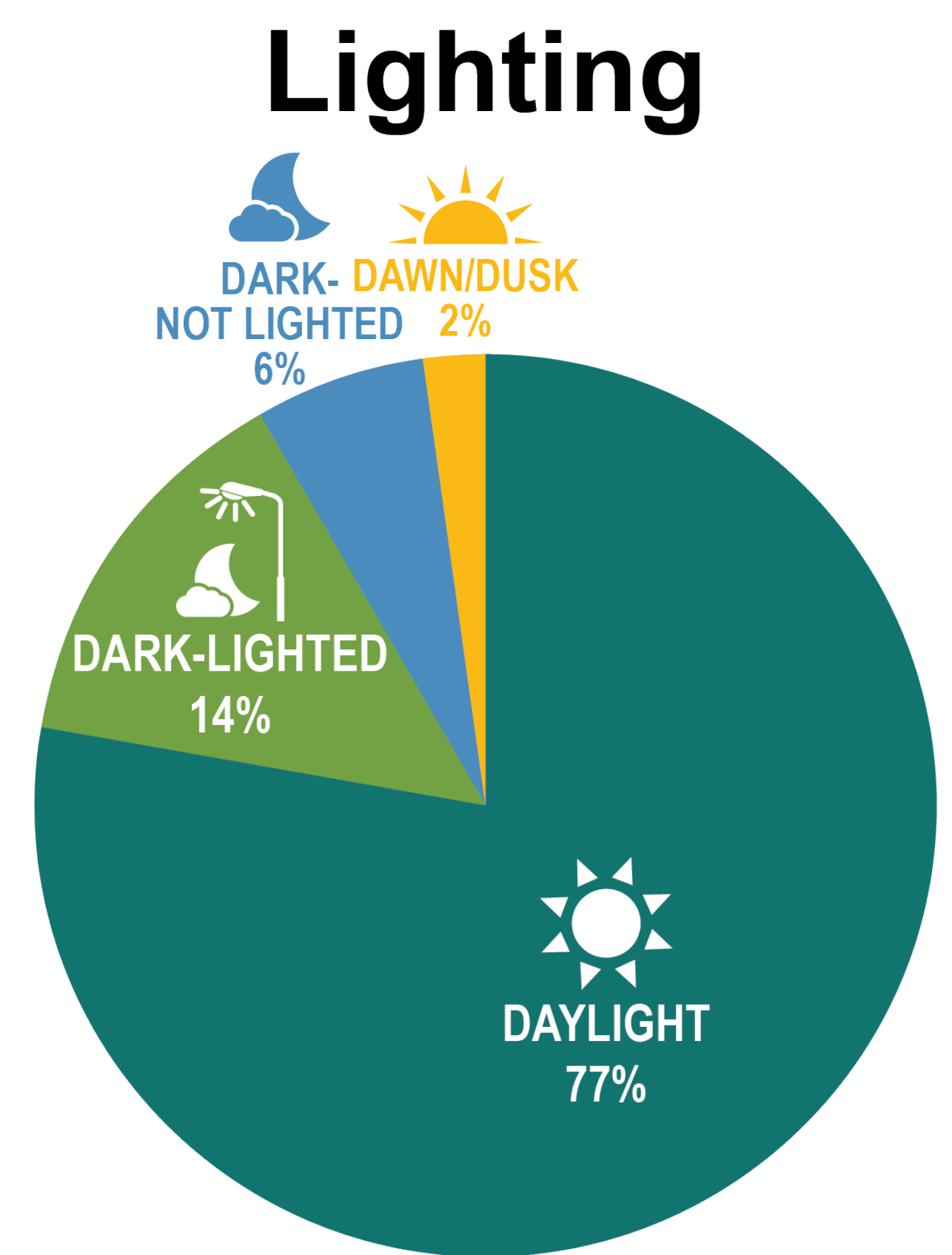
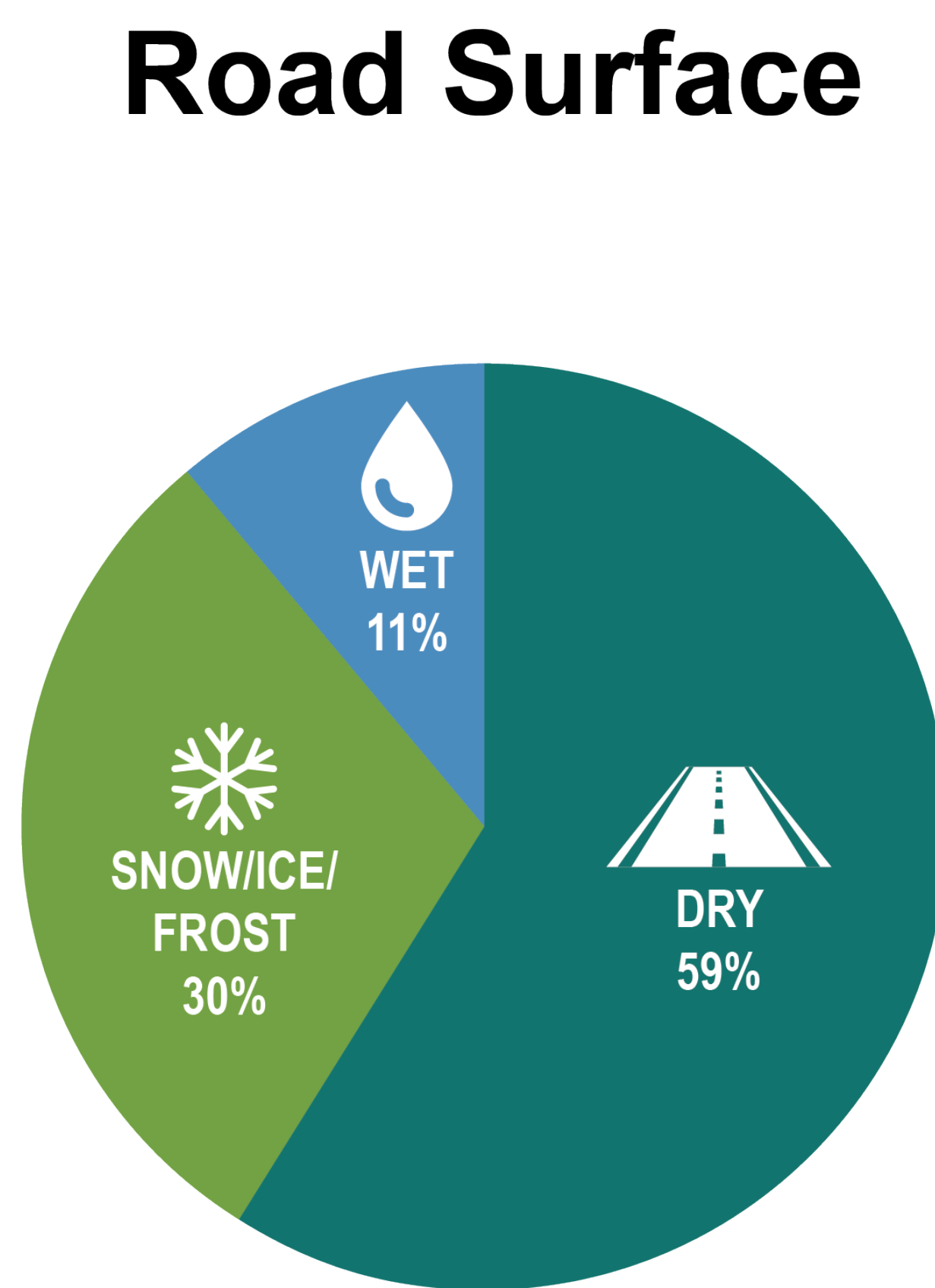
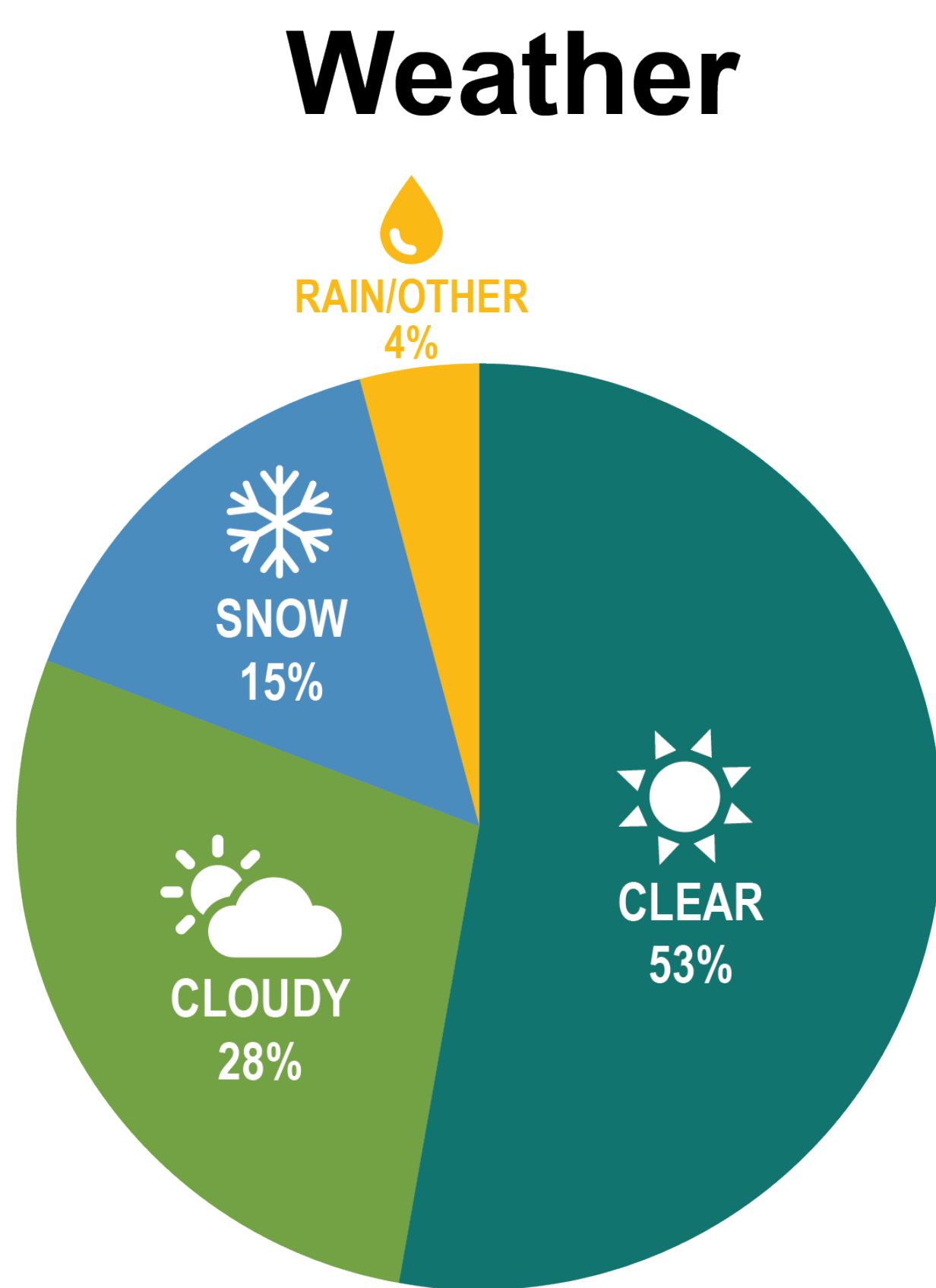


Crashes were **more frequent on weekdays** than weekends



Crashes are more common during **peak periods** (AM commute, lunchtime, school pick up/drop off, PM commute)

What were the conditions at the time of crashes?

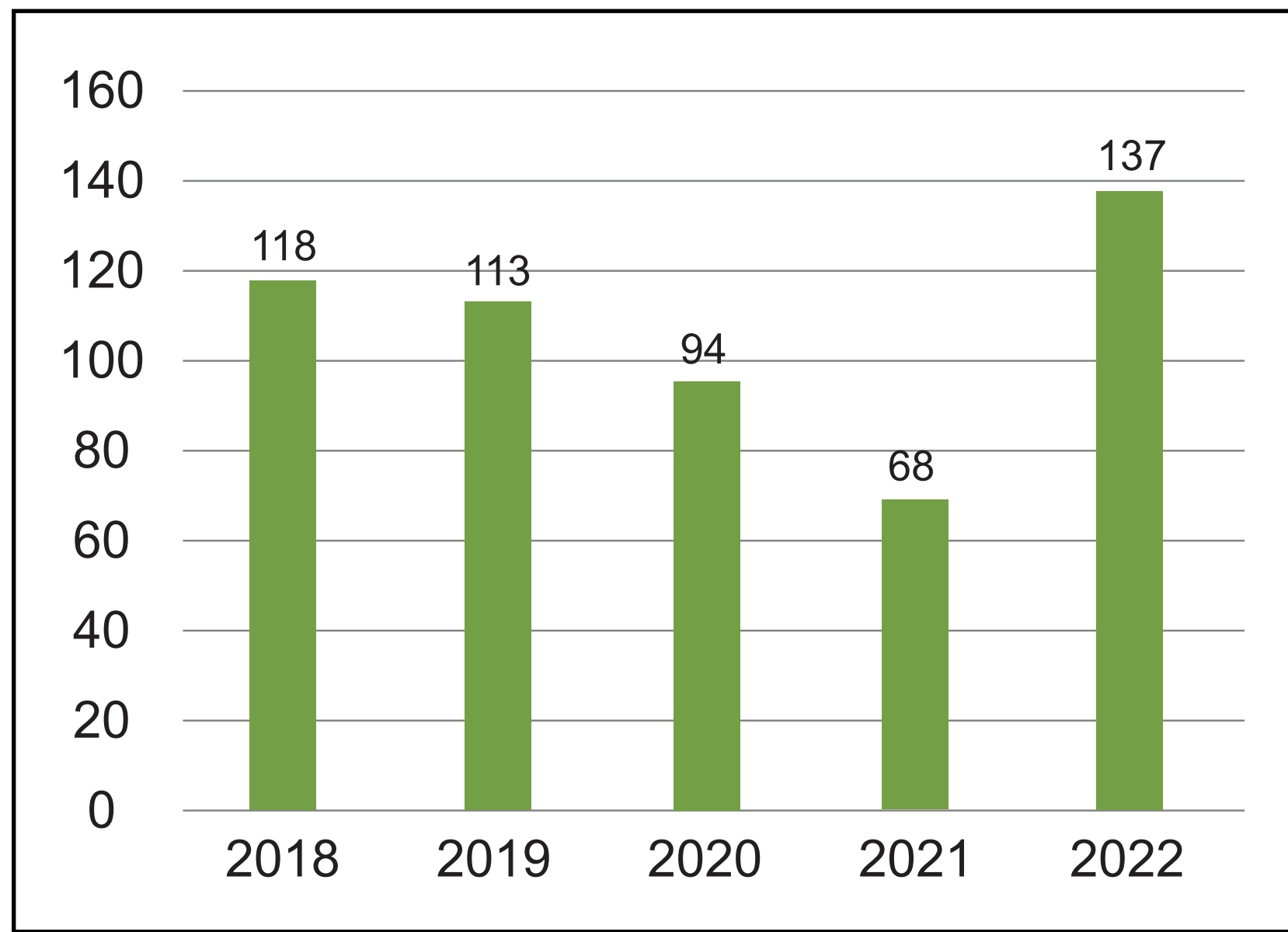


What contributed to crashes?



Crash Record Overview

Between January 1, 2018 and December 31, 2022, **530** crashes were reported within **Whitefish city limits**.



That's approximately **100 crashes per year!**

Of those crashes, **2** resulted in fatalities, and **5** resulted in serious injuries.



1,109 people involved in **530** crashes

Fatal



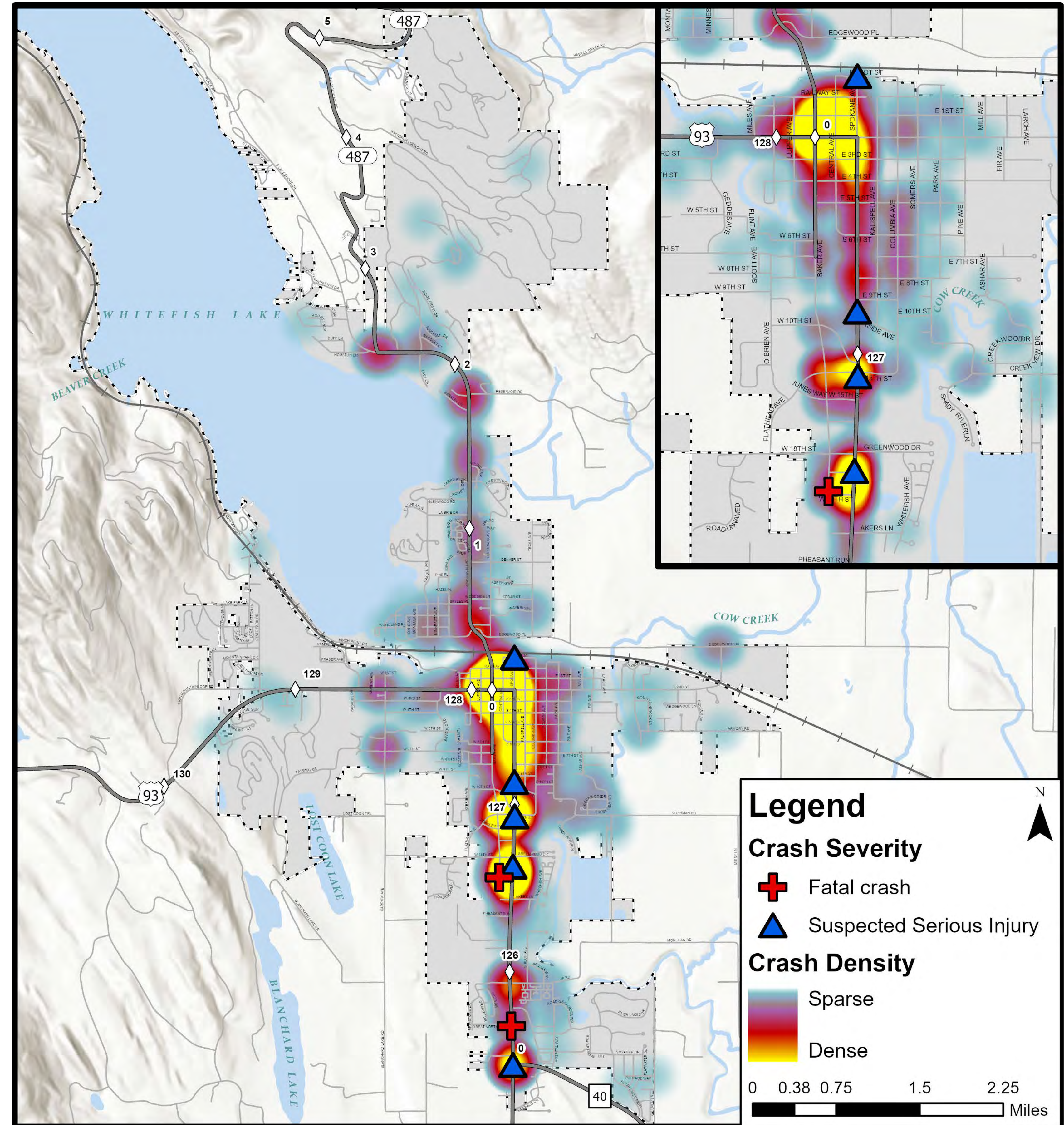
Serious Injury



Minor/Possible Injury



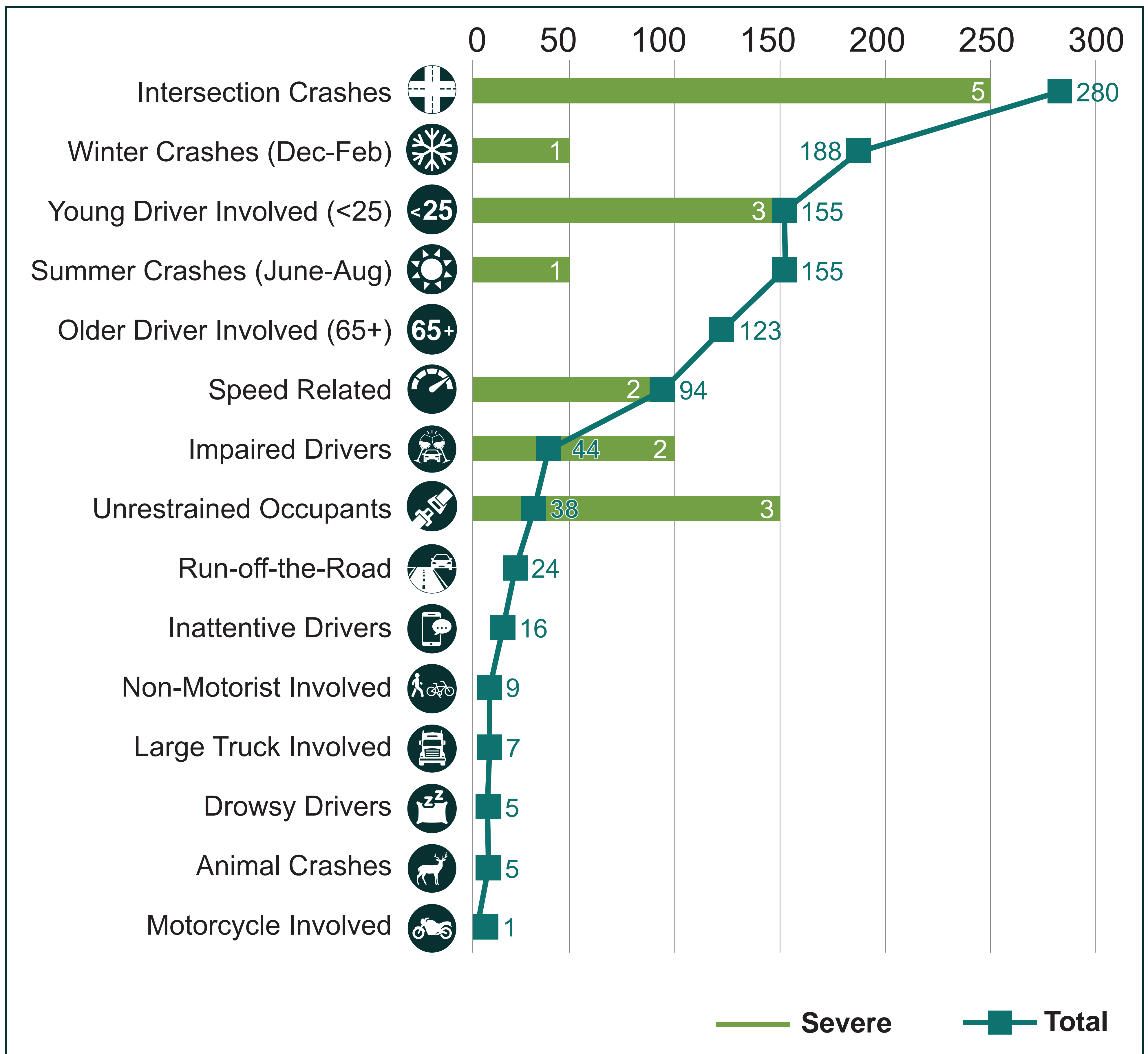
PDO/Unknown



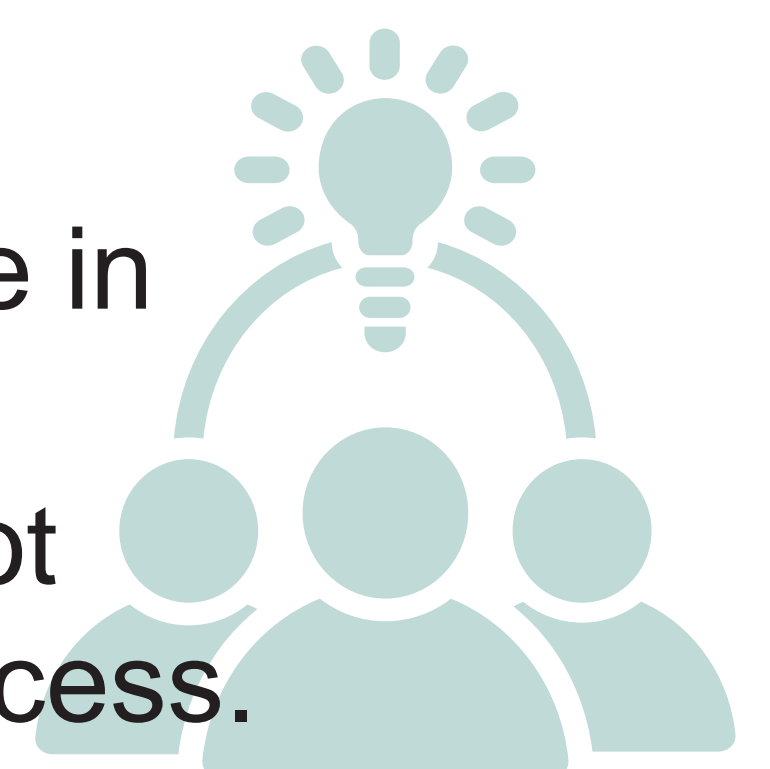
Potential Focus Areas



The following focus areas are common causes or circumstances relating to crashes across the U.S. An analysis was conducted to evaluate which focus areas are most **relevant** to the **City of Whitefish**.



To target the most prevalent transportation safety concerns in Whitefish, stakeholders will select a few focus areas to explore in greater detail based on **need, community priority, and the greatest potential for crash reduction**. Other focus areas not listed above may be identified through the public outreach process.



Focus Areas

Which Focus Areas Should the Action Plan Prioritize?



Animal Crashes



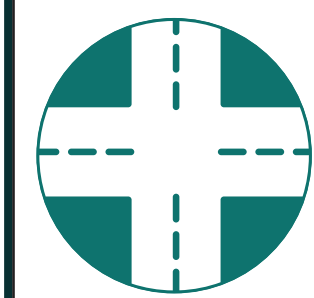
Drowsy Drivers



Impaired Drivers



Inattentive Drivers



Intersection Crashes



Large Truck Involved



Motorcycle Involved



Older Driver Involved (65+)



Non-Motorist Involved



Run-off-the-Road



Speed Related



Summer Crashes (June-Aug)



Unrestrained Occupants



Winter Crashes(Dec-Feb)



Young Driver Involved (<25)

Some other focus areas? (write in)



Next Steps

The **Action Plan** kicked off in **February 2024**. A draft plan is expected to be available for public review in **December 2024** with the final plan completed by the end of **January 2025**. Public feedback is welcome throughout the planning process!

City of Whitefish Safe Streets For All (SS4A) Action Plan - Schedule

WORK TASKS	MONTH											
	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25
Project Management and Administration	[Green bar]											
Stakeholder and Public Involvement	[Green bar]											
Leadership Commitment and Goal Setting			[Green bar]									
Data Review and Analysis	[Green bar]											
Project Identification and Implementation					[Green bar]							
Policy and Process Changes							[Green bar]					
Action Plan and Progress Reporting									[Green bar]			
MEETINGS AND EVENTS												
Task Force Meetings (4)					[Icon] In Person	[Icon] Hybrid			[Icon] In Person		In Person	[Icon]
Public Meetings (2)					[Icon]				[Icon]			
Walking Audit (1)/Non-Motorist Event (1)					[Icon]							
City Council Coordination (2)									[Icon] In Person		In Person	[Icon]
DELIVERABLES												
Goal Summary Memo					[Icon]							
Data Summary Memo					[Icon]							
Concept Drawings/Details/Costs									[Icon]			
Policy and Process Memo									[Icon]			
Action Plan and Annual Reporting Template										[Icon]	[Icon]	[Icon]

Task Force Review
Public Comment Period



Questions?

Contact



Karin Hilding, PE
City of Whitefish Project Manager
(406) 863-2450
khilding@cityofwhitefish.org



Sarah Nicolai, PE, PTP
Consultant Project Manager
406-447-5038
snicolai@rpa-hln.com



To learn more about the
Whitefish SS4A Action Plan
visit our website:

rpa-hln.com/whitefishss4a/



PUBLIC OUTREACH SUMMARY

Public Meeting #2

MEETING OVERVIEW

The City of Whitefish hosted a public informational meeting on October 8, 2024. The purpose of the meeting was to share proposed improvement strategies, projects, and programmatic changes to address identified safety focus areas and offer an opportunity for the public to ask questions and provide feedback. The meeting was formatted as an open house with drop-in hours from 5:30 PM to 7:30 PM. No presentation was provided.

A welcome station included a sign-in sheet and handout card with a QR code linking to the website. Exhibits were set up around the Council Chambers, and interactive stations included a priority jar exercise and whiteboard. City of Whitefish and consultant staff were available to answer questions and gather input from the public.

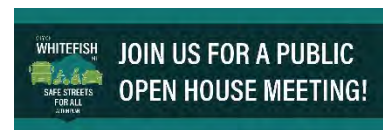


MEETING DETAILS

- Date:** October 8, 2024
- Time:** 5:30 PM – 7:30 PM
- Location:** Whitefish City Hall,
418 E. 2nd Street, Council Chambers

PUBLIC NOTICE

Public notice was provided in multiple formats in advance of the informational meeting. A news release was issued to the *Whitefish Pilot* and *Flathead Beacon* newspapers and to KPAX, KECI, and KTMF news stations. City of Whitefish staff conducted an interview for a KPAX news feature. Notice was also provided on posters placed around town, social media posts on the City of Whitefish, Explore Whitefish, and Safe Trails Whitefish channels, and via an email blast to the study contact list. Electronic notice was also posted to the study website.



TUESDAY, OCTOBER 8
5:30 PM - 7:30 PM

Whitefish City Hall | 418 E. 2nd Street | Council Chambers

Talk with the team, **learn** more about proposed improvements and strategies to address transportation safety concerns, and **offer feedback**.



LOOK OUT FOR EACH OTHER





ATTENDEES

A total of 11 people signed in at the open house, and additional attendees were present but chose not to sign in. The following study task force representatives attended the meeting.

- Karin Hilding Engineering & Sustainability Project Manager City of Whitefish
- Craig Workman Director of Public Works City of Whitefish
- Rhonda Fitzgerald Business Owner Heart of Whitefish
- Joel Boucher Missoula District Preconstruction Engineer MDT

MEETING MATERIALS

A handout and a series of exhibits were prepared for the meeting. Topics addressed in the materials included community feedback to date, focus areas and goals, the Safe Streets for All approach, proposed focus area strategies, project locations, and programs and policies, next steps in the planning process, and contact information and a QR code to access the website. Copies of the handout and exhibits were posted to the website following the meeting.

PROJECT PRIORITY EXERCISE

Project #	Project Name	Votes
Proj-6	Spokane Avenue Undercrossing	21
Proj-8	2nd Street Intersections	16
Proj-10	13th Street Intersections	14
Proj-12	Baker Avenue Non-Motorist Enhancements	14
Proj-11	US 93 Intersections	10
Proj-9	3rd Street Intersections	8
Proj-7	1st Street Intersections	6
Proj-3	Whitefish High School/Memorial Park Non- Motorist Enhancements	4
Proj-4	6th Street Reconstruction	4
Proj-1	Muldown Elementary Non-Motorist Enhancements	3
Proj-13	Ashar Avenue/Creekview Drive Pedestrian Crossing	3
Proj-2	Whitefish Middle School Non-Motorist Enhancements	2
Proj-5	Transit Stop Enhancements	2
Proj-14	Park Avenue Curve Enhancements	1





WHITEBOARD EXERCISE

Whiteboards and markers were supplied, and attendees were asked to provide responses to the following question. Responses are listed below in no particular order.

- **Question: What other strategies, projects, programs, or policies would you like to see for improving transportation safety in Whitefish?**
 - Complete 7th Street from Kalispell Ave to Spokane Ave
 - Improve safety at intersections where sidewalks/multi-use paths transition to bike lanes, etc.

Q: What other **strategies, projects, programs,** or **policies** would you like to see for **improving transportation safety** in Whitefish?



COMPLETE 7th STREET FROM KALISPELL AVE.
TO SPOKANE AVE.

Improve safety of intersections where sidewalks/multi-use paths transition to bike lanes, etc.

WELCOME




CITY OF WHITEFISH

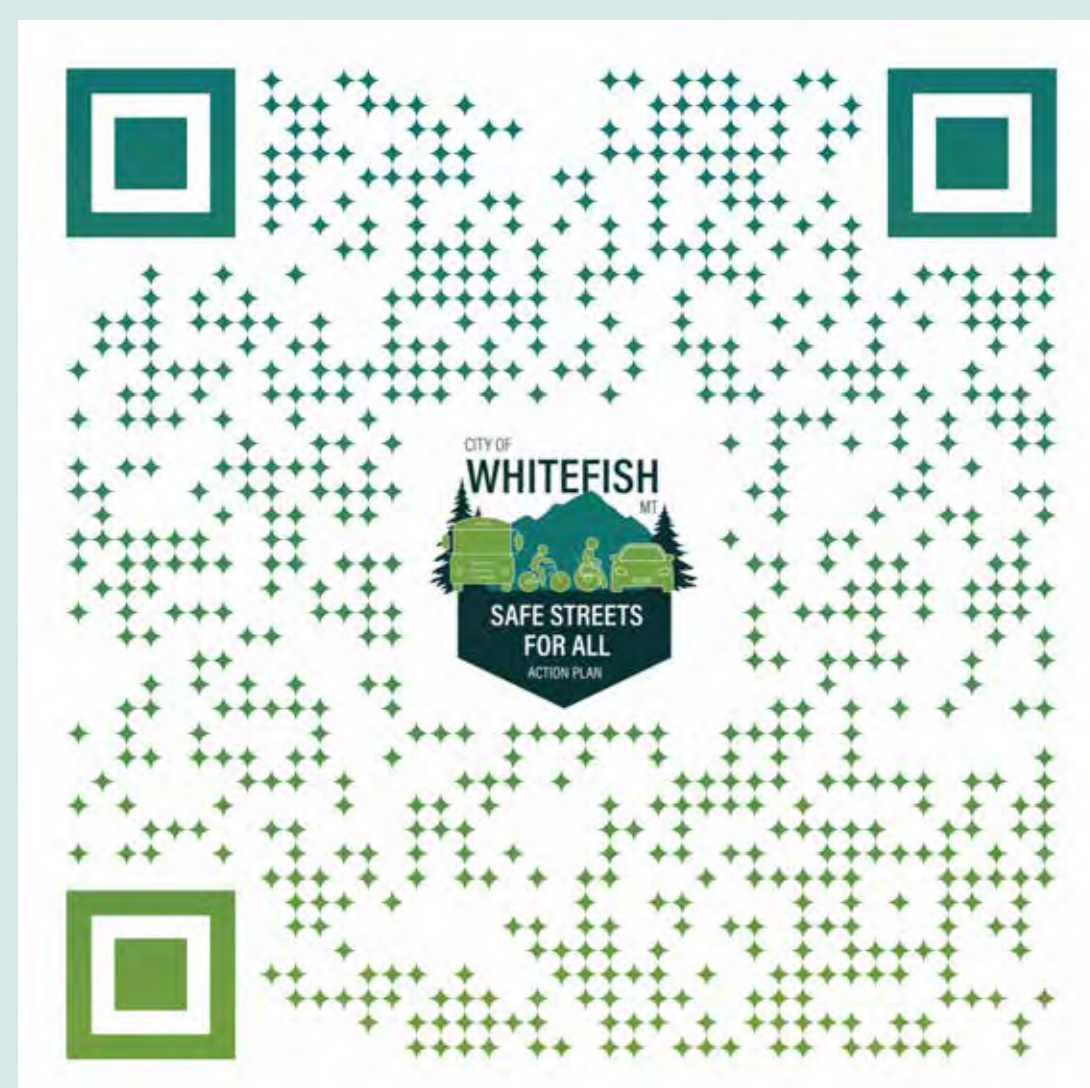
SAFE STREETS FOR ALL

ACTION PLAN



MEETING PURPOSE

-  **Learn** about selected safety focus areas
-  **Review** proposed improvement strategies and projects
-  **Share** your feedback!



For more information
about the Action Plan

**SCAN
ME!** 

or visit

WhitefishSafeStreets.com

THANK YOU

to the Whitefish community for sharing your thoughts about transportation safety!

We received numerous comments through the online commenting map, public meetings, stakeholder meetings, and written comments. Some of the most common themes are summarized below.



Vehicles are unaware of **pedestrians** when turning corners **at intersections** ”



Crosswalk and bike lane **striping** is worn due to plowing and traffic. Restriping needs to occur at least annually.



Numerous locations are unsafe for pedestrians to cross. Additional **marked crosswalks with striping, signage, and lighting** are needed. ”



Protected facilities are desired, including separated bike lanes and sidewalks with landscaped buffers. “



Additional **turn lanes** and modified **intersection control** are needed at high-volume intersections “



Visibility issues need to be addressed at locations with blind curves, vegetation, parked cars, and poor sight lines. ”



High traffic **speeds** are a safety issue. Consider reducing posted speeds or installing **traffic calming** measures to slow vehicles. ”



Some **intersections** are **confusing** for drivers. Need to improve lane configurations, pavement markings, and signage. ”



Inattentive driving is a problem, especially during the school year. “



There are gaps in sidewalks, bike lanes, and trails. **Safe, connected, accessible pedestrian and bicycle facilities** are needed throughout the community. “



E-bike usage on sidewalks needs to be regulated. ”



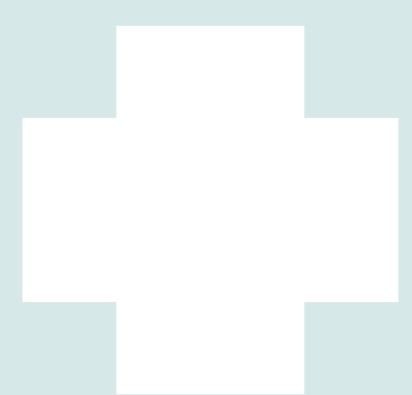
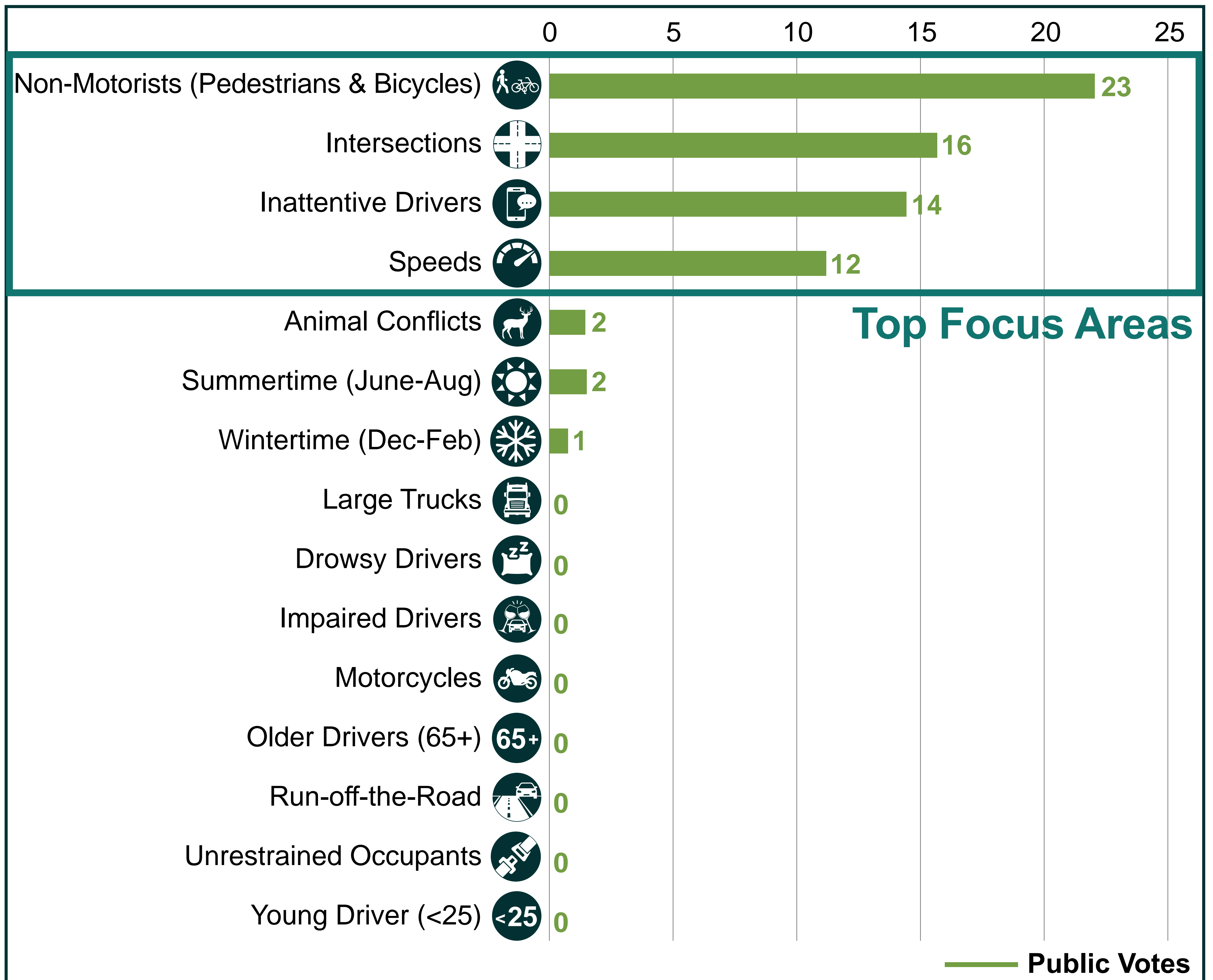
Signal timing adjustments are needed to ensure safe pedestrian crossings. “



Safe routes are needed for kids to walk and bike **to schools**. ”

Focus Areas and Goals

Attendees at the public meeting on June 5, 2024, were provided with four dot stickers to place on the transportation safety focus areas they thought the plan should prioritize. **The top four categories are shown in the chart below.**



ZERO

roadway fatalities and serious injuries



Focus Area Goals



Non-Motorists (Pedestrians & Bicycles): Develop non-motorist **count program** and **increase number of people who walk/bike**



Intersections: Complete intersection safety improvement projects at key intersections to **improve intersection safety**



Inattentive Drivers: **Reduce** the number of crashes involving **inattentive/distracted driving**



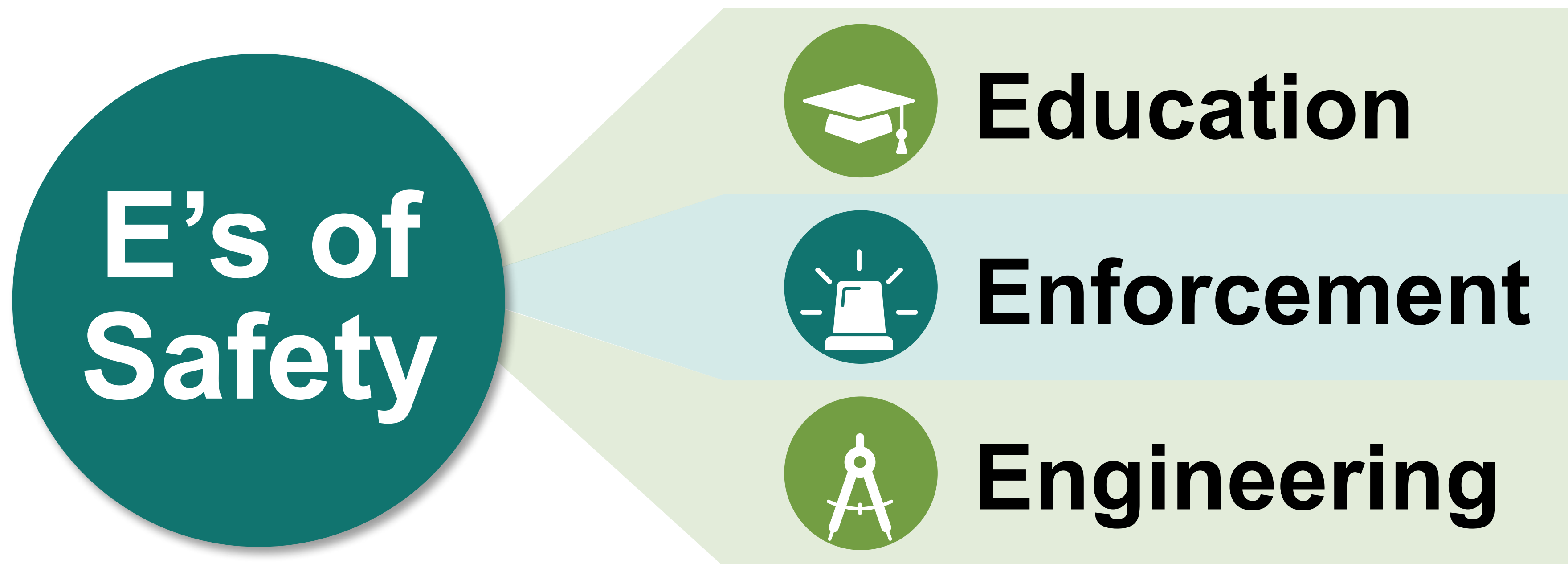
Speed: Complete speed related or traffic calming projects to **encourage slower speeds**

Safe Streets For All Approach

The Federal Highway Administration has developed the Safe System Approach to reach

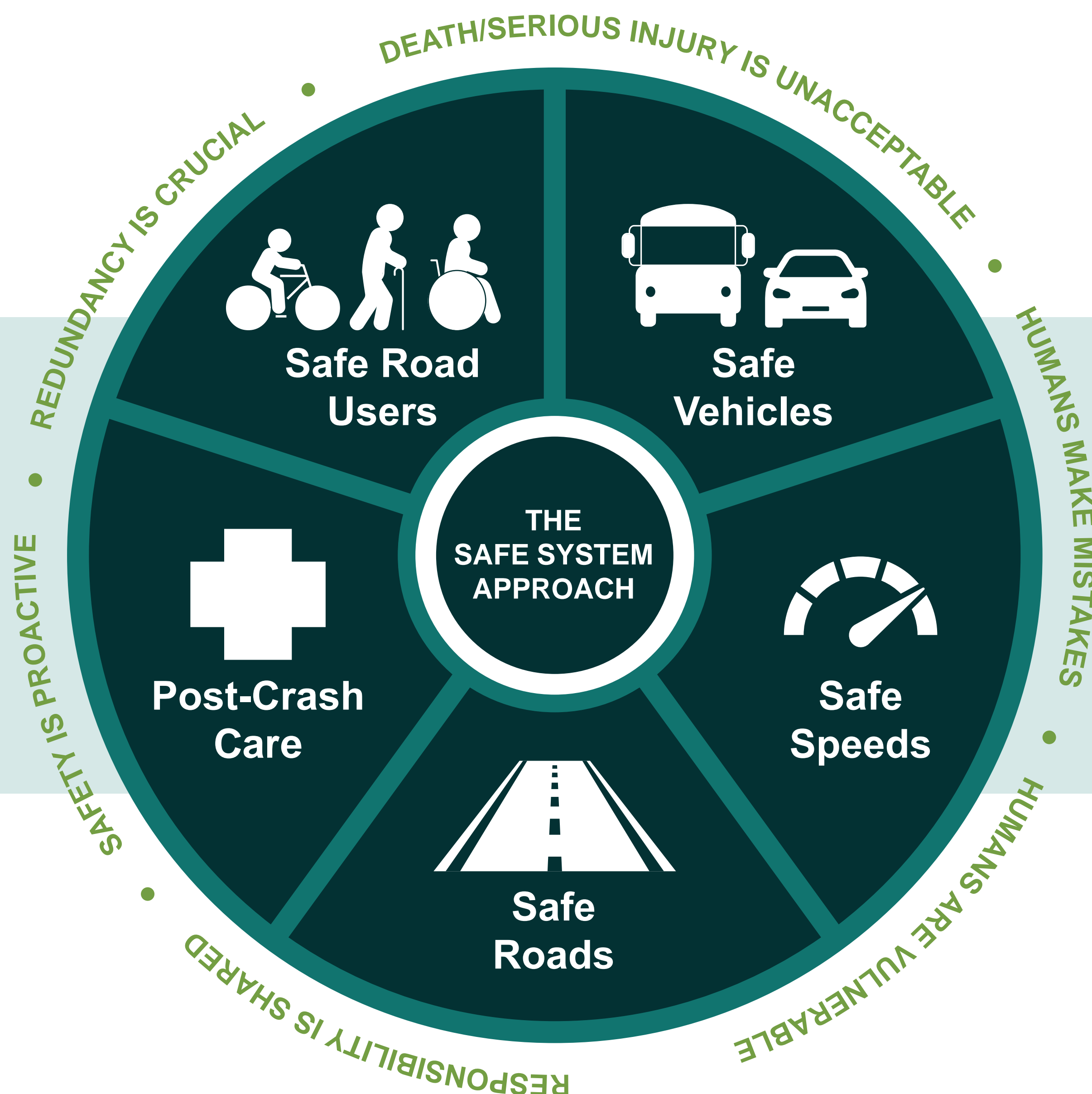
 **ZERO traffic deaths.** 

The approach is designed to **anticipate human mistakes and limitations** while preventing death and serious injury by **proactively identifying and addressing risks**.



Used for Whitefish SS4A Action Plan Recommendations

Improving transportation safety involved a **comprehensive approach** leveraging a range of perspectives and technical expertise. Strategies and projects identified for Whitefish will require partnerships between **engineers**, law **enforcement** personnel, and **educators**, along with support from **everyone** in the community! Timely response and coordination with **emergency medical service** providers also plays a critical role in reducing fatalities and serious injuries, and **equity** is an important consideration in addressing transportation disadvantage.



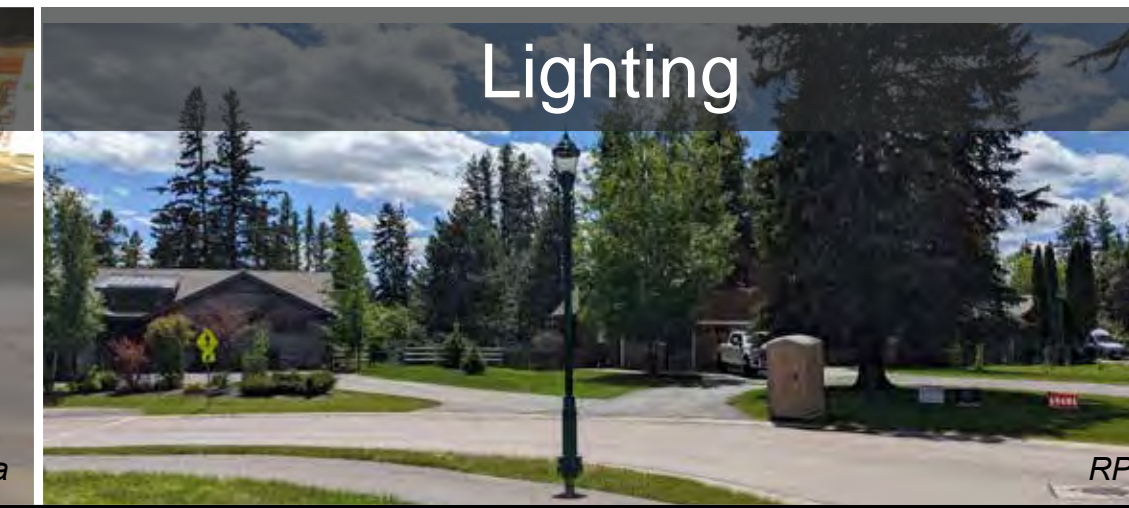
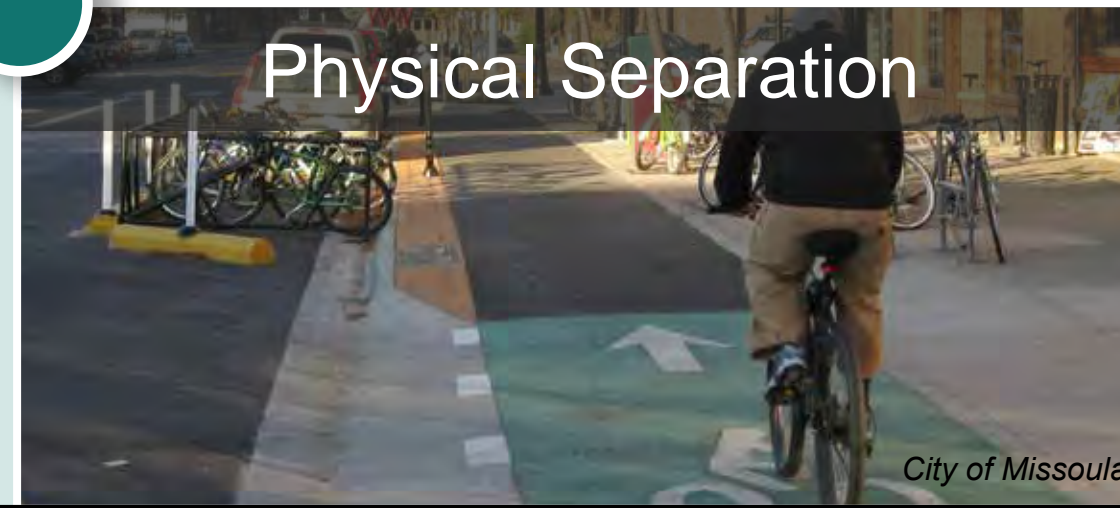
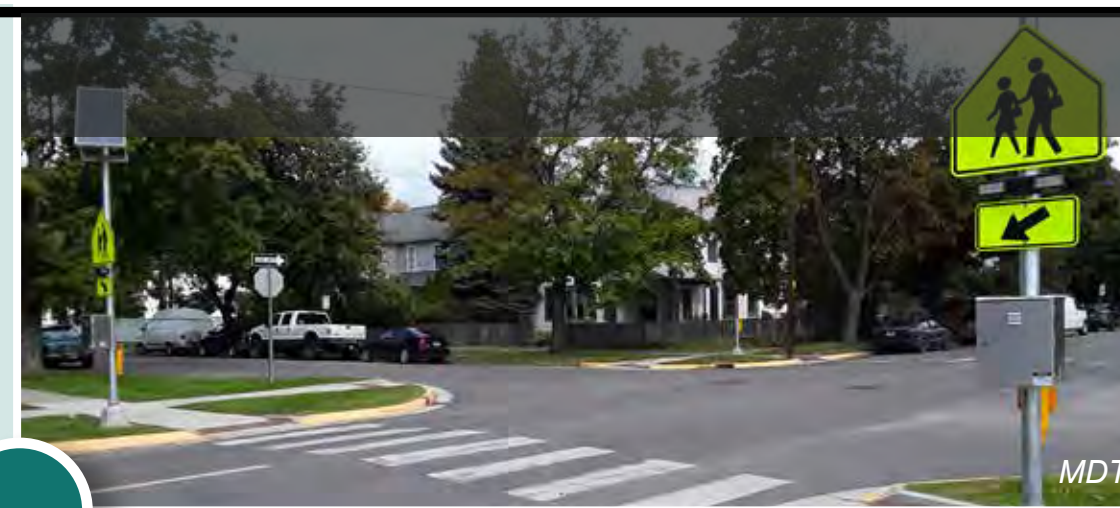
Strategy

Example Actions

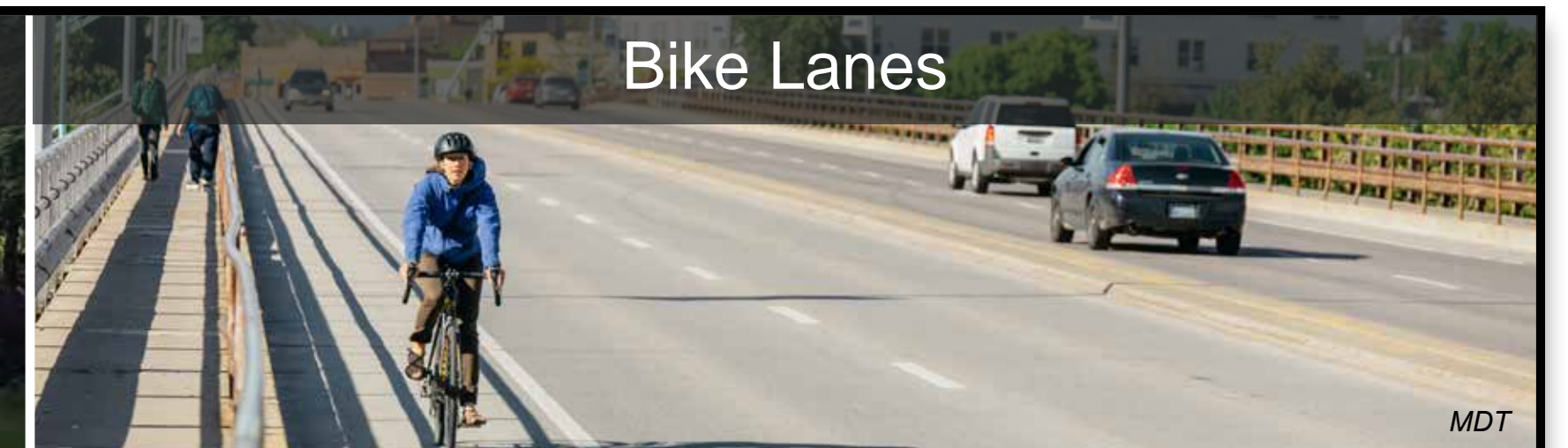
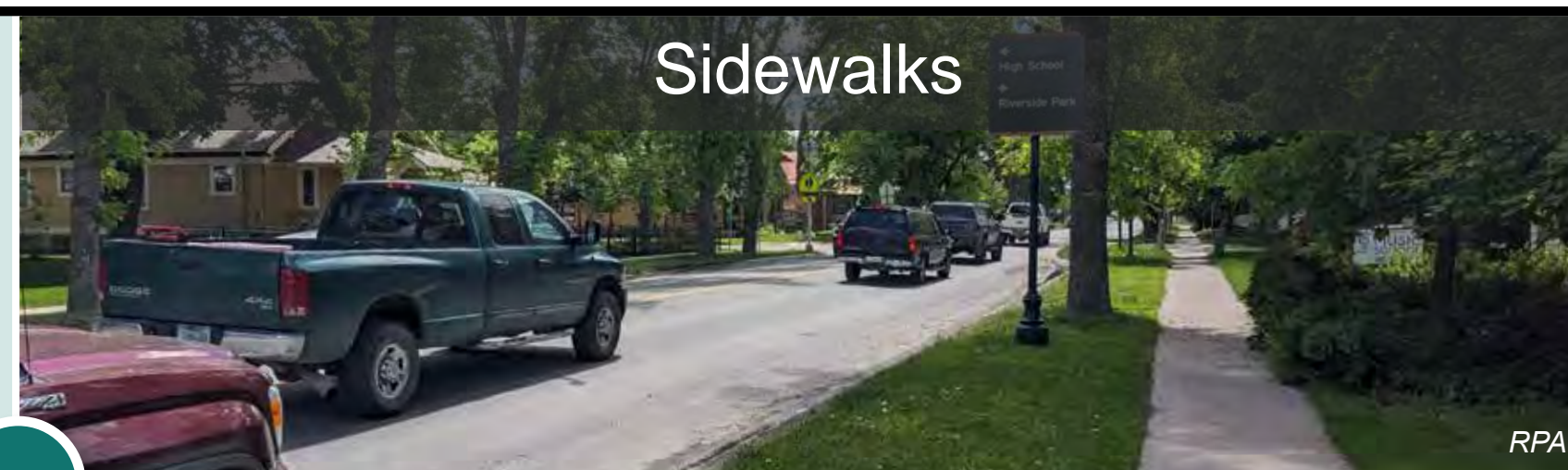
Maintain Existing Facilities



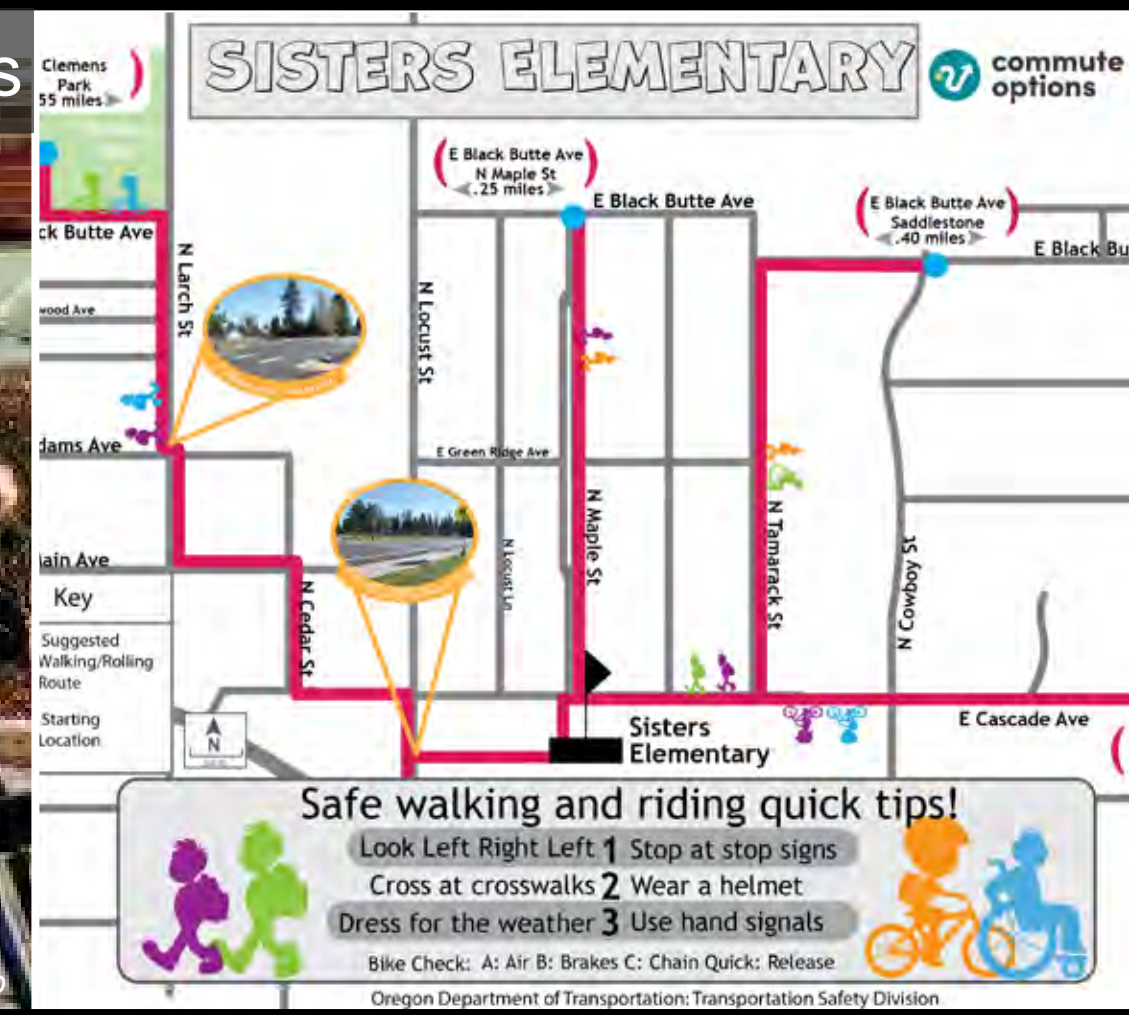
Enhance Existing Facilities



Install New Facilities



Encourage Safe/ Proper Walking/Biking



Focus Area

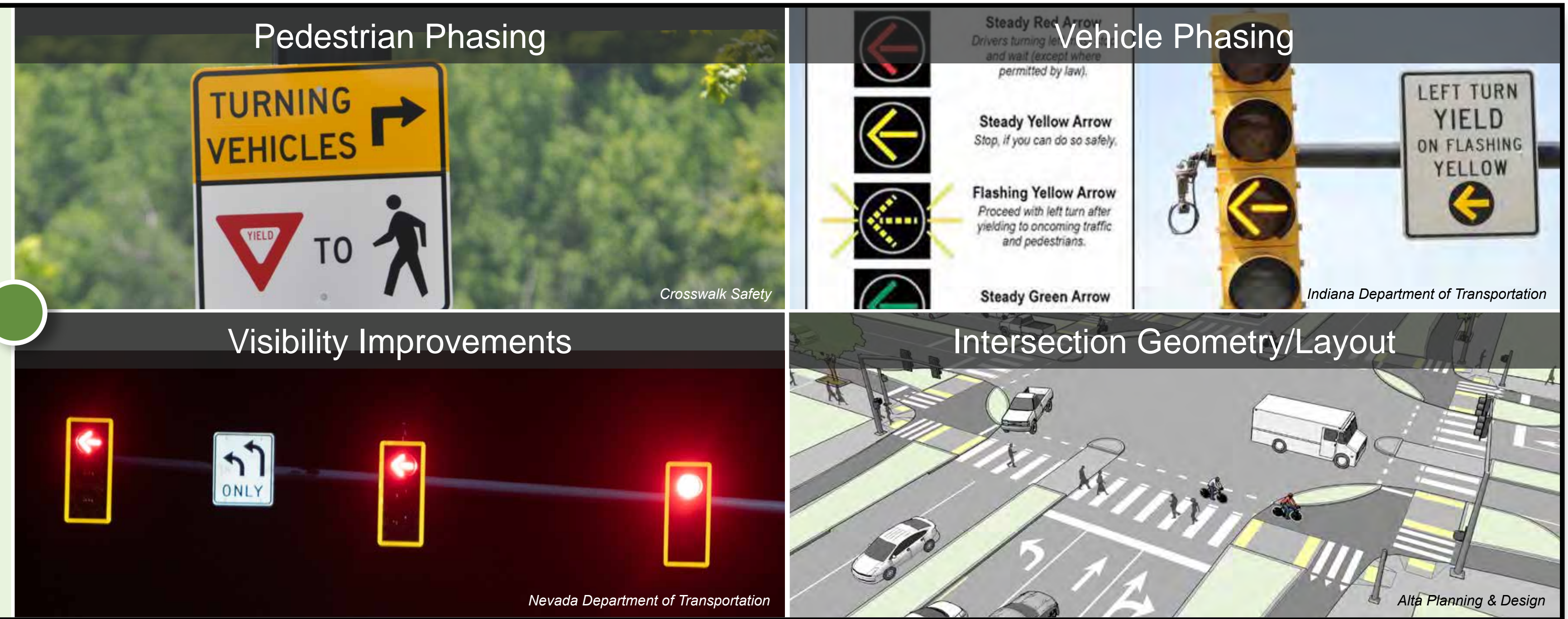


Non-Motorist Strategies

Strategy

Example Actions

Enhance Signalized Intersections



Enhance Unsignalized Intersections



Improve Intersection Visibility & Safety



Focus Area



Intersection Strategies

Strategy

Example Actions

Focus Area



Inattentive Driver Strategies

Focus Area



Speed Strategies

<p>Promote Distraction-Free Driving</p>	<p>Educational Campaigns</p> <p>TRAVELERS INSTITUTE TRAVELERS</p>	<p>Promote Technology Solutions</p> <p>Crunch Base</p>	<p>Target Teen Drivers</p> <p>PARENT-TO-PARENT AGREEMENT PARENT-TEEN DRIVING AGREEMENT</p> <p>DRIVING CONTRACTS</p> <p>AAA</p>
<p>Penalize Distracted Driving</p>	<p>High Visibility Enforcement</p> <p>PUT THE PHONE AWAY OR PAY</p> <p>Connecticut Dept. of Transportation</p> <p>Law Enforcement Training</p> <p>Flathead Beacon</p>	<p>Distracted Driving Policies</p> <p>VISUAL MANUAL COGNITIVE</p> <p>Ultimate Defensive Driving</p> <p>Expanded Cell Phone Ordinance</p> <p>Google Earth</p>	
<p>Counteract Distracted Driving</p>	<p>Edge Line, Centerline, and Transverse Rumble Strips</p> <p>Traffic Safety Supply</p>	<p>Lane Departure Warning Systems</p> <p>mycardoeswhat.org</p> <p>Separated Non-Motorist Facilities</p> <p>Crossroads</p>	<p>Roadway Lighting</p> <p>Cree Lighting</p>
<p>Review Posted Limits</p>	<p>Speed Studies</p> <p>NACTO</p>	<p>Special Speed Zones</p> <p>TrafficCalm</p>	<p>Jurisdiction-Wide Speed Limits</p> <p>Bainbridge Island Chamber of Commerce</p>
<p>Reduce Vehicular Travel Speeds</p>	<p>Traffic Calming</p> <p>City of Bozeman</p>	<p>Speed Enforcement</p> <p>Western Systems</p>	<p>Education Campaigns</p> <p>Clear Roads</p>

Proposed Project Locations

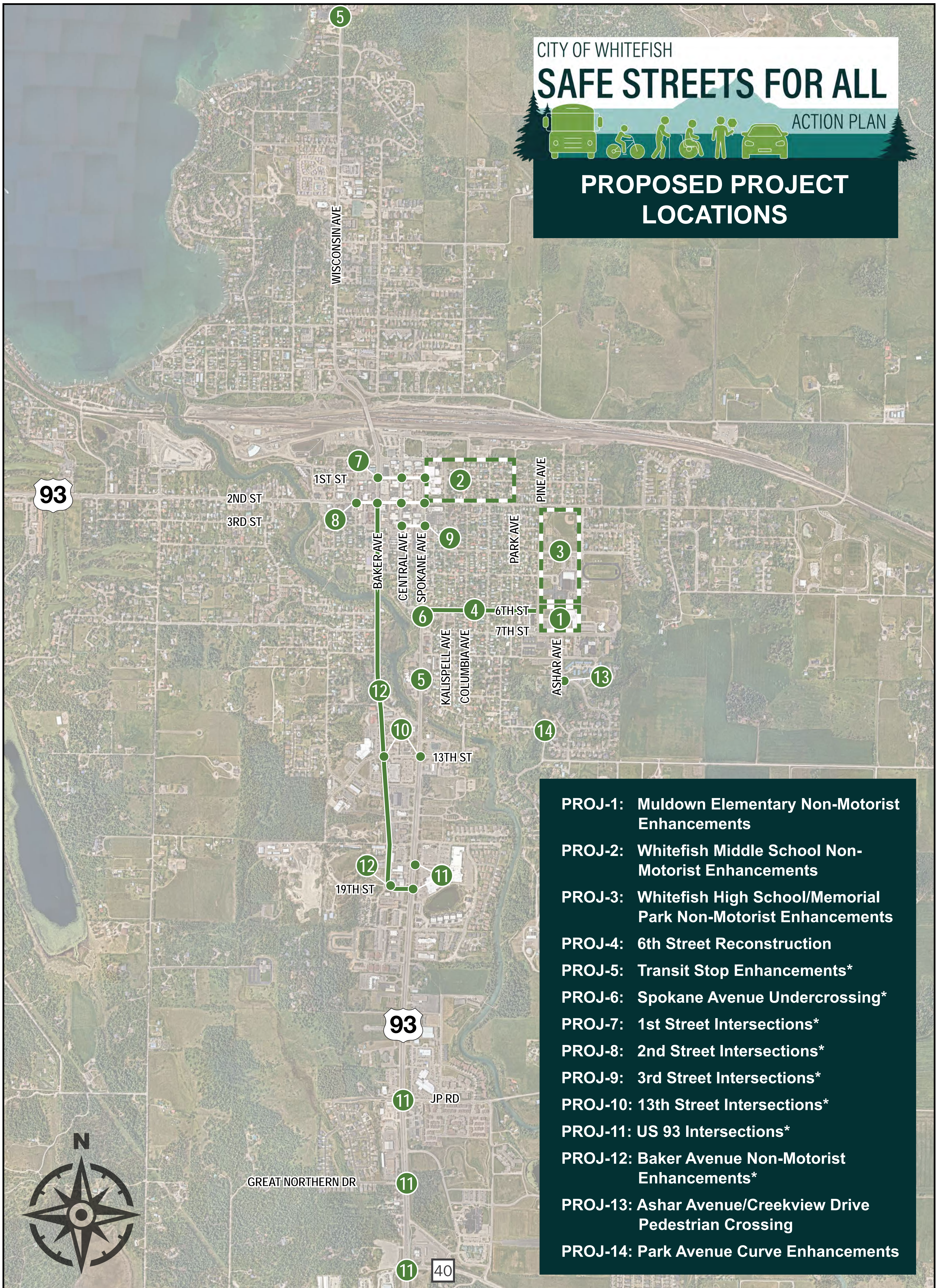
CITY OF WHITEFISH

SAFE STREETS FOR ALL

ACTION PLAN



PROPOSED PROJECT LOCATIONS



- PROJ-1:** Muldown Elementary Non-Motorist Enhancements
- PROJ-2:** Whitefish Middle School Non-Motorist Enhancements
- PROJ-3:** Whitefish High School/Memorial Park Non-Motorist Enhancements
- PROJ-4:** 6th Street Reconstruction
- PROJ-5:** Transit Stop Enhancements*
- PROJ-6:** Spokane Avenue Undercrossing*
- PROJ-7:** 1st Street Intersections*
- PROJ-8:** 2nd Street Intersections*
- PROJ-9:** 3rd Street Intersections*
- PROJ-10:** 13th Street Intersections*
- PROJ-11:** US 93 Intersections*
- PROJ-12:** Baker Avenue Non-Motorist Enhancements*
- PROJ-13:** Ashar Avenue/Creekview Drive Pedestrian Crossing
- PROJ-14:** Park Avenue Curve Enhancements



*Potential projects located on MDT routes would require additional study and coordination with MDT to proceed.

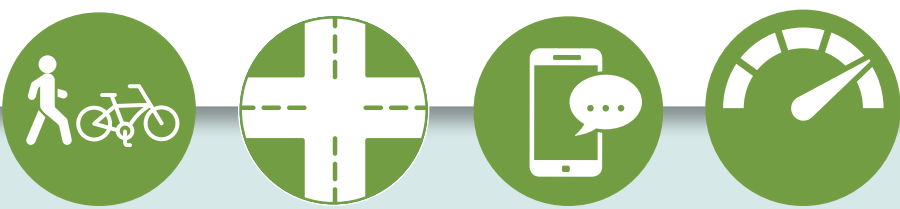
TELL US WHICH LOCATIONS YOU CARE ABOUT MOST!

Place your beads in the jars corresponding to each project to indicate your top priorities.

Based on historic crash data and community input, we have identified the following locations for targeted improvement projects.

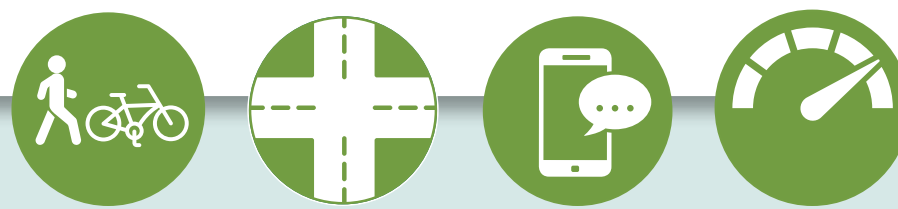
PROJ-1 Muldown Elementary Non-Motorist Enhancements

- 6th & Pine
- 7th & Pine
- 7th & Ashar



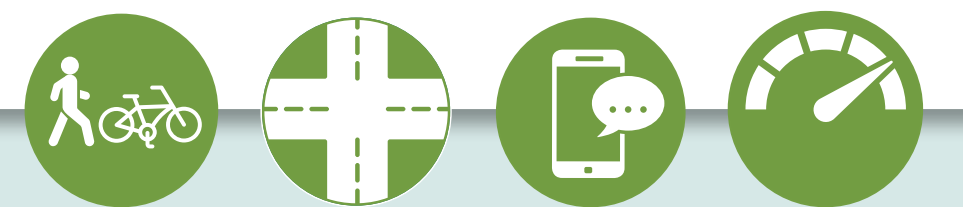
PROJ-2 Whitefish Middle School Non-Motorist Enhancements

- 1st St Segment
- 1st & Spokane
- 2nd & Kalispell



PROJ-3 Whitefish High School/Memorial Park Non-Motorist Enhancements

- Memorial Park Vicinity
- School Perimeter
- Fir Ave, 4th Street, Pine Ave
- 4th & Fir, 5th & Pine



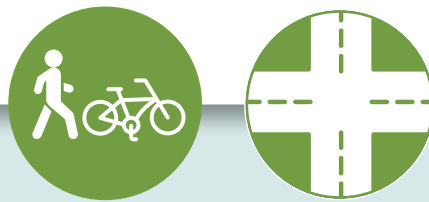
PROJ-4 6th Street Reconstruction

- 6th St from Spokane to Pine



PROJ-5 Transit Stop Enhancements

- The Pine Lodge (9th & Spokane)
- The Lodge at Whitefish Lake (Wisconsin Ave)



PROJ-6 Spokane Avenue Undercrossing

- 6th & Spokane Vicinity



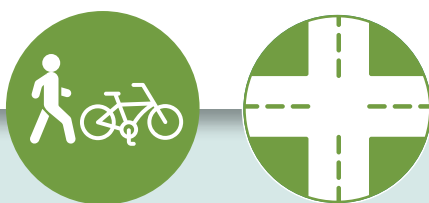
PROJ-7 1st Street Intersections

- 1st & Spokane
- 1st & Central
- 1st & Baker



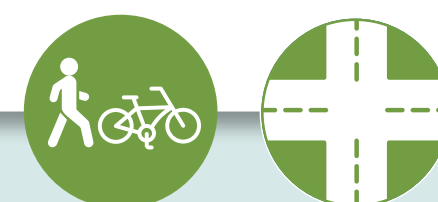
PROJ-8 2nd Street Intersections

- 2nd & Spokane
- 2nd & Central
- 2nd & Baker
- 2nd & Lupfer



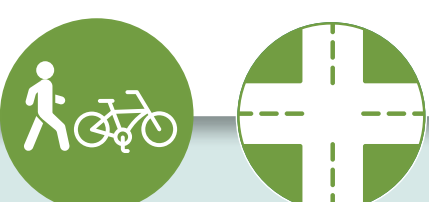
PROJ-9 3rd Street Intersections

- 3rd & Spokane
- 3rd & Central



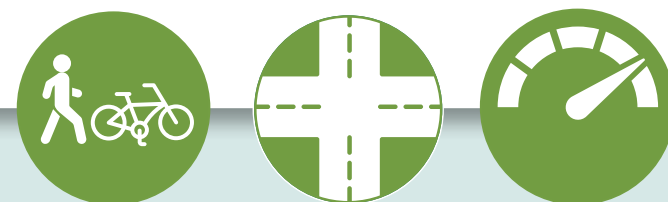
PROJ-10 13th Street Intersections

- 13th & Baker
- 13th & Spokane



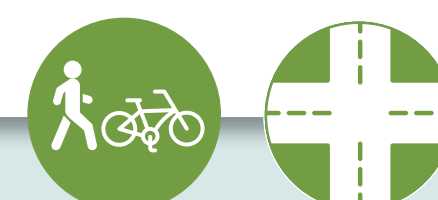
PROJ-11 US 93 Intersections

- US 93 & Commerce
- US 93 & 19th
- US 93 & JP Rd
- US 93 & Great Northern
- US 93 & MT 40



PROJ-12 Baker Avenue Non-Motorist Enhancements

- Baker Ave from 5th to 19th
- 19th & Baker



PROJ-13 Ashar Avenue/Creekview Drive Pedestrian Crossing

- Crossing South of Traffic Circle



PROJ-14 Park Avenue Curve Enhancements

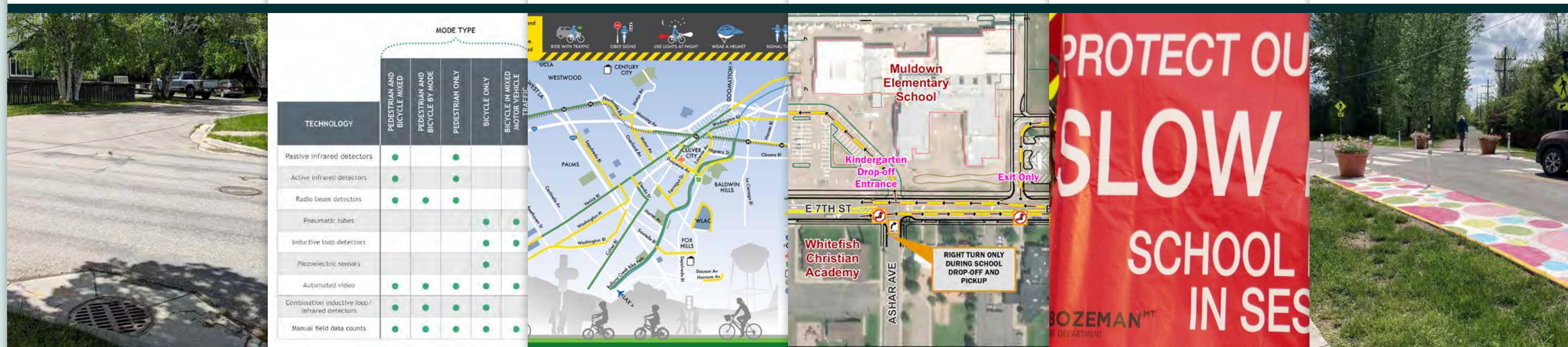
- Cow Creek Crossing Area



Proposed Programs and Policies

Programs

PROG-1	PROG-2	PROG-3	PROG-4	PROG-5	PROG-6
Non-Motorized Audit	Non-Motorist Count Program	Walking/Biking/Transit Resources	School Traffic Safety Campaign	High Visibility Enforcement	Traffic Calming Program
<ul style="list-style-type: none"> Identify/Prioritize/Upgrade Pedestrian & Bicycle Facilities Right-of-Way Audit with Disabled Individuals Published Maps with Connected, Accessible Routes 	<ul style="list-style-type: none"> Manual or Automated Count Data Bicycle and Pedestrian Coordinator 	<ul style="list-style-type: none"> Website, Maps, QR Codes, Safety Tips/Rules Bicycle and Pedestrian Coordinator 	<ul style="list-style-type: none"> Updated Drop-Off/Pick-Up Maps Educational Videos Events (Bike Rodeos, Helmet Fitting, Crosswalk Practice) 	<ul style="list-style-type: none"> Increased Presence/Visibility of Law Enforcement (Foot, Bicycle, Vehicle Patrols) Educational Campaigns – School Areas 	<ul style="list-style-type: none"> Defined Process for Development Review/Traffic Study Cost Sharing/Maintenance Agreements



Policies

POL-1	POL-2	POL-3
E-Bike Regulation Modifications	Formalized Safe Routes To School Policy	Complete Streets Policy
<ul style="list-style-type: none"> Downtown and Sidewalk Regulations 	<ul style="list-style-type: none"> Educational Campaigns Coordinated Infrastructure Improvements 	<ul style="list-style-type: none"> Formal Policy Adoption Potential Changes to Design Standards and City Codes



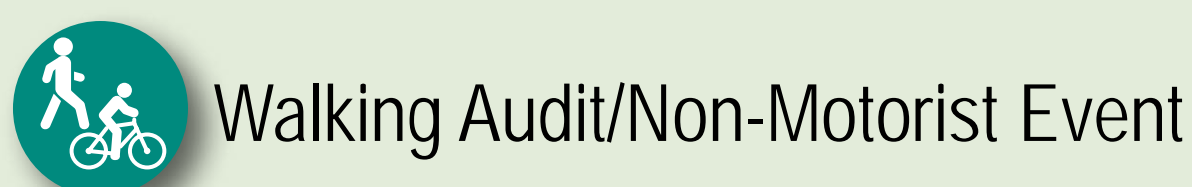
Next Steps

The **Action Plan** kicked off in **February 2024**. A draft plan is expected to be available for public review in **December 2024** with the final plan completed by the end of **January 2025**. Public feedback is welcome throughout the planning process!

City of Whitefish Safe Streets For All (SS4A) Action Plan - Schedule

WORK TASKS	MONTH											
	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25
Project Management and Administration	[Green bar]											
Stakeholder and Public Involvement	[Green bar]											
Leadership Commitment and Goal Setting			[Green bar]									
Data Review and Analysis	[Green bar]											
Project Identification and Implementation					[Green bar]							
Policy and Process Changes							[Green bar]					
Action Plan and Progress Reporting									[Green bar]			
MEETINGS AND EVENTS												
Task Force Meetings (4)					[Icon] In Person	[Icon] Hybrid			[Icon] In Person		[Icon] In Person	[Icon]
Public Meetings (2)					[Icon]				[Icon]			
Walking Audit (1)/Non-Motorist Event (1)					[Icon]							
City Council Coordination (2)									[Icon] In Person		[Icon] In Person	[Icon]
DELIVERABLES												
Goal Summary Memo				[Icon]								
Data Summary Memo				[Icon]								
Concept Drawings/Details/Costs								[Icon]				
Policy and Process Memo								[Icon]				
Action Plan and Annual Reporting Template									[Icon]	[Icon]	[Icon]	[Icon]

Task Force Review
Public Comment Period



Questions?

Contact



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To learn more about the
Whitefish SS4A Action Plan
visit the website:

WhitefishSafeStreets.com



Public Review Period

December 20, 2024 – January 20, 2025

The City of Whitefish offered a public review period for the draft Action Plan beginning December 20, 2024, and extending through January 20, 2025.

Summary of public comments to be updated following close of review period.