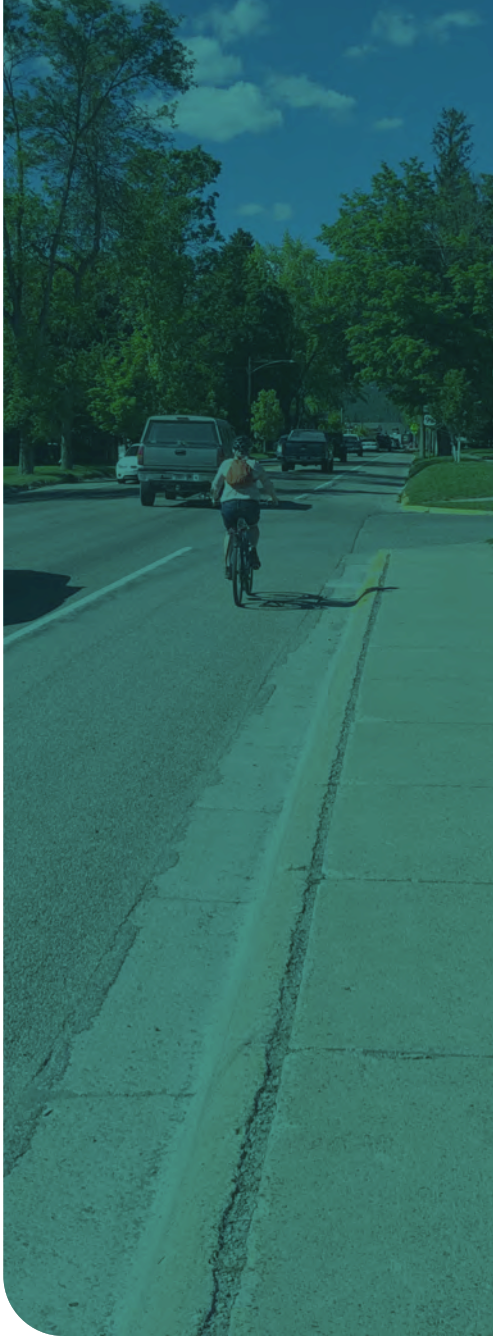
Whitefish
Safe Streets For All

Action Plan

January 31, 2025



RPA

CITY OF WHITEFISH MONTANA

In memory of

Susi Kohler

As a dedicated Muldown Elementary crossing guard, Susi loved her job helping children safely cross the street and was passionate about safe routes to school.

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1. Introduction

The City of Whitefish was awarded funds from the Safe Streets and Roads for All (SS4A) discretionary grant program to complete an Action Plan identifying the most significant safety concerns in the community with implementation steps for projects and strategies to address those issues in addition to reducing fatalities and serious injuries within the City limits. The Action Plan aims to address the safety needs of all users, though it places increased emphasis on non-motorist safety, in alignment with community priorities and values. Completion of the *Whitefish SS4A Action Plan* will enable the City to apply for other grant funds under the SS4A program to complete supplemental planning, future demonstration activities, or project implementation to fulfill the identified needs of the Action Plan.

1.1. Action Plan Outline

The *Whitefish SS4A Action Plan* is organized into eight chapters.

Chapter 1: Introduction provides an overview of national SS4A program guidance, introduces the planning area, and outlines relevant supporting documents consulted in development of the plan, with additional detail included in **Appendix B**.

Chapter 2: Outreach and Engagement summarizes efforts to involve the community in development of the Action Plan, including Task Force meetings, a walk audit, stakeholder meetings, City Council coordination, and a variety of public outreach including the Walk N Roll event, website postings and an online commenting map, and two in-person public meetings. Additional information is provided in **Appendix A**.

Chapter 3: Baseline Data Summary provides an overview of crash data analysis occurring within the Whitefish City limits from 2018 to 2022, including crash characteristics, demographic details, and the High Injury Network (HIN). Additional information is provided in **Appendix B**.

Chapter 4: Focus Areas summarizes the four focus areas selected for the Action Plan, including 1) non-motorists (pedestrians and bicyclists), 2) intersections, 3) inattentive drivers, and 4) speeds. The selected categories reflect baseline data analysis and public/stakeholder input.

Chapter 5: Leadership Commitment and Goals outlines fatality and serious injury goals and focus area goals, in fulfillment of SS4A program requirements. Goals identify specific actions to measure progress toward eliminating fatalities and serious injuries on Whitefish roadways.

Chapter 6: Strategy Identification presents a series of broad-based strategies associated with each of the four focus areas. Strategies involve the E's of Transportation Safety (Education, Enforcement, Engineering, and EMS) and follow the Safe Systems Approach with specific attention on safe road users, vehicles, road, and speeds. Example actions range from educational campaigns to investments in infrastructure projects, new technologies, maintenance practices, policies, enforcement, and training, strategies are intended to address safety from numerous angles. Information in this chapter is intended to assist in the future identification, development, and implementation of specific projects in Whitefish, including those listed in Chapter 7.

Chapter 7: Project, Policy, and Program Identification describes specific projects, programs, and policies recommended to proactively address identified transportation safety concerns from all angles, including infrastructure improvements, programs focused on safe behaviors, and operational improvements. The recommendations can be developed as stand-alone efforts, or, in some cases, combined with other efforts as appropriate. Planning-level cost estimates were developed for each of the project recommendations.

Chapter 8: Project Prioritization and Implementation outlines the prioritization process developed for the Action Plan and details the steps necessary for future implementation efforts. By establishing clear timelines for project execution, the City can effectively address safety concerns while ensuring a systematic approach to enhancing roadway safety.

1.2. National Guidance

The SS4A discretionary grant program was established by the Bipartisan Infrastructure Law/Infrastructure Investment Jobs Act in 2021. The program was established to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries through planning and implementation efforts. The SS4A program supports the US Department of Transportation's Vision Zero – a goal of zero roadway deaths – using the Safe System Approach (SSA) (illustrated in **Figure 1**), which aims to address the safety of all road users, with specific focus on improving safety culture, increasing stakeholder collaboration, and considering the human element in crash severity reduction.

Figure 1: Safe Systems Approach

In alignment with the Vision Zero and SSA initiatives, the SS4A program provides funding to localities to help develop tools to strengthen the community's approach to roadway safety for all roadway users including vulnerable road users (VRUs, including pedestrians, bicyclists, other cyclists, and personal conveyance and micromobility users), public transportation users, motorcyclists and motor vehicle operators and passengers, and commercial vehicle operators. Top priorities for the SS4A program include the following:

- Safety promotion to reduce roadway fatalities and serious injuries
- Low-cost, high-impact strategies
- Equitable investment in underserved communities
- Evidence-based and innovative projects and strategies
- Public and stakeholder engagement
- Alignment with the US Department of Transportation (USDOT) mission and priorities (equity, climate and sustainability, quality job creation, economic strength and global competitiveness)

1.3. Planning Area

This planning effort focused on the area bounded by the Whitefish City limits. **Figure 2** provides a map of the planning area. Note that the land surrounding the Amtrak rail lines, including the Wisconsin Avenue viaduct, is not annexed into the City and therefore is not included in the analysis.

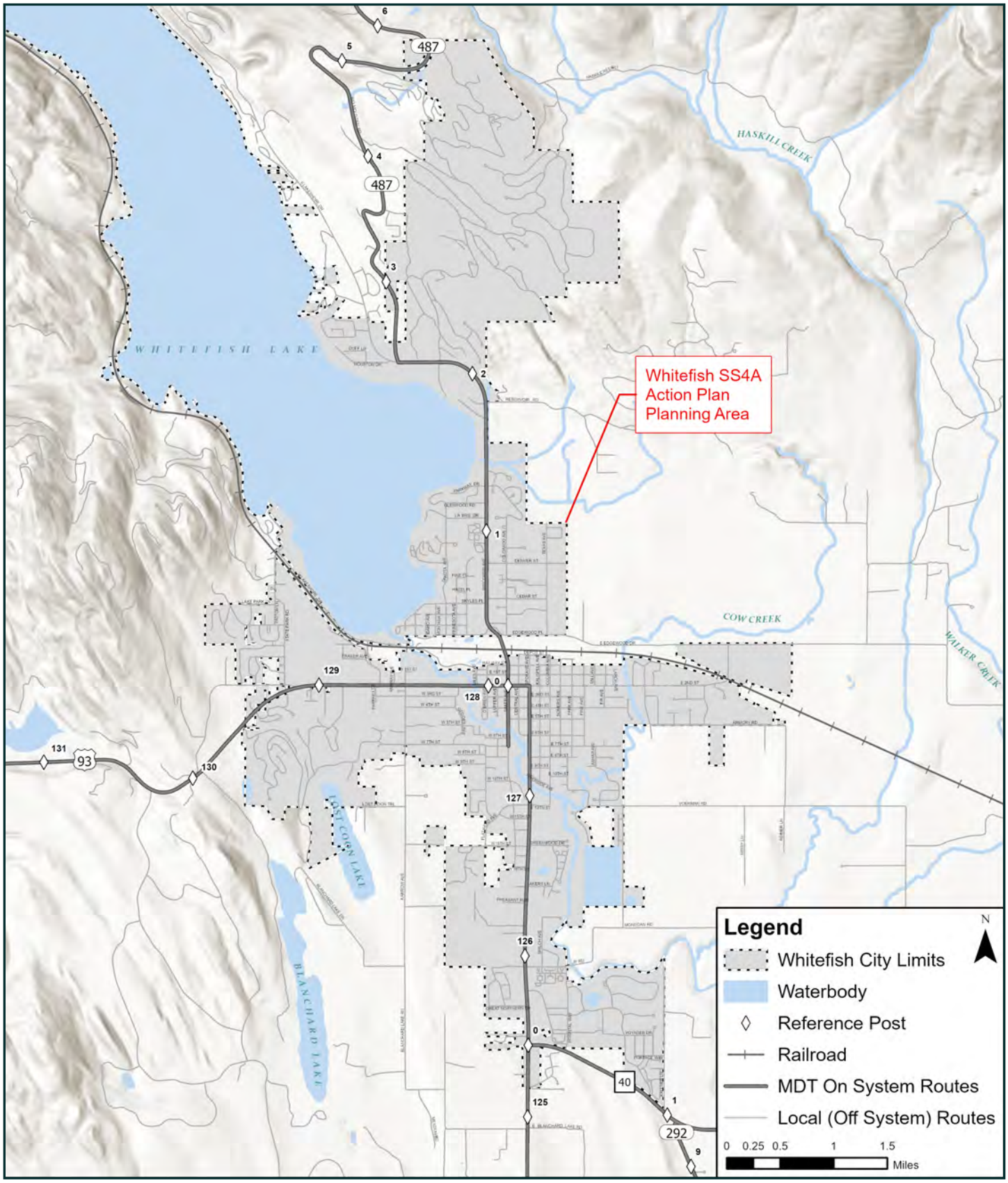


Figure 2: Study Area

1.4. Relevant Supporting Documents

Efforts to improve safety in the Whitefish community have been ongoing for many years and are reflected in past planning initiatives. The *Whitefish SS4A Action Plan* provides an opportunity to closely examine crash trends and explore safety concerns in greater detail. This Action Plan is designed to complement and integrate with previous transportation plans, current growth policies, and other relevant planning documents developed by the City, Montana Department of Transportation (MDT), and partner agencies in recent years. As a first step, a review of the City's past planning efforts was conducted to ensure the Action Plan aligns with the community's safety goals and addresses previously identified concerns. A review of the following plans and studies was conducted for this planning effort. A detailed review of each document is provided in **Appendix B**.

- City Code of Whitefish (2024)
- Whitefish Transportation Plan (2022)
- Downtown Whitefish Highway Study (2022)
- Whitefish Highway 93 South Corridor Plan (2021)
- Whitefish Sustainable Tourism Management Plan (2020)
- City of Whitefish Engineering Standards (2019)
- City of Whitefish Parking Management Plan (2019)
- City of Whitefish Traffic/Transportation Report (2019)
- Wisconsin Avenue Corridor Plan (2018)
- Downtown Business District Master Plan (2018)
- City of Whitefish Climate Action Plan (2018)
- Connect Whitefish Bicycle and Pedestrian Plan (2016)
- Whitefish Highway 93 West Corridor Plan (2015)
- City of Whitefish Parks and Recreation Master Plan (2013)
- City of Whitefish Safe Routes to School Plan (2011)

2. Outreach and Engagement

Development of the Action Plan involved comprehensive outreach to understand community concerns, share updates on progress, and involve the community in actively creating safer streets for all users. Engaging with community members not only provided valuable insights but also fostered a sense of ownership and collaboration in the planning process. Additional information is provided in **Appendix A**.

2.1. Task Force

To guide the development of the Action Plan, a multidisciplinary group of stakeholders comprising representatives from various City departments, MDT, community leaders, and local safety partners formed the SS4A Task Force. Since this Task Force is expected to assist City staff in implementing the *Whitefish SS4A Action Plan*, members were selected for their expertise, resources, and commitment to promoting transportation safety improvements in the community. Throughout the planning study, four Task Force meetings were held to engage these key partners at critical stages of the plan's development, ensuring their insights and feedback were integrated throughout the process.

Walk Audit

On the morning of June 5, 2024, members of the Task Force gathered at Muldown Elementary School to conduct a walk audit of key locations for potential safety improvements. The audit aimed to observe areas of concern within Whitefish, discuss issues, and brainstorm potential solutions for the *Whitefish SS4A Action Plan*. Locations included Muldown Elementary School, Whitefish Middle School, Whitefish High School, Memorial Park, Ashar Avenue/Creekview Drive, various intersections along 2nd Street (including Spokane, Central, Baker, Lupfer, and Miles Avenues), as well as Baker Avenue at 1st and 13th Streets.

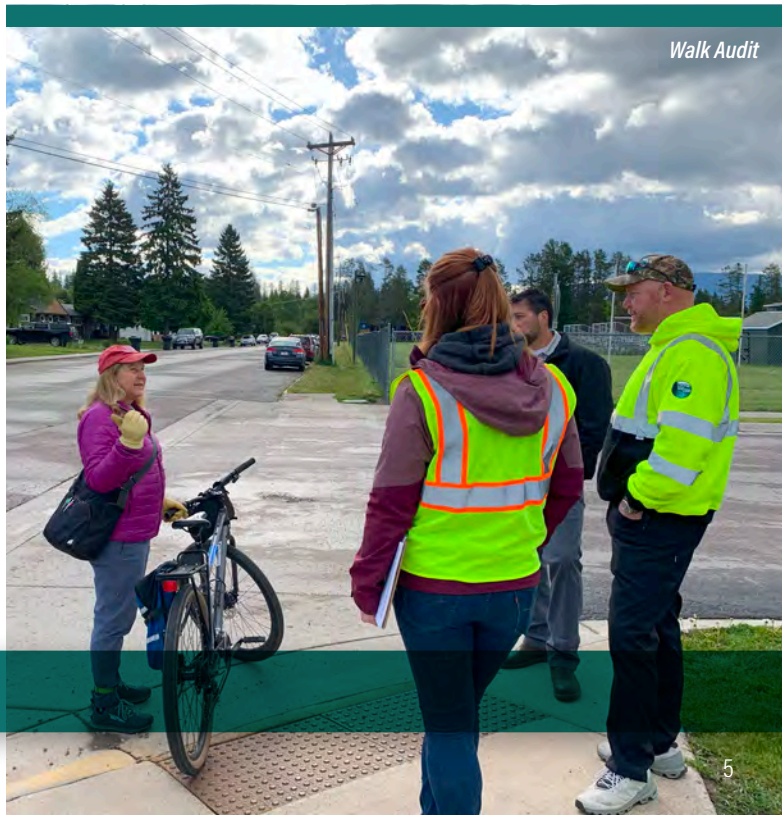
In addition, representatives from the consulting team performed a field review of other high-priority locations based on crash trends. One team member also conducted a bike tour around Whitefish to assess non-motorized facilities, identify safety concerns, and explore potential solutions. This hands-on approach allowed both the Task Force and consulting team to gain a thorough understanding of site conditions, enabling a proactive approach to address the community's safety needs effectively.

2.2. Website

A dedicated website was established to facilitate ongoing public engagement and share information throughout the planning process. Two easy-to-remember URLs, WhitefishSafeStreets.com and WhitefishSafeStreets.org, were created to guide community members to the site developed and hosted by the consulting team. The website included contact information, an overview of the planning process, meeting announcements, frequently asked questions, and finalized documents. It also featured a link to an online commenting map for public input. The City plans to keep the website active after completion of the Action Plan to provide annual updates and inform the community about specific safety improvements.

Commenting Map

An interactive commenting map hosted on the ArcGIS platform allowed the public to share feedback throughout the planning process. Community members could leave notes, highlight areas of concern, and engage with others' comments. During the study, 322 unique comments and 27 replies were posted, 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.



Walk Audit

2.3. Stakeholder Outreach

Effective stakeholder engagement is at the heart of the SS4A initiative, ensuring that a wide range of voices contribute to the development of the Action Plan. To understand these varied perspectives, the consulting team conducted a series of meetings to discuss transportation safety concerns and gather insights from various partner organizations. This collaborative effort was complemented by ongoing coordination with the Whitefish City Council, which plays a crucial role in formally committing to the goal of zero roadway fatalities and serious injuries. By fostering dialogue with both stakeholders and local governing bodies, the SS4A program aims to create a comprehensive, community-driven approach to enhancing roadway safety.

Stakeholder Meetings

To gather focused feedback, the consulting team conducted interviews with several stakeholders. These conversations aimed to introduce the *Whitefish SS4A Action Plan* and identify transportation safety concerns within the community. Over several months, multiple meetings with stakeholder groups were held, both in-person and virtually. Participants included representatives from diverse organizations, such as the Whitefish Police Department (WPD), Whitefish Schools, Explore Whitefish, Dream Adaptive, Safe Trails Whitefish, MDT, and the Big Mountain Commercial Association (BMCA). This inclusive approach ensured a variety of perspectives were considered, providing valuable insights from all user groups within the community.

Walk N Roll

City Council Coordination

An important component of the SS4A program is the official public commitment by a governing body to achieve the eventual goal of zero roadway fatalities and serious injuries. The Whitefish City Council is expected to make this commitment and has been kept informed throughout the plan's development.

Engagement with the City Council occurred at two critical points in the study process. On October 7, 2024, a presentation of initial study findings and preliminary recommendations was provided at a City Council work session in the City Council Chambers. The final Action Plan was also presented to the City Council in an in-person meeting as part of the approval and adoption process. This coordination ensured that the Council was actively involved and supportive of the SS4A initiative.

2.4. Public Outreach

Throughout the study, multiple public outreach events were organized to update the community on the Action Plan's progress and gather feedback regarding safety needs and concerns. Advance notice for each informational meeting was provided through various channels. This included news releases sent to local newspapers and news stations, as well as interviews conducted by City of Whitefish staff for local news features. Additionally, announcements were shared via posters placed around town, social media posts from the City of Whitefish and partner agencies, emails to study contacts, and updates on the study website.

Walk N Roll Event

Connect Whitefish, a community-based group engaged in advocacy, education, awareness, and promotion of biking and walking in Whitefish, along with several sponsor agencies, organized an event to encourage residents to walk, bike, or roll to downtown Whitefish. The "Walk N Roll" event was held on Tuesday, June 4, 2024, from 5:00 p.m. to 7:30 p.m. Central Avenue was closed to vehicular traffic and community members were invited to learn about bike safety, adaptive recreation, health benefits of human powered transportation, local trails, and bike commuting. The City of Whitefish set up a table at the event to share information about the Action Plan, promote the first public open house, and collect initial community feedback.

Public Meeting #1

The City of Whitefish hosted the first SS4A public informational meeting on June 5, 2024, at Whitefish City Hall in the Council Chambers. The purpose of the meeting was to provide an overview of the Action Plan process, share initial findings from the baseline safety data analysis, and offer an opportunity for the public to ask questions and share their safety concerns. The meeting was formatted as an open house with drop-in hours from 4:00 p.m. to 7:00 p.m. A total of 28 people signed in at the open house, and additional attendees were present but chose not to sign in.

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.

Public Meeting #1

Public Meeting #1

Public Meeting #2

A second public meeting was held on October 8, 2024, at Whitefish City Hall in the Council Chambers. 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 p.m. to 7:30 p.m. A total of 11 people signed in at the open house, additional attendees were present but chose not to sign in.

Exhibits were set up around the Council Chambers with information pertaining to community feedback to date, focus areas and goals, the Safe Streets for All approach, proposed focus area strategies, project locations, programs, and policies, next steps in the planning process, and study contact information. An interactive station was set up for people to indicate their priority locations for safety improvements in Whitefish.

Public Meeting #2

Public Meeting #2

2.5. Public Comments

Throughout the planning process, a variety of public comments were collected through multiple channels, including the plan website, direct communication with study representatives, the online commenting map, and public meetings. This diverse feedback allowed community members to express their concerns and suggestions regarding transportation safety. Below is a summary of the key themes and insights gathered from the public input received.

School Routes

The safety of school routes is a critical concern, particularly due to the presence of unsafe crossings and a lack of sidewalks for children traveling to school. Enhancements are needed to ensure that students can navigate their routes safely. This includes implementing better crosswalks and effective traffic control measures in proximity to schools, which would help protect students who walk or bike to school.

Crosswalks and Signage

Many crosswalks in the community are poorly marked or have become faded due to regular plowing and heavy traffic. This lack of visibility can create dangerous situations for pedestrians. Therefore, there is a pressing need for clearer signage and well-maintained markings, especially at intersections where visibility is compromised. Improving these elements will enhance pedestrian safety and encourage more individuals to cross streets confidently.

Sidewalk Connectivity

A number of areas lack proper sidewalks, forcing pedestrians to walk in roadways, which poses considerable safety risks. To address this issue, extending sidewalks and developing shared use paths is essential for connecting residential neighborhoods with schools and other key areas. Improved sidewalk connectivity will facilitate safer pedestrian movement throughout the community and promote walking as a viable transportation option.

Sidewalk ends at Columbia Ave and Riverside Ave intersection

Traffic Speed and Calming Measures

High vehicle speeds on numerous roads have raised concerns about safety for all road users. Residents have called for measures such as reduced speed limits, the installation of speed bumps, and the incorporation of traffic calming designs, such as roundabouts. Additionally, there are increasing worries that speeding vehicles often do not yield to pedestrians, particularly near busy intersections, making it imperative to implement effective traffic calming strategies.

Bike Infrastructure

There is a strong demand for improved bike infrastructure in the community, particularly the establishment of protected bike lanes on busy streets where cyclists currently share space with vehicles. Additionally, requests for designated bike paths and better connections to existing trails have been made to enhance safety and accessibility for cyclists. This infrastructure improvement is crucial for promoting biking as a safe and convenient mode of transportation.

Accessibility

Accessibility remains a significant issue, particularly at busy intersections and near schools where crossings are often not equipped for individuals with mobility challenges. Ensuring that all crossings are accessible and well maintained will create a more inclusive environment and allow everyone, regardless of physical ability, to navigate the community safely.

Community Safety

The increase in traffic due to new developments has raised substantial concerns about transportation safety. Community members are advocating for measures that ensure safe access to bus stops and local businesses. By prioritizing safety in planning and development efforts, the community can foster an environment where all residents feel safe while traveling, regardless of transportation mode.

Public Awareness and Education

Community education on bike and pedestrian safety has been identified as a key component in improving awareness among both drivers and non-motorists. Initiatives aimed at raising public awareness can help reduce crashes and enhance overall safety for all road users. Engaging the community in educational campaigns will foster a culture of safety and encourage responsible behavior on the roads.

3. Baseline Data Summary

For this effort, the MDT Traffic and Safety Engineering Bureau provided crash data for the five -year period from January 1, 2018, to December 31, 2022. The data included all crashes occurring within Whitefish City limits over the five-year analysis period. This information includes data from crash reports submitted by Montana Highway Patrol (MHP) officers and local City, County, Tribal, and Federal law enforcement officials. The crash reports are a summation of information from the scene of the crash provided by the responding officer. Some of the information contained in the crash reports may be subjective. WPD data was also reviewed and is summarized in **Appendix B**, however MDT data was used for the majority of the analysis due to the level of detail available.

Crash records were analyzed to determine contributing factors, high-risk areas, and behavioral characteristics. User behavior, such as the use of proper safety equipment (i.e., helmets, seatbelts, lighting, or child passenger seats), impairment, and adherence to traffic laws, is analyzed only when a crash is reported. There are likely many other instances in which these and other improper behaviors occur without resulting in a reported crash. The purpose of this analysis is only to analyze the circumstances of reported crashes to identify trends and contributing factors so that the City, in coordination with local stakeholders, can address these issues and improve safety on the community's roadways.

3.1. Data Challenges and Limitations

Although historic crash data can help identify trends in behavioral and circumstantial contributors to crashes within the Whitefish area, several challenges and limitations should be acknowledged and considered when drawing conclusions from the data.

Underreported Data: Many crashes, especially those where individuals and vehicles are unharmed, are not reported to the police. Underreporting can limit the ability to properly and effectively manage road safety, since crash analyses can only be based on reported crash data. Similarly, near-miss occurrences often are not reported due to lack of property damage or injury. Although near-misses do not result in a reportable crash, these experiences can indicate significant safety issues that should be proactively addressed so a crash does not occur in the future.

Unknown Data: For many crash records, various fields are left blank by the reporting officer. Without this information, it may be difficult to capture a complete understanding of what happened before, during, and after a crash.

Inconsistent Data: Inconsistencies in reporting, either by the reporting officer or by the individual entering data into the MHP or State database, can also lead to misrepresentation of crash details.

Abbreviated Data: Often times the abbreviated crash data provided by MDT does not provide a full account of the crash circumstances.

MONTANA HIGHWAY PATROL 3-7-77

WHITEFISH POLICE

MONTANA Department of Transportation

3.2. Crash Characteristics

MDT's crash records included a total of **530 crashes** reported within the Whitefish City limits over the five-year analysis period extending from **January 1, 2018, to December 31, 2022**. The following sections summarize crash details and other characteristics associated with these crashes that occurred over the analysis period. The characteristics summarized in this section were evaluated as reported by the responding officer, and no efforts have been made to correct inconsistencies or fill in missing fields.

Year

The total number of crashes, including all levels of severity, reported per year by MDT is presented in **Figure 3**. MDT data indicated a decline in crashes between 2018 and 2021, with a large spike in crashes in 2022.

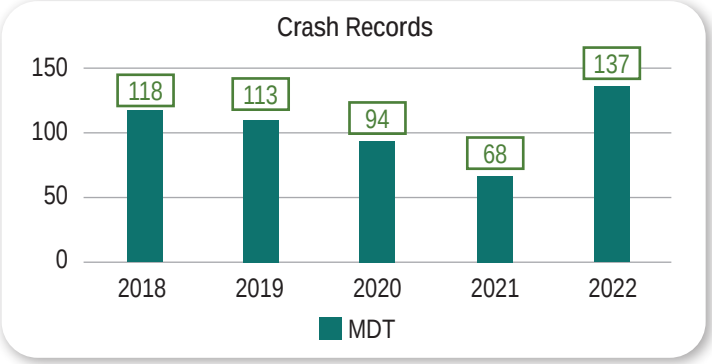


Figure 3: Crashes Reported By Year

Month

Figure 4 shows the distribution of reported crashes based on the month of the year in which the crash occurred. Approximately 29 percent of crashes occurred in the **summer months** (June through August), while 35 percent occurred in the **winter months** (December through February). Crashes were lowest in the spring and fall, which are shoulder seasons for visitation in Whitefish. The highest number of crashes occurred in January.

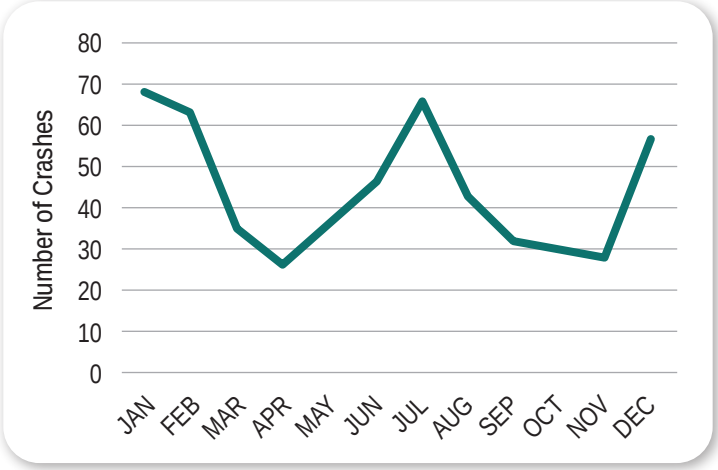


Figure 4: Crash Occurrence By Month

Day of the Week

A higher number of crashes occurred on weekdays (82 percent) compared to weekends. This suggests a **possible trend with regular commuting patterns** and generally **higher traffic exposure on weekdays**. The greatest number of crashes were recorded on Wednesdays. The distribution of crashes based on the day of the week on which the crash occurred is presented in **Figure 5**.

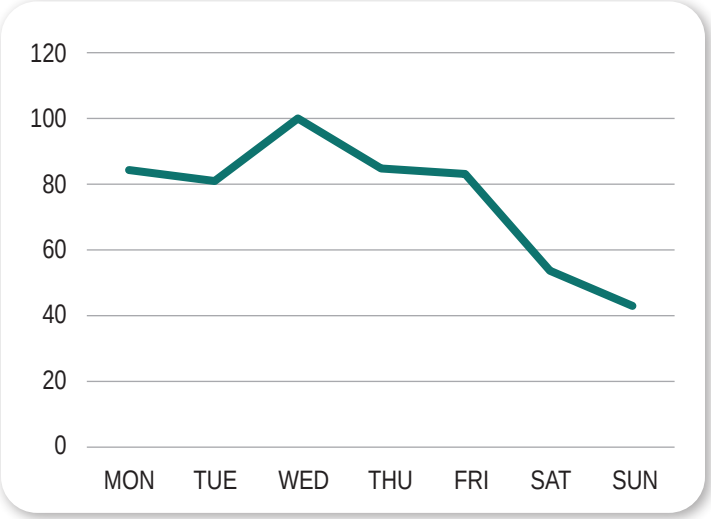


Figure 5: Crashes by Day of the Week

Time of Day

The time-of-day distribution for crashes is presented in **Figure 6**. Prominent peaks occur at 8:00 a.m., around 12:00 p.m., and between 3:00 p.m. and 5:00 p.m. with smaller peaks building over the course of the day. These time frames likely correspond to **morning and evening commutes, lunchtime hours, and school start and release times** when traffic volumes are typically higher and roadways are generally more congested. The most crashes occurred during the 4:00 p.m. hour. Crashes in the evening, late night, and early morning hours were fairly rare.

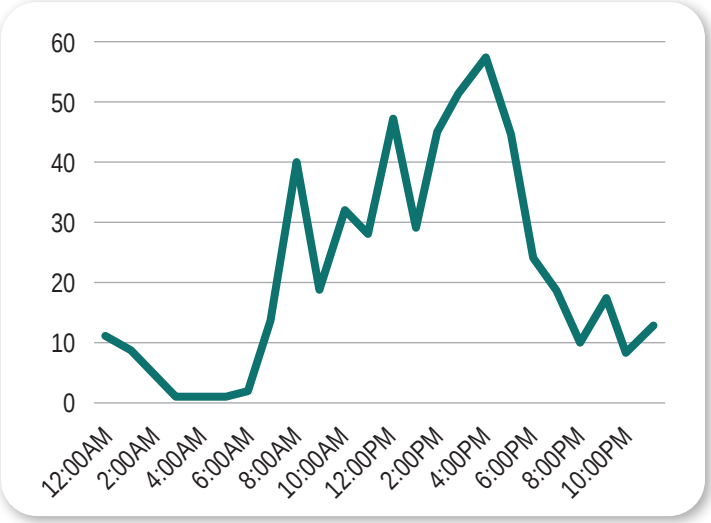


Figure 6: Crashes by Hour

Severity

Crash severity is categorized based on the most severe injury resulting from the crash. For example, if a crash results in a possible injury and a suspected serious injury, the crash is reported as a suspected serious injury crash. A suspected serious injury is defined as an observed injury, other than a fatality, which would prevent the injured individual from walking, driving, or normally continuing the activities they were capable of performing before the injury. The term "suspected" references an officer's observation at the time of the crash without follow-up confirmation of the nature of the person's injury. The term "severe injuries" is used to refer to the combined total of fatal and suspected serious injuries.

During the five-year analysis period, a total of **530 crashes occurred involving 1,109 individuals**. As shown in **Figure 7**, about 16 percent of those crashes resulted in some level of injury, and less than 1.5 percent were severe. There were two fatal crashes, resulting in **two total fatalities**, and five suspected serious injury crashes, resulting in **six total suspected serious injuries**. A total of 109 of the 1,109 individuals involved in crashes (about 10 percent), received a suspected minor or possible injury as a result of a crash. Approximately 84 percent of crashes were reported as causing property damage only (PDO) or as unknown severity.

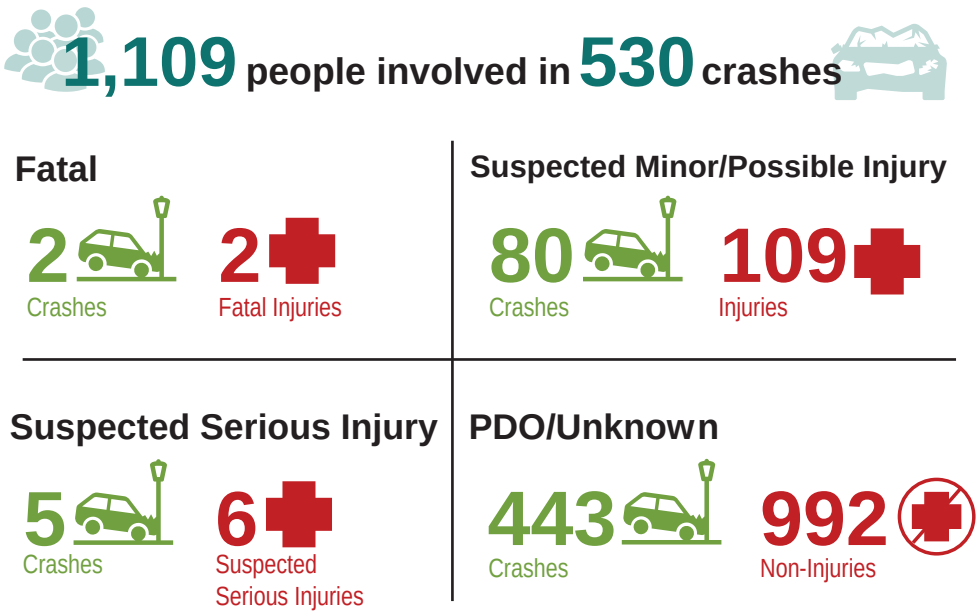


Figure 7: Crash and Injury Severity

Location

Evaluating crash location can help identify concentrations or area characteristics corresponding to a higher risk of occurrence. **Figure 9** on the following page shows the density of crashes across Whitefish as well as the location of severe crashes within the study area. This map shows **higher concentrations of crashes in the downtown area and along US 93**. These areas have higher traffic volumes and are typically more congested than other areas of the City, leading to **greater traffic exposure and a higher risk of conflicts**. Similarly, five out of seven severe crashes occurred on US 93, which carries the highest traffic volumes and has the highest speed limits contributing to both a higher probability of conflicts as well as higher risks of injury when a crash occurs.

Intersection Relation

Approximately 20 percent of all crashes occurred at an intersection and an additional 33 percent of crashes were related to an intersection (i.e., rear-end crashes). About 4 percent of crashes occurred at a driveway or other access type, while 43 percent occurred at a non-junction location, as illustrated in **Figure 8**. In terms of severity, five out of seven severe crashes occurred at an intersection or were related to an intersection. Two severe crashes, one fatal and one serious, occurred at non-junction locations.

In urban areas, non-junction crashes tend to occur on local, neighborhood streets with lower speed limits, helping to reduce the risk of injury when a crash does occur. Intersection crashes in urban areas can be more severe due to the angle at which crashes occur (right-angle or head-on).

Figure 8: Intersection Relation

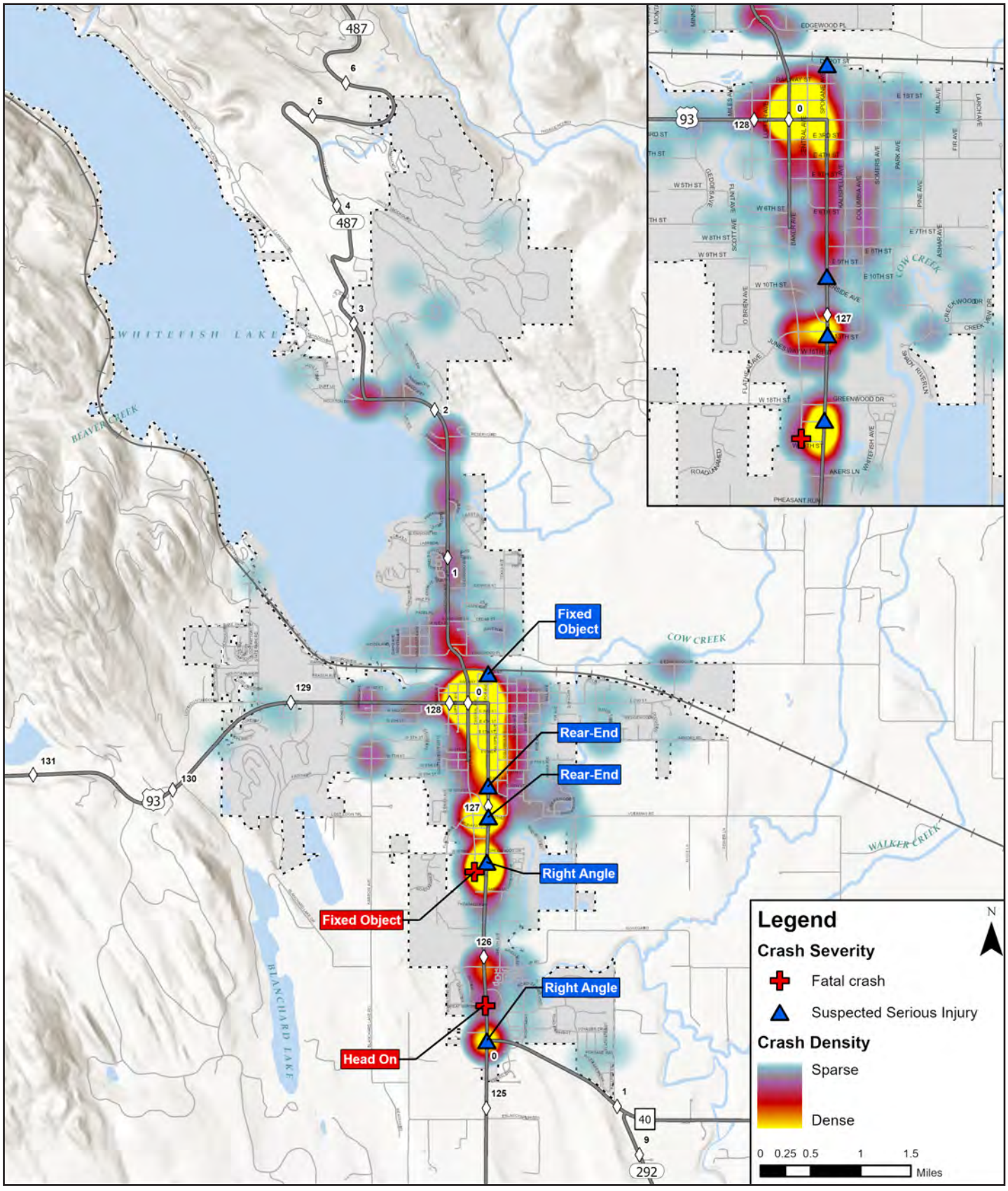


Figure 9: Crash Density and Severity (2018-2022 MDT)

Crash Type

Multi-vehicle crashes accounted for 83 percent of all reported crashes with a total of 439 crashes. The most common multi-vehicle crashes were rear-end (37 percent), right-angle (15 percent), and sideswipe crashes (13 percent), which are all typical crash types of congested urban areas.

Single-vehicle crashes represented 17 percent of crashes with 91 total crashes. Fixed-object crashes were the most commonly reported single-vehicle crash type accounting for 48 percent of those crashes, and nine percent of crashes overall. Fixed objects involved in crashes included utility poles/sign supports, guardrail and bridge rails, curbs, ditches, trees, and fences. Wild animal, rollover, and pedestrian involved crashes each accounted for five percent of single-vehicle crashes. **Figure 10** presents the distribution of both multiple- and single-vehicle crashes within the study area.

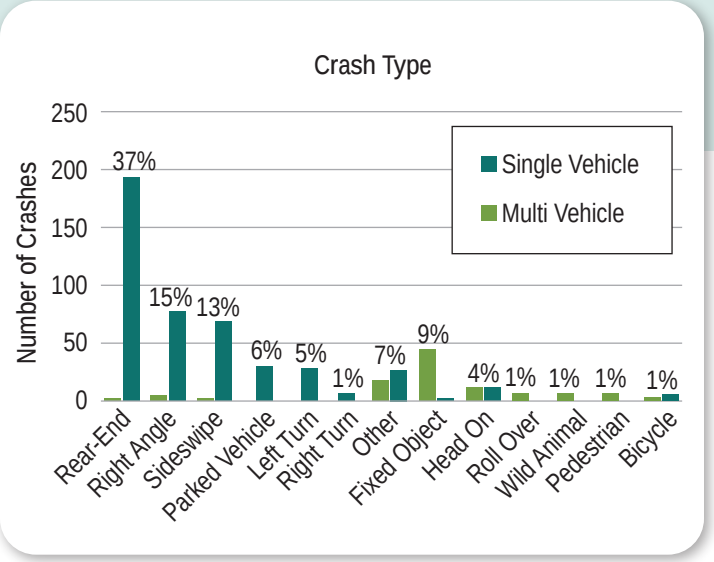


Figure 10: Crash Types

Vulnerable Road User Crashes

Of the 530 crashes that occurred during the five-year analysis period, just under 2 percent involved VRUs. A total of **four bicycle** and **five pedestrian related crashes** occurred within the analysis period. None of the crashes were reported to involve severe injuries. Of all the people involved in crashes, 47 or about 4 percent were categorized as non-motorists. Interestingly, many of the non-motorists were reportedly involved in other crash types (besides pedestrian or bicycle involved crashes) such as rear-end, right-angle, or sideswipe crashes. This indicates that a non-motorist may have been the cause of a crash but not directly involved in the collision. For example, a rear-end crash may occur when a vehicle stops for a pedestrian in a crosswalk, but the following vehicle does not see the pedestrian and does not expect the vehicle in front to stop. Similarly, a sideswipe could occur if a vehicle swerves around a bicyclist into a vehicle in the neighboring lane.

Roadway Ownership

As shown in **Figure 11**, approximately 72 percent of crashes occurred on routes owned and maintained by the City of Whitefish, while the remaining 28 percent occurred on MDT-owned routes, such as US 93, Baker Avenue, and Wisconsin Avenue. Of the seven severe crashes, five occurred on MDT on-system routes (US 93) while the other two occurred on locally owned routes. These findings point out the **importance of interagency coordination** since multiple agencies within the City of Whitefish are responsible for the maintenance and improvement of roadways

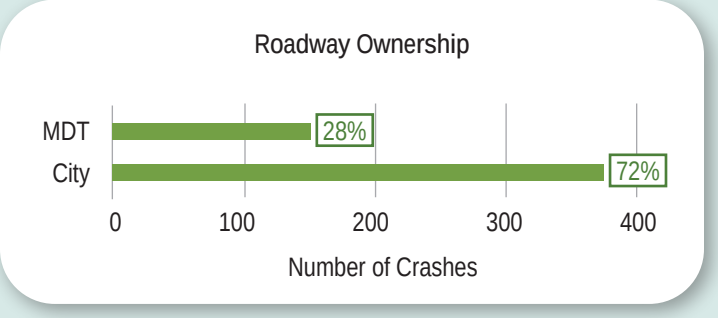


Figure 11: Roadway Ownership

Speed

Figure 12 shows the number of crashes occurring on roadways with various speed limits. While the posted speed limit doesn't necessarily indicate the speed at which a vehicle was traveling at the time of the crash, it is generally a good indication.

Approximately **60 percent** of crashes occurred on roadways with a **posted speed limit of 25 miles per hour (mph) or less**, which is currently the standard speed limit for local and collector streets. Although a greater number of crashes occurred on lower speed roadways, these crashes **tended to be less severe**, resulting in lower crash severities.

Approximately 2 percent of crashes occurred on roadways with speed limits greater than 60 mph, which is typical of rural highways. Crash severity was much higher on high-speed roadways even though a smaller number of crashes occurred.

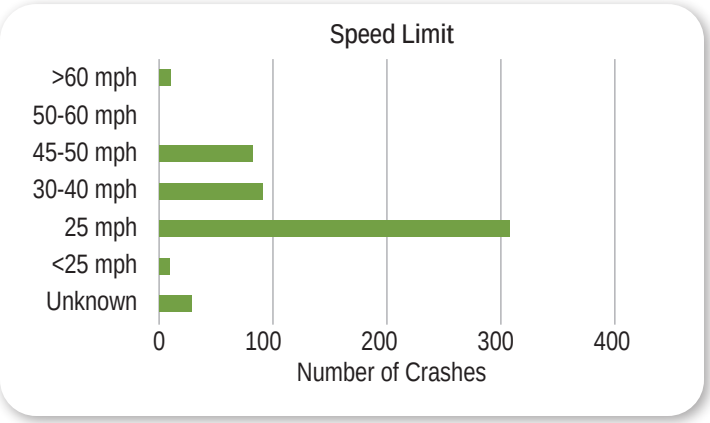


Figure 12: Speed Limit

Environmental Conditions

Figure 13 illustrates the percentages of crashes that occurred under various weather, road surface, and lighting conditions over the five-year crash period. The majority of crashes occurred when the weather was **clear** (53 percent) or **cloudy** (28 percent). Approximately 15 percent of crashes occurred when it was snowing, and three percent occurred when it was raining. Although the majority of crashes occurred when the road surface was dry (58 percent), about **40 percent occurred under adverse road conditions**. About 18 percent of crashes occurred on snow-covered roads, 12 percent on ice, or frost-covered roads, and 11 percent on wet roads. Crashes occurring under adverse road or weather conditions could indicate a lack of maintenance of roadway facilities or a lack of skill, experience, or care driving in adverse conditions, however, this finding is inconclusive. **All but 1 of the severe crashes occurred under clear weather conditions on dry roads**. One of the suspected serious injury crashes, a rear-end collision, occurred on a snowy day with wet roads.

Overall, 77 percent of crashes in Whitefish occurred during **daylight** conditions. About 20 percent of crashes occurred when it was dark outside, with about 75 percent of those crashes occurring in locations where street lighting was present. The remaining 2 percent of crashes occurred at dawn or dusk. Of the seven severe crashes, five occurred under daylight conditions. One of the fatal crashes occurred under dark lighting conditions without street lighting and one suspected serious injury crash occurred at dawn. Both crashes were fixed-object crashes at or related to an intersection.

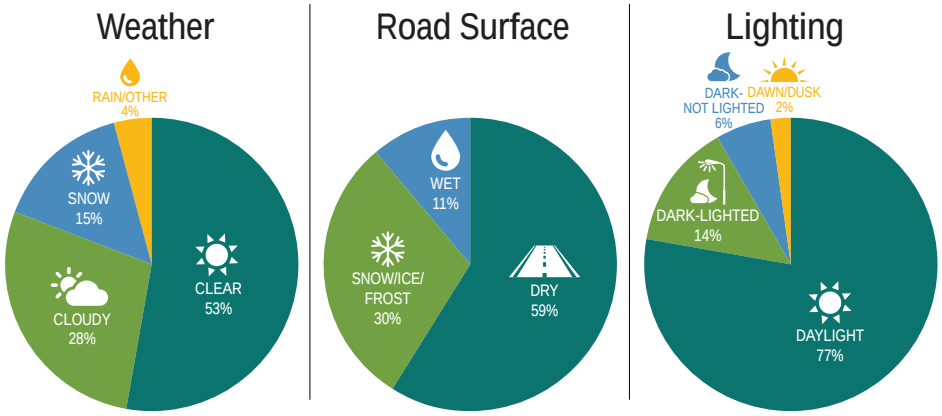


Figure 13: Weather, Road, and Lighting Conditions

Contributing Circumstances and Actions

In the majority of cases, contributing circumstances are not reported by local enforcement officers, however, when reported can indicate whether the crash was due to **driver error** or a **circumstance outside the driver's control**. Over the five-year analysis period, contributing circumstances were only included in about 15 percent of crash reports; in all other crashes, these fields were left blank. A summary of top contributing factors is shown in **Figure 14**.

Environmental circumstances including weather conditions, glare, animals in the roadway, or physical obstructions were noted as factors in about 12 percent of crashes. Road surface conditions, such as wet, icy, or snow-covered surfaces, were a factor in 14 percent of crashes.

When listed, the **most common** contributing driver action was driving in a **distracted, inattentive, or careless manner**, accounting for almost 30 percent of drivers. Following too closely, driving too fast for conditions, and failure to yield right-of-way were each listed as contributing actions for about 10 percent of drivers. Approximately 8 percent of crashes involved an impaired driver under the influence of drugs or alcohol. Both of the **fatalities** in the study area **involved an impaired driver**.

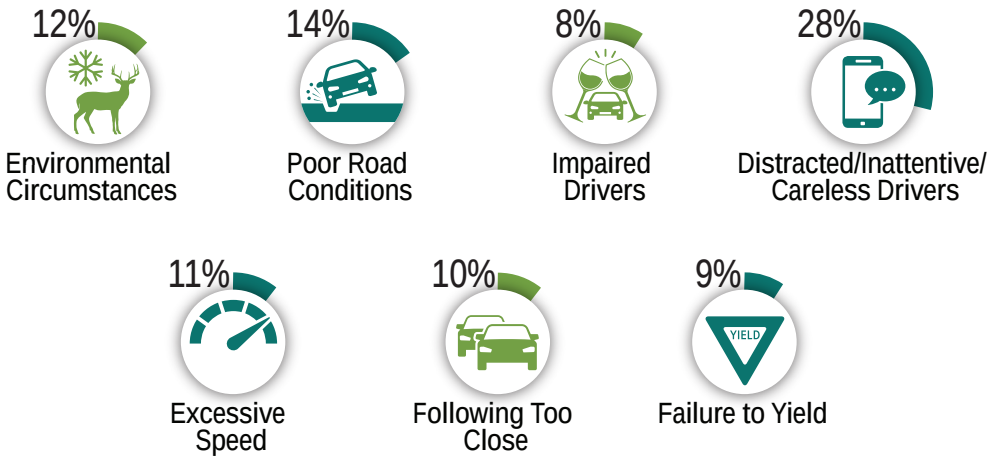


Figure 14: Top Contributing Factors

3.3. Demographics

An important analysis component includes consideration of demographics in terms of both the **demographics of the individuals** involved in crashes as well as the demographic **characteristics of the Whitefish area** as a whole. This analysis helps identify disparities of people involved in crashes as well as potential **disadvantaged populations** that may either be disproportionately affected by crashes or have a higher risk of involvement in crashes due to economic or social circumstances.

Individuals Involved in Crashes

Understanding the characteristics of individuals involved in crashes may help identify populations for educational campaign focus or identify groups chronically involved in crashes that may need special consideration during project design.

Overall, about 41 percent of individuals involved in crashes were female including 43 percent of drivers. Males accounted for 48 percent of all individuals involved in crashes, including 53 percent of drivers. For approximately 11 percent of people involved in crashes, the gender type was listed as unknown. Males accounted for both fatalities and three of the six suspected serious injuries.

The age distribution for drivers involved in crashes generally follows a typical bell curve, but skews slightly older, as shown in **Figure 15,** with the highest proportion of involved individuals in the 22- to 35-year age range. Approximately 14 percent of drivers involved in crashes were over the age of 65.

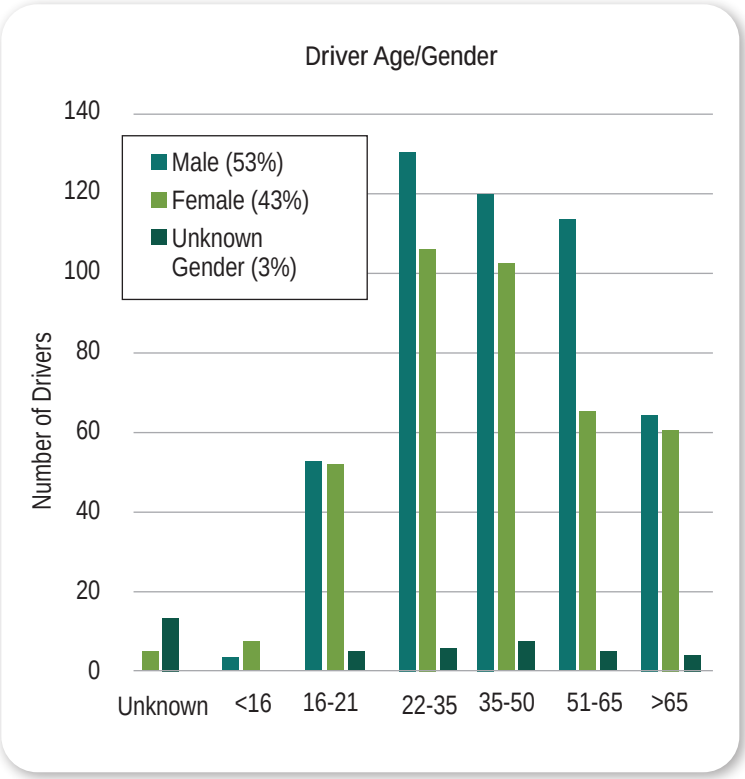


Figure 15: Driver Demographics

Transportation Equity

To address underinvestment in disadvantaged communities, the USDOT developed the Justice40 Initiative (J40). The initiative helps transportation agencies identify and prioritize projects that benefit communities facing barriers to affordable, equitable, reliable, and safe transportation. In accordance with J40, the USDOT developed a tool called the Equitable Transportation Community (ETC) Explorer which provides data that allows agencies to understand how a community is experiencing transportation disadvantage based on five components of disadvantage relating to transportation insecurity, environmental pollutant exposure, socioeconomic conditions, health conditions, and climate and disaster risk.

The ETC Explorer calculates the cumulative impacts of each disadvantage component across each census tract and uses percentile rankings to determine each census tracts' component score against all other census tracts both nationally and on a statewide basis. Based on an analysis for the study area, **none of the census tracts in the City of Whitefish are identified as being overall transportation disadvantaged on either a statewide or national basis**. However, some census tracts qualify as disadvantaged for specific disadvantage indicators. On a national scale, most of the Whitefish area is identified as **disadvantaged due to transportation insecurity** due to factors such as auto-dependency, lack of access to public transportation, or long walking distances between key destinations such as medical services, grocery stores, parks, schools, and higher education. Additional information about disadvantaged status is provided in **Appendix B**.

High Injury Network

A high injury network (HIN) is a screening methodology that identifies areas within the transportation system with the **greatest safety concerns**. Jurisdictions across the country use various methodologies to develop local HINs depending on the availability of data in their jurisdiction. A HIN was created for the Whitefish area by weighing the **frequency of crashes** and **severity of injuries** resulting from crashes. This method helps identify and prioritize locations with high crash occurrences or especially severe crashes.

In general, the frequency of crashes and severe injuries in Whitefish is low, with no more than one fatal or suspected serious injury crash having occurred in a given area. For this reason, it is important to take into consideration the safety performance in comparison to the number of total crashes and severe injuries to better understand potential crash trends and safety concerns. Crash circumstances may affect whether crashes occurred due to problematic infrastructure conditions, repeated improper driver behaviors, or chance circumstances that could not have otherwise been prevented.

Intersections

The intersection HIN analysis calculated a safety score at each intersection by selecting crashes within 250 feet of each intersection. **Table 1** presents characteristics of the intersections with the highest intersection safety scores. The highest scoring intersection was Baker Avenue and 19th Street, which is configured as a 90-degree curve with driveways intersecting the curve. This intersection was the location of a crash resulting in one fatality and one suspected serious injury in addition to several other minor crashes. Flashing chevrons have been installed at the intersection in recent years to help mitigate safety concerns. Of the other highest scoring intersections, five are signalized and five are two-way stop-controlled (TWSC).

Table 1: Highest Scoring Intersections

Rank/Intersection	Control Type	# of Crashes	# of Severe Injuries
1 Baker Avenue / 19th Street	None	6	2
2 US 93 / Great Northern Drive	TWSC	4	1
3 US 93 / Commerce Street	Signal	19	1
4 US 93 / MT 40	Signal	19	1
5 Baker Avenue / 2nd Street	Signal	21	0
6 Spokane Avenue / 13th Street	Signal	16	1
7 Spokane Avenue / 10th Street	TWSC	16	0
8 Spokane Avenue / 19th Street	TWSC	17	0
9 Baker Avenue / 1st Street	TWSC	17	0
10 Spokane Avenue / 3rd Street	TWSC	13	0
11 US 93 / JP Road	Signal	12	0

Figure 16 shows intersections with the highest safety scores and includes 2022 annual average daily traffic (AADT) volumes for select roadways to provide a comparison of crash trends to traffic volumes. In general, a higher number of crashes is expected at **intersections with higher volumes due to increased exposure**. An intersection with a high crash score and comparatively low traffic volumes could be cause for concern.

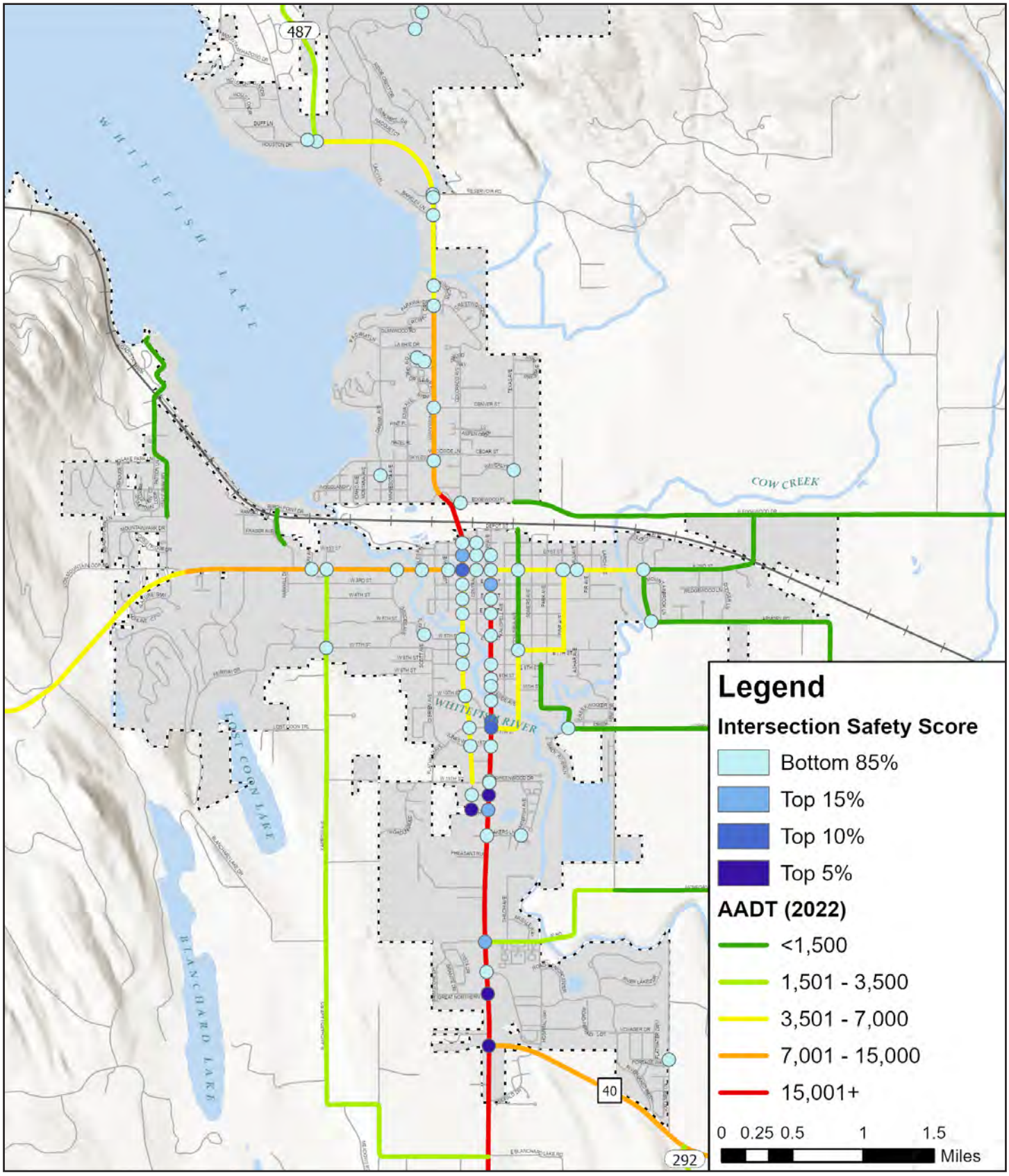


Figure 16: Intersection Safety Scores

Roadway Segments

The roadway segment HIN analysis evaluated the roadway network in 0.5-mile segments to compare roadway segments of equal length. **Figure 17** shows segments with the highest safety scores, and **Table 2** tabulates the characteristics of the segments with the highest scores. In general, all of the top-scoring segments are on roadways with higher traffic volumes and consequently higher risk of collisions.

Table 2: Highest Scoring Segments

Rank/Roadway	Extent	Length (mi)	# of Crashes	# of Severe Injuries
1 Baker Avenue	10th Street – 19th Street	0.5	27	2
2 US 93	MT 40 – JP Road	0.5	39	2
3 19th Street	Baker Avenue – Spokane Avenue	0.1	21	0
4 US 93	Akers Lane – Whitefish River	0.6	70	2
5 Baker Avenue	5th Street – Viaduct	0.5	56	0
6 Spokane Avenue	6th Street – Depot Street	0.5	52	1
7 2nd Street	Somers Avenue – Miles Avenue	0.5	47	0
8 Spokane Avenue	Whitefish River – 4th Street	0.5	38	0
9 1st Street	O'Brien Avenue – Spokane Avenue	0.25	31	0
10 Central Avenue	5th Street – Depot Street	0.4	29	0

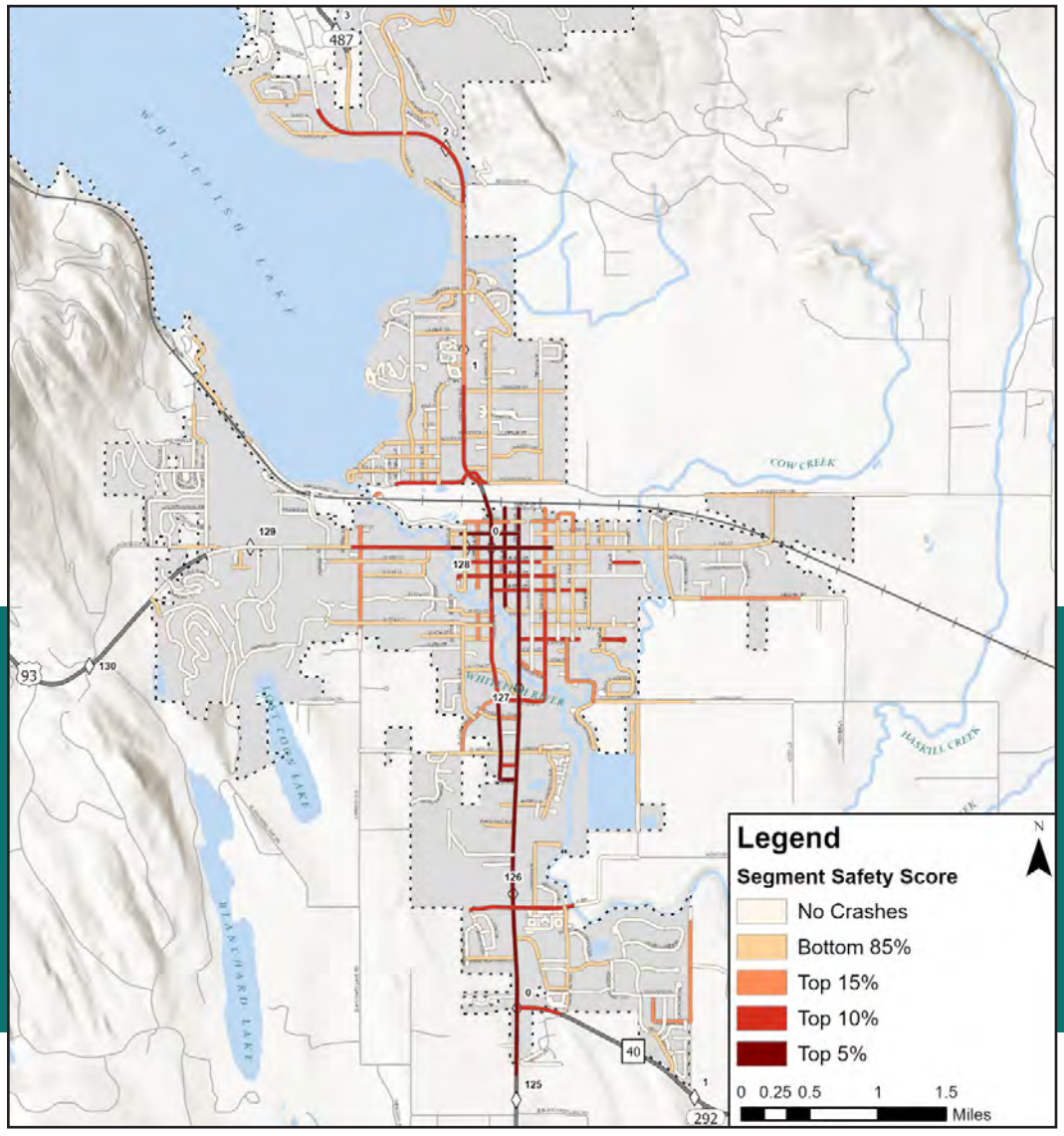


Figure 17: Segment Safety Scores

4. Focus Areas

Identifying the types of crashes predominantly contributing to community safety problems can help in effectively expending limited resources. The development of focus areas represents a standard approach to roadway safety by evaluating high-risk populations, crash types, infrastructure/hazards, behaviors, and transportation modes.

During the early stages of the planning process, community members were engaged to understand perceived safety concerns in Whitefish. Many of the perspectives shared were based on safety issues that are not necessarily reflected in the crash data due to near-miss circumstances, underreporting, or general avoidance due to perceived unsafe conditions. Using baseline data analysis and public/stakeholder input, four primary focus areas were selected for the *Whitefish SS4A Action Plan*, as illustrated in **Figure 18**. These focus areas largely reflect the perceived safety concerns and community values in Whitefish, as demonstrated through past planning efforts. While not specifically aligned with the top focus areas by total crashes and severity, there is ample overlap between all focus areas. For example, one of the severe injury crashes involved an inattentive driver in winter weather conditions at an intersection, covering three focus areas. The following sections describe selected focus areas, with additional detail provided in **Appendix B.**

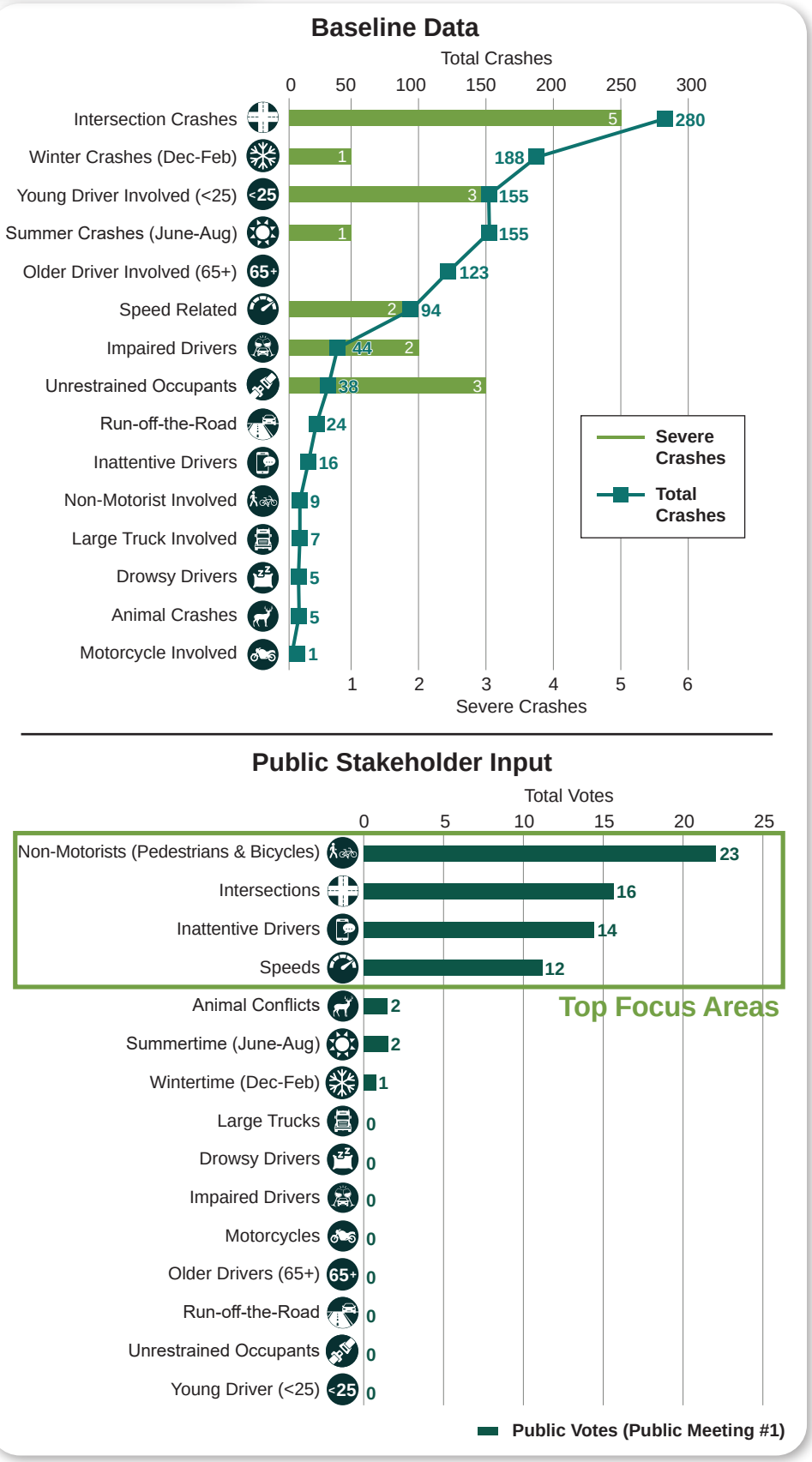


Figure 18: Focus Areas

Non-Motorist Involved Crashes

Pedestrians and bicyclists are active in the Whitefish area and have been both directly and indirectly involved in multiple crashes. A total of **32 non-motorist involved crashes** were identified, including four bicycle crashes, five pedestrian crashes, and an additional 23 crashes involving non-motorists in some capacity based on the person-type characteristics associated with the crash records. The majority of these crashes resulted in property damage only (75 percent), and **16 percent resulted in possible injuries**. Findings suggest that driver awareness of non-motorists may be lacking, though non-motorist attentiveness also appears to be a concern.

The relatively low number of reported pedestrian and bicycle crashes in the Whitefish area does not indicate a lack of safety concerns. National research has demonstrated **consistent underreporting of crashes involving pedestrians and bicyclists**, with as many as 44-75 percent of pedestrian crashes and 7-46 percent of bicyclist crashes missing from police-reported crash data.[1] Collisions involving non-motorists are not always reported by those involved, especially if no injury or property damage occurs. Feedback from the public and stakeholders indicated the lack of non-motorist crashes could be due to both **near-misses** as well as a **general avoidance** of walking and bicycling due to perceived or experienced unsafe conditions. For these reasons, **pedestrian and bicyclist safety is a top priority for the City of Whitefish**.

Intersection Crashes

Over **half of all the crashes in Whitefish** over the five-year analysis period occurred at an intersection (105) or were related to an intersection (175). A **fatality** resulted from one of the intersection crashes and **three resulted in suspected serious injuries**. Overall, 81 percent of the intersection crashes resulted in property damage only. None of the intersection related crashes resulted in a fatality and one resulted in suspected serious injuries. Overall, 77 percent of the intersection crashes resulted in property damage only.

Overall, crashes at intersections and intersection related crashes generally followed similar trends. Distinctions included more **rear-end collisions** associated with intersection related crashes while intersection crashes resulted in more **angle crashes with higher severities**. Also, a higher proportion of intersection related crashes occurred under adverse winter related road or weather conditions and involved drivers following too closely and **driving too fast for conditions**. In terms of location, the downtown Whitefish area, the 13th Street and Baker/Spokane Avenues, US 93/19th Street, and US 93/MT 40 intersections were all hot spots for intersection crashes. These are all **high-volume intersections** with significant traffic volumes and turning movements.

Inattentive Drivers

Distracted driving is prevalent in the Whitefish area and a contributing factor in many of the area's crashes. A total of **210 individuals**, including 205 drivers and five non-motorists, were reported as **driving in a distracted, inattentive, or careless manner**, resulting in 189 crashes. Additionally, 16 individuals in 15 crashes were specifically coded as a distracted driver.

The most common crash types resulting from distracted drivers included rear-end, sideswipe, right-angle, and fixed-object crashes. Distracted drivers involved in crashes skewed slightly younger compared to overall crashes. Other common contributing factors (besides distracted/inattentive driving) included **following too closely, driving too fast for conditions**, and **failure to yield right-of-way**.

Speed Related Crashes

A total of **70 individuals**, including 69 drivers and one non-motorist, were reported as driving too fast for conditions or exceeding the posted speed limit, resulting in 69 total crashes. Speed was considered a contributing action in about 13 percent of all crashes in Whitefish over the five-year analysis period. Over the same period, **62 speed related violations** were also recorded, accounting for 18 percent of all citations.

Based on feedback from the public and stakeholders, speeding is a high-priority safety concern in Whitefish. The community perceives that **vehicles travel too fast**, which can make the roadway environment **uncomfortable for other users, especially non-motorists**. Feedback from the Whitefish Police Department indicates vehicles typically abide by posted speed limits or travel just over the speed limit. This discrepancy could indicate posted speeds are too high for the context and the desired comfort levels of non-motorists, and that further investigation may be warranted.

5. Leadership Commitment and Goals

The overarching goal of the SS4A program is to eliminate roadway fatalities and serious injuries. Accordingly, a requirement of the grant program is for the entity receiving funding to make an official public commitment to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries.

5.1. Fatality and Serious Injury Goals

Based on the findings in this report, fatal and suspected serious injury crashes are already comparatively low in the Whitefish area. In 3 of the 5 years studied, the community achieved zero fatalities, and in 2019, Whitefish achieved zero fatalities and suspected serious injuries.

Accordingly, the City of Whitefish has committed to a goal of **zero fatalities and suspected serious injuries by 2030** to allow the City enough time to acquire funding to implement the strategies and projects recommended in this Action Plan to make progress towards the goal of zero.

5.2. Focus Area Goals

In addition to a commitment to zero roadway fatalities and serious injuries, the City of Whitefish desires to set other goals that can help the City track progress towards reducing crashes and improving overall safety and comfort for all transportation users. The goals are centered around the key focus areas of the Action Plan.

Non-Motorist Involved Focus Area

Develop a non-motorist count program to continually measure the number of people who walk and bike for transportation purposes, with the goal **to increase the number of people who walk and bike in Whitefish by 10 percent over the next five years,** taking into consideration population growth.

The City of Whitefish desires a transportation system that is safe and comfortable for pedestrians, bicyclists, and other non-motorists to use on a daily basis. It is envisioned that progress towards creating a safe multimodal roadway environment will help encourage more people to walk, bike, and roll, thereby reducing the number of vehicles on the road and reducing the potential for conflicts. Increases in pedestrian and bicycle activity will be an indication of improved non-motorist safety and comfort.

Intersection Crashes Focus Area

Using the strategies defined in the Action Plan, **complete at least two intersection safety improvement projects per year** to improve safety at intersections identified on the HIN over the next five years.

To improve safety at intersections, the City of Whitefish will begin by targeting safety concerns at the highest scoring intersections on the HIN. Additional intersection safety improvement projects will be implemented as funding allows.

Inattentive Drivers Focus Area

Reduce the number of crashes involving inattentive/distracted driving by five percent over the next five years.

Many crashes that occurred in the Whitefish area could have been prevented had the driver or non-motorist been focused on the behavioral task of safe transportation. Achievement of this goal will require investment in educational campaigns targeted at changing driver and non-motorist behavior as well as increased investment in focused enforcement by WPD officers to curb distracted driving, especially the use of cell phones, per city ordinance. To enable more accurate tracking, WPD officers should receive enhanced training to ensure contributing circumstances related to distracted driving are correctly reported.

Speed Related Focus Area

Complete at least two speed related or traffic calming projects per year over the next five years to encourage slower speeds.

To address speed related crashes, a first step will be determination of whether current speed limits are appropriate for the context of the roadway. If the speed limit is determined to be too high, the City could pursue lowering speed limits on local roads. If the speed limit is determined to be appropriate but cars are traveling above the posted speeds, implementation of traffic calming projects could help reduce travel speeds in high-risk locations. High-risk locations may include non-motorized crossings, routes to schools, community gateway areas, or residential areas.

6. Strategy Identification

Individual strategies were identified with the intention of reducing fatalities and serious injuries in Whitefish and generally improving transportation safety. The descriptions and attributes associated with each strategy can be used by local authorities to inform investment decisions as available funding is applied to achieve community goals. The strategies are not intended to provide specific implementation actions, but rather to provide example projects, programs, and policies for reference as the City of Whitefish and its partners work towards safer streets for all users. These strategies can be used to assist in the future identification, development, and implementation of specific projects in Whitefish, including those listed in **Chapter 7.**

6.1. Overview of Strategy Attributes

Strategies are broad action categories intended to help achieve the community's transportation safety goals. Strategies are organized according to the community's four focus areas (Non-Motorist Involved, Intersection Crashes, Inattentive Drivers, and Speed Related). Strategies are also classified according to multiple attributes, which are intended to help agencies select appropriate strategies to address identified needs. The attributes indicate relevant safety framework elements, implementation examples, and supporting references to guide and inform future project identification and development.

E's of Transportation Safety

Improving transportation safety requires a comprehensive approach that employs multiple approaches. A common framework is referred to as the "E's of Transportation Safety" which includes Education, Enforcement, Engineering, and EMS. For each strategy, the relevant E's of Transportation Safety are identified to indicate the field of technical expertise, related program of example actions, and the coordinated approach necessary to effectively implement the strategy.

Education **Enforcement** **Engineering** **EMS**

Safe Systems Approach

The strategies were selected based on the SSA, a national framework that aims to improve transportation safety by reinforcing multiple layers of protection to both prevent crashes from happening and minimize the harm caused to those involved when crashes do occur.[2] It is a holistic and comprehensive approach that prioritizes the elimination of crashes that result in death and serious injuries. The approach recognizes that humans are vulnerable and make mistakes, the responsibility for roadway safety is shared, safety partners should be proactive and address deficiencies before crashes occur, and redundancy in the transportation system is crucial. To support these objectives, the SSA is categorized according to the five elements below.

Safe Road Users: Encourage safe, responsible behavior by people who use Montana's roads and create conditions that prioritize their ability to reach their destination unharmed. This element focuses on the behaviors of all users.

Safe Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Safe Roads: Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Safe Speeds: Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Given the City of Whitefish's jurisdictional capacity and the identified focus areas for this effort, emphasis was placed on the Safe Road Users, Safe Roads, and Safe Speeds elements of the SSA. Post-crash care is a national and state strategy that includes Traffic Incident Management Systems (TIMS) training for all emergency responders including City, County, and State law enforcement; fire and rescue; road maintenance; and tow operators. The City will continue to work with law enforcement, health care providers, and first responders to further the community's goals while also ensuring timely emergency response and care. The Safe Vehicles element is also outside the purview of the City. In the National Road Safety Strategy, this element is mainly targeted at vehicle manufacturers and rulemaking at the federal level.[3] For the *Whitefish SS4A Action Plan*, efforts to address this element focus primarily on bicycles and other personal conveyance devices such as wheelchairs, scooters, and skateboards, in addition to educating the public about available vehicle technologies that can help improve safety.

Example Actions

A variety of example projects, programs, policies, actions, and other efforts that may relate to the proposed strategy were provided to indicate how the strategy could be applied to achieve safety goals. Ranging from educational campaigns to investments in infrastructure projects, new technologies, maintenance practices, policies, enforcement, and training, strategies are intended to address safety from numerous angles. The list of examples is meant to be illustrative as opposed to exhaustive. Other projects or actions not listed in the examples could be applicable to the strategy. A list of locations identified by the public for potential safety improvements is provided in **Appendix B**. Not all example actions will be suitable in all cases or at all locations. Additional studies may be necessary to determine the most appropriate solution for each individual project location.

Resources and Guidance

Several of the proposed strategies were developed based on national guidance and proven safety countermeasures. Where applicable, references to the Federal Highway Administration's (FHWA) *Proven Safety Countermeasures*[4] and the National Highway Traffic Safety Administration (NHTSA) *Countermeasures that Work*[5] are provided. Additionally, various resources are provided to assist partners with implementation efforts.

6.2. Non-Motorist Involved Strategies

Everyone is a pedestrian at various times. An individual walking to a parked car, standing in a driveway, running on the sidewalk, or rolling a wheelchair across a curb ramp is considered a pedestrian. Drivers are required to yield to pedestrians in marked and unmarked crosswalks and on sidewalks, though pedestrians should still be vigilant about ensuring drivers can see them before entering a vehicle's path. On the other hand, bicyclists are expected to follow the same standard practices as motorists such as riding on the right side of the roadway and are considered a vehicle when sharing the roadway. Since bicycles are much smaller than motorized vehicles, bicyclists are encouraged to abide by "see and be seen" principles such as communicating intent with looking, yielding, and signaling; avoiding vehicle blind spots; wearing white or reflective clothing, helmets, and personal lighting; and using extreme caution near commercial vehicles and buses that have a harder time spotting smaller modes of travel.

The SS4A program encourages local governments to create safe streets for all roadway users including motorists and non-motorists. Accommodating non-motorists can be achieved through a variety of means including shared roadways, dedicated facilities, and off-network trails. The City of Whitefish already has a robust network of pedestrian and bicycle facilities but desires a comprehensive, connected, and accessible network that makes it easy to choose to walk or bike instead of driving a personal vehicle. It is the community's hope and intent that by making walking and biking safer and more convenient, vehicular activity will be reduced and, in turn, traffic conflicts will also be reduced, thereby improving transportation safety and operations overall. Strategies aimed at improving safety and comfort for non-motorists and generally encouraging safe and proper non-motorist behavior are outlined in the following sections.

Maintain Existing Non-Motorized Facilities

Maintaining non-motorized facilities—such as sidewalks, bike paths, trails, and pedestrian crossings—is crucial for ensuring safety, accessibility, and usability year-round for pedestrians and cyclists. Proper maintenance helps prevent conflicts, prolongs the lifespan of the facilities, and supports increased active transportation. City staff should regularly inspect facilities for wear and tear, damage, or potential hazards in addition to performing regular maintenance to keep facilities clear, accessible, and safe. To support continued use, failing or non-standard facilities should be repaired, upgraded to current standards, or replaced. Maintenance should extend beyond the physical surface and include striping and pavement markings, signage, lighting, railings, and other features. To ensure consistency and increase efficiency, maintenance efforts can be coordinated with broader transportation project development and roadway maintenance efforts.

Safe Systems Approach:

Safe Roads

E's of Transportation Safety:

Education **Enforcement** **Engineering**

Example Actions:

- Winter Snow and Ice Removal
- Annual Restriping
- Vegetation Management
- Sweeping and Debris Removal
- Sidewalk and ADA Upgrade/Replacement
- Surface Repairs
- Routine Inspections

Source: Adobe Stock

Source: Bike Walk Wichita

Source: MDT

Source: Houston Public Works

Resources and Guidance:

- *Pedestrian & Bicyclist Safety: Maintenance Measures*[6] (FHWA)
- *Construction Techniques to Lessen Maintenance for Sidewalks and Paths*[7] (FHWA)
- *Montana Pedestrian & Bicycle Plan*[8] (MDT)
- *Montana Vulnerable Road User Safety Assessment*[9] (MDT)

Enhance Existing Non-Motorized Facilities

To improve safety at existing non-motorized facilities, various enhancements can be installed such as visibility enhancements, additional non-motorist protections, reduced crossing distances, and technology integrations. Implementing smart signage and adaptive signals can help alert drivers to the presence of non-motorists, while using high-intensity LED lighting, reflective materials, and colorful markings can improve visibility of non-motorist spaces. Additionally, installing physical barriers that increase the distance from vehicular travel lanes can provide improved protection for non-motorized users. These and other enhancements to non-motorized facilities can help create a safer, more accessible and user-friendly environment for pedestrians and bicyclists. To ensure effective implementation, improvements can also be paired with community engagement and safety campaigns to promote awareness of improvements and gauge community support.

Safe Systems Approach:

Safe Roads

E's of Transportation Safety:

Education **Engineering**

The Ashar Ave/Creekview Dr Crosswalk could be a potential location to install crosswalk enhancements to improve visibility and safety.

Example Actions:

- Crosswalk Enhancements
  - High Visibility Pavement Markings
  - Painted Crosswalks / Art Installations
  - Raised crosswalks
  - Refuge Islands
  - Curb Bulb-outs
  - Rectangular Rapid Flashing Beacons (RRFB)
  - Pedestrian Hybrid Beacon (PHB)/High-Intensity Activated Crosswalks (HAWK)
  - Non-Motorist Traffic Control (i.e. Stop/Yield Signs)
- Physical Separation of Motorists/Non-Motorists
  - Grassy Boulevards
  - Raised Curbs
  - Planters
  - Concrete Barriers
  - Plastic, Steel, or Concrete Bollards
  - Painted Buffers
  - Pedestrian Bridges or Tunnels
- Lighting (Crosswalk/Facility Illumination)
- Intelligent Transportation Systems (ITS)
  - Variable Messaging

Resources and Guidance:

- *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*[10] (FHWA)
- *Proven Safety Countermeasures: Crosswalk Visibility Enhancements*[11]*, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas*[12]*, Pedestrian Hybrid Beacons*[13]*, and Rectangular Rapid Flashing Beacons*[14] (FHWA)
- *Advancing Pedestrian and Bicyclist Safety: A Primer for Highway Safety Professionals*[15] (NHTSA)
- *Accessible Sidewalks and Street Crossings: An Informational Guide*[16] (FHWA)
- *Guidance for Determining Pedestrian Crossing Treatment at Uncontrolled Locations*[17] (MDT)
- *New Study Shows Streets Are Safer with Asphalt Art*[18]
- *Montana Pedestrian & Bicycle Plan*[8] (MDT)
- *Montana Vulnerable Road User Safety Assessment*[9] (MDT)

Install New Non-Motorized Facilities

Installing new non-motorized facilities, including connecting gaps in existing facilities, extending existing facilities, or constructing new facilities in other areas, can significantly impact safety for all road users. Providing a dedicated space for non-motorists helps reduce conflicts with faster-moving vehicles by minimizing interactions. Connecting existing facilities also creates continuous, predictable routes for non-motorized users, which helps drivers anticipate where they might encounter pedestrians and bicyclists, reducing the likelihood of crashes. Additionally, the presence of non-motorized facilities on or adjacent to roadways can serve as visual cues for drivers to slow down and be more cautious. However, non-motorized facilities should be carefully planned to reduce unintended risks, such as when bike lanes or sidewalks end abruptly, causing non-motorists to immediately merge with traffic. To ensure effective implementation, installation of new facilities can be paired with community engagement and safety campaigns to promote awareness of improvements, gauge community support, and encourage safe and proper use of new facilities.

Safe Systems Approach:

Safe Roads

E's of Transportation Safety:

Education

Engineering

Example Actions:

- New Facilities (per *Connect Whitefish Pedestrian and Bicycle Master Plan*)
  - Sidewalks
  - Bike Lanes
  - Shared Roadways/Bike Boulevards
  - Shared Use Paths
  - Trails
- Complete Streets Policy/Design

Source: RPA

Source: MDT

Source: Silicon Valley Bicycle Coalition

Resources and Guidance:

- *Compete Streets*[19] (FHWA)
- *Complete Streets*[20] (Smart Growth America)
- *Complete Streets: Best Policy and Implementation Practices*[21] (APA)
- *Complete Streets Policy*[22] (City of Missoula)
- *Pedestrian and Bicycle Facilities and Trails*[23] (MDT)
- *BIKESAFE Countermeasures: Bike Lanes*[24], *Wide Curb Lanes*[25], *Separate Shared Use Path*[26], *Share the Path Treatments*[27], *and Separated Bike Lanes*[28] (FHWA)
- *Proven Safety Countermeasures: Bicycle Lanes*[29], *Walkways*[30], *and Road Diets* (Roadway Reconfiguration)[31] (FHWA)
- *Montana Pedestrian & Bicycle Plan*[8] (MDT)
- *Montana Vulnerable Road User Safety Assessment*[9] (MDT)

Encourage Safe and Proper Walking/Biking

To encourage safe walking and biking behaviors, it is essential to address specific behaviors and promote choices and practices that enhance safety. Educational campaigns should focus on the dangers of distractions, such as using smartphones or headphones while walking or biking, and emphasize the importance of staying alert. Promoting helmet use is also crucial and can be achieved through helmet distribution programs, educational workshops, and helmet fitting events, often in partnership with local organizations such as insurance agencies, first responders, bike clubs, and bike shops. Enhancing visibility involves encouraging the use of reflective clothing and bike lights, particularly at night or in low-light conditions, and distributing reflective gear through community events and schools. To encourage more non-motorist activity, organizing community events like “bike to work” days and “walking school buses” along with incentive programs and challenges can make walking and biking more appealing and practical for residents. Coordinating with local bike shops to run joint safety campaigns, offer discounts on safety gear, and host workshops can further support these efforts. Education campaigns can also focus specifically on safe school crossing behaviors, including only crossing in designated locations, waiting for crossing guard cues, and walking alongside bikes in crosswalks. By combining all of these strategies, the Whitefish community can foster safer walking and biking habits, promote active transportation, and ultimately enhance overall road safety.

Safe Systems Approach:
Safe Road Users, Safe Vehicles

E’s of Transportation Safety:

Education **Engineering**


Source: Cascade Bicycle Club

Example Actions:

- Increase Availability/Visibility of Walking/Biking Resources
  - Maps (Preferred, Accessible, Connected Routes)
  - QR Codes on Rental Bikes
  - Easy to Find, Central Website with Maps, Safety Tips, etc.
  - Wayfinding Signage on Designated Routes
- Traffic Safety Events
  - Bike To Work Days
  - Walking School Buses
  - Bike Rodeos
- E-Bike Regulations and Safety Education
- Education Campaigns & Incentives
  - Light/White/Bright Clothing, Helmets
  - Reflective Gear and Personal Lighting
  - Proper Awareness (i.e., Avoidance of Texting, Headphones, Ear Buds)
  - Rules of the Road
- Safe Routes to School (SRTS)
- Journeys From Home School Curriculum

Resources and Guidance:

- *Countermeasures That Work – Pedestrian Safety*[32] (NHTSA)
- *Countermeasures That Work – Bicycle Safety*[33] (NHTSA)
- *Safe Routes Partnership Publications*[34]
- *National Center for Safe Routes to School Publications*[35]
- *Electric Bikes and Scooters Snapshot of State Laws*[36]
- *Montana Pedestrian & Bicycle Plan*[8] (MDT)
- *Montana Vulnerable Road User Safety Assessment*[9] (MDT)
- *Montana Code Annotated, 61.8.5 Pedestrian Traffic*[37] *and 61.8.6 Bicycle Traffic*[38]

6.3. Intersection Strategies

Roadway networks consist of an interconnected system of streets and highways, with intersections representing the critical points where these roadways cross and where conflicts between roadway users can occur. Intersection crashes are especially prevalent in urban areas due to high traffic volumes, congestion, and complex intersection layouts. The mix of diverse road users—including cars, trucks, bicyclists, and pedestrians—can lead to varied behaviors and interactions that heighten crash risks. Frequent signal changes and limited space can contribute to impatient driving and tight maneuvering, while numerous access points create additional opportunities for conflicts. Distractions and congestion further exacerbate the chances of driver inattention and poor decision making. Additionally, outdated or inadequate infrastructure may fail to manage the high volume and complexity of traffic effectively, increasing the risk of congested-related conflicts. The following strategies target safety improvements at intersections to better manage traffic and reduce user conflicts.

Enhance Signalized Intersections

Enhancing signalized intersections to improve safety involves several key strategies. Optimizing signal timing, such as through adaptive signal control and coordinated timing, improves traffic flow and reduces congestion-related conflicts. Advanced technologies like pedestrian intervals, countdown timers, and dedicated turn signals further enhance safety by separating driver and pedestrian movements. Improved visibility through better signage and lighting ensures that signals are clear, while infrastructure upgrades like protected bike lanes, crosswalks, and curb extensions help provide safer spaces for pedestrians and cyclists. By integrating these improvements, intersections can better accommodate all road users to minimize crashes and enhance overall safety. Additional coordination between the City and MDT will be needed to discuss current signal phasing and potential improvements.

Safe Systems Approach:

Safe Roads

E's of Transportation Safety:

Engineering

Source: Indiana Department of Transportation

Source: Crosswalk Safety

Example Actions:

- Pedestrian Phasing
  - Leading Pedestrian Intervals (LPI)
  - Lengthened Walk Phases
  - Pedestrian Actuation
  - Pedestrian Scramble/Barn Dance
- Vehicle Phasing
  - Signal Optimization
  - Increase Yellow Change Intervals
  - Increase All Red Intervals
  - Dedicated Turn Phasing
  - Right-On-Red Restrictions
- Visibility Improvements
  - Intersection Lighting
  - High-Visibility Pavement Markings
  - Overhead Lane Use Signs
  - Retroreflective Backplates
  - Advance Warning Signs/Signals
- Intersection Geometry/Layout
  - Improve Sight Lines and Turning Angles
  - Dedicated Turn Lanes
  - Bicycle/Pedestrian Accommodations

Source: Alta Planning and Design

Resources and Guidance:

- *Proven Safety Countermeasure: Leading Pedestrian Intervals*[39]*, Yellow Change Intervals*[40]*, Backplates with Retroreflective Borders*[41]*, and Dedicated Left- and Right-Turn Lanes at Intersections*[42] (FHWA)
- *Intersection Safety Strategies*[43] (FHWA)

Enhance Unsignalized Intersections

Enhancing safety at unsignalized intersections involves several key strategies aimed at reducing conflicts and improving visibility for all road users. Raised crosswalks with high-visibility pavement markings can heighten motorist awareness of crossings. Implementing curb bulb-outs shortens crossing distances and improves sightlines, making pedestrians more visible to drivers. Splitter islands can be used to reduce full access movements, channeling traffic in safer, more controlled directions with less potential for crossing conflicts. Flashing stop signs and advance warning signs enhance safety by alerting drivers to the need to slow down or stop. Increased traffic control measures, such as roundabouts, two-way or all-way stop controls, and signalization when warrants are met, can help manage vehicle flow and reduce the risk of crashes in some cases. These combined strategies make unsignalized intersections safer and more predictable, ultimately reducing the likelihood of crashes and improving traffic flow overall.

Safe Systems Approach:

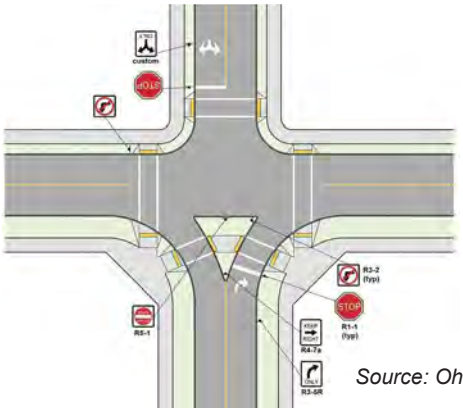
Safe Roads

E's of Transportation Safety:

Engineering

Example Actions:

- Raised Crosswalks
- High-Visibility Pavement Markings
- Curb Bulb-outs
- Splitter Islands
- Flashing Stop Signs
- Advance Warning Signs
- Increased Traffic Control
  - Stop Control (Two-Way/All-Way)
  - Roundabouts
  - Signalization (If Warranted)



Source: Ohio DOT

Source: Great Greater Washington

Source: City of Bozeman

Source: RPA

Resources and Guidance:

- *Proven Safety Countermeasure: Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections*[44] and *Roundabouts*[45] (FHWA)
- *Unsignalized Intersection Improvement Guide*[46] (ITE)
- *Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections*[47] (FHWA)

Improve Intersection Visibility and Safety

Improving safety and visibility at both signalized and unsignalized intersections involves several targeted strategies to enhance sight distance for both motorized and non-motorized traffic. Clearing obstructions, such as trimming trees, removing on-street parking, and clearing snow, ensures that sightlines are not blocked. Enhancing lighting with well-placed intersection- and pedestrian-scale lights improves visibility in low-light conditions. Design adjustments like curb extensions and maintaining clear sight distance triangles help improve visibility and reduce conflicts between users. Reflective materials, such as high-visibility signage and pavement markings, make critical information more noticeable. Additionally, advance warning systems, including flashing and advance warning signs, alert drivers to upcoming intersections and potential hazards. Complementing these physical improvements with public education and enforcement efforts also helps reinforce the importance of these measures and ensures compliance. By combining these strategies, intersections become safer and more navigable, ensuring all road users can see and react to potential risks effectively.

Safe Systems Approach:

Safe Roads

E's of Transportation Safety:

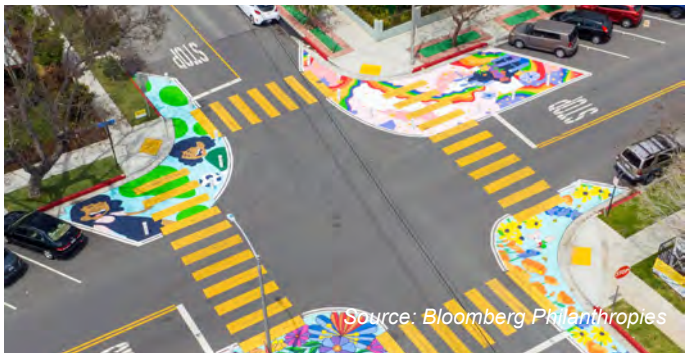
Education **Enforcement** **Engineering**

Example Actions:

- Daylighting Intersections
- Curb Extensions
- High-Visibility Pavement Markings/Signage
- Intersection Lighting
- Vegetation Management
- Snow Removal Management
- No Parking Zones Near Intersections
- Flashing Stop Signs
- Advanced Warning Signs
- Increased Enforcement (Red Light Running, Stop for Pedestrians, etc.)
- Education Campaigns
  - All Intersections Are Crosswalks, Stop for Pedestrians
  - Driver Report Cards at Intersections

Source: Crosswalk Safety

Source: RPA



Source: Bloomberg Philanthropies

Resources and Guidance:

- *Improving Intersections for Pedestrians and Bicyclists Informational Guide*[48] and *Fact Sheets*[49] (FHWA)
- *Guidance to Improve Pedestrian and Bicyclist Safety at Intersections*[50] (NCHRP)
- *Proven Safety Countermeasure: Lighting*[51] (FHWA)
- *Research Report: Street Lighting for Pedestrian Safety*[52] (FHWA)
- *Lighting Handbook*[53] (FHWA)
- *Pedestrian Lighting Primer*[54] (FHWA)
- *Driver Report Cards*[55] (Seattle Department of Transportation)

6.4. Inattentive Driver Strategies

Distractions are prevalent in our daily lives and have become more commonplace while driving, walking, and bicycling. Distracted driving is defined in three main categories: visual (taking eyes off the road), manual or tactile (taking hands off the wheel), and cognitive distractions (taking mind off the road) and includes any activity that diverts a person's attention from the task of safe driving. Distractions can occur both inside and outside the vehicle. Examples of distractions include talking or texting on a cell phone, eating or drinking, talking to passengers, tending to children or pets, interacting with audio/video equipment, electronic gaming devices, or a navigation system, or focusing attention on something occurring outside the vehicle. Conducting any of these activities while driving can increase the risk of a crash occurring. The following strategies target distracted driving through educational campaigns, implementation and enforcement of regulations, and infrastructure improvements to focus drivers on the task of driving.

Promote Distraction-Free Driving

In recent years, distracted driving has been the focus of many national campaigns due to its increasing prevalence in crashes. These campaigns aim to reduce distracted driving by raising awareness of the issue and consequences, encouraging behavioral changes, and promoting safer driving practices overall. Integrating distracted driving education into school curricula and driver's education programs can be an effective way to target teen drivers. Using simulations, interactive activities, and personal testimonials can make the campaigns and lessons engaging and impactful. There are also many apps and in-vehicle technologies available that help drivers stay focused by blocking notifications or providing alerts if they're veering off course. Publicizing these tools through educational campaigns can be a good way to promote increased use. Encouraging the community to hold their children, spouses, family members, and friends accountable for distracted driving can also be an effective way to promote safe driving practices.

Safe Systems Approach:

Safe Road Users, Safe Vehicles

E's of Transportation Safety:

Education

Source: Obrella

Source: TASL

Example Actions:

- Educational Campaigns
  - Every Second Matters
  - Put the Phone Away or Pay
  - Eyes Up, Phone Down
  - EyesDrive
- Promote Technology Solutions
  - Smart Phone Apps/Cell Phone Blocking Technology
  - Advanced Driver Assistance Systems (ADAS) in Vehicles
- Promote Teen Traffic Safety
  - Increase Education on the Graduated Driver Licensing Law in Montana
  - Encourage Parents/Teens to Sign Teen Driver Contracts

Source: Travelers

Resources and Guidance:

- *Traffic Safety Marketing: Distracted Driving*[56] (NHTSA)
- *Everything You Need for Distracted Driving Awareness Month*[57] (National Safety Council)
- *Every Second Matters*[58] (Travelers Institute)
- *Put the Phone Away or Pay*[59] (NHSTA)
- *EyesDrive – Awareness Behind the Wheel*[60]
- *AAA Parent-Teen Driving Agreement*[61]
- *Teen Drivers*[62] (MDT)
- *Driver Education*[63] (Montana OPI)
- *Montana Trucking Association - Safety*[64]

Penalize Distracted Driving

Montana is the only state in the nation that has no laws at the statewide level banning cellphone use or texting while driving, although a driver can be held accountable for negligence and incur liability for damages if they are involved in a crash while using a mobile device. Whitefish, on the other hand, does have local laws that prohibit the use of handheld cell phones and other handheld electronic devices while driving. The law also prohibits bicyclists from using handheld devices when operating a bicycle within the Whitefish City limits. Individual states and localities have also started enforcing laws against distracted walking and fining pedestrians that are using cell phones while walking. Some jurisdictions have also expanded their laws to prohibit all cell phone (handheld or hands-free) use by minors and/or drivers with provisional permits. Additionally, some employers are adopting distracted driving policies to help reduce distractions in company vehicles.

One of the City's focus area goals is to reduce the number of distracted drivers involved in crashes. In order to effectively track this statistic, responding officers need to consistently and thoroughly document distracted driving as a contributing factor in crash reports. To ensure consistency across the department, additional training may be required. Proof of distractions can be difficult to obtain, especially if drivers are unwilling to self-report.

Safe Systems Approach:

Safe Road Users

E's of Transportation Safety:

Education

Enforcement

Example Actions:

- High visibility enforcement of cell phone ordinance and other distractions
- Encourage employers to implement distracted driving policies
- Law enforcement training to identify and document distracted driving as a contributing factor
- Expand cell phone ordinance to include all cell phone use by minors and/or drivers with learner or provisional permits

Source: Connecticut Department of Transportation

Source: Ultimate Defensive Driving

Source: Flathead Beacon

Source: RPA

Resources and Guidance:

- *Employer Distracted Driving Policy*[65,66] (NSC)
- *Countermeasures That Work – Distracted Driving*[67] (NHTSA)
- *High Visibility Enforcement (HVE) Toolkit*[68] (NHTSA)

Counteract Distracted Driving

Distracted driving significantly raises the likelihood of crashes, as drivers are less able to respond promptly to sudden changes in traffic conditions, road hazards, or other vehicles and more likely to drift out of the travel lane creating increased risk of head-on, sideswipe, and run-off-the-road crashes as well as conflicts with non-motorists. In addition to education and enforcement, some engineering strategies have the potential to address distracted driving from an infrastructure standpoint. Such strategies focus on making the travel way more visible and alerting drivers when they drift out of the travel way. In-vehicle lane departure warning systems can also provide real-time alerts to drivers. While education and enforcement are more effective at changing distracted driving behaviors, these efforts can help reduce the risk of a crash when distracted driving does occur.

Safe Systems Approach:

Safe Roads, Safe Vehicles

E's of Transportation Safety:

Engineering

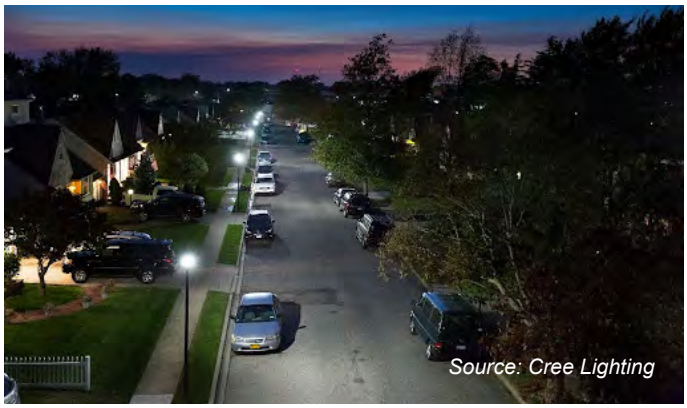
Example Actions:

- Edge Line, Centerline, and Transverse Rumble Strips
- Wide and Bright Pavement Markings/ Striping
- Concrete Medians and Median Barriers
- Roadway Lighting
- Separated Non-Motorist Facilities
- ITS Technologies
- Lane Departure Warning Systems

Source: Traffic Safety Supply

MyCarDoesWhat.org
Know More. Drive Safer.

Source: mycardoeswhat.org



Source: Cree Lighting

Source: crossroads

Resources and Guidance:

- *Proven Safety Countermeasures: Longitudinal Rumble Strips and Stripes on Two-Lane Roads*[69], *Median Barriers*[70], and *Wider Edge Lines*[71] (FHWA)

6.5. Speed Related Strategies

Speed and crash severity are inextricably linked. Crashes are more likely to result in serious or fatal injuries when vehicles are traveling at higher speeds. Since pedestrians and bicyclists travel much slower than motorists and do not have exterior barriers, such as a vehicle, to protect themselves on the roadway, they are much more susceptible to severe injuries, even at slower speeds. The following strategies target reduced travel speeds through lower speed limits, enforcement, traffic calming measures, and designing roads to naturally slow down traffic to support reduced severity of crashes and improve overall road safety.

Review Posted Speed Limits

Motorists drive at the speed they feel comfortable, taking the weather condition, surrounding environment, and complexity of the roadway into account. In some cases, the travel speed or posted speed limit could be higher than what is considered safe for the area given the surrounding environmental context and usage. Higher speeds also reduce the time drivers have to react to unexpected situations, such as a pedestrian crossing the street or a bicyclist entering the roadway. Lowering speed limits in busy areas with high non-motorist traffic such as urban areas, school zones, downtown areas, and residential neighborhoods, can reduce both the risk of crashes occurring and the severity of crashes when they do occur. However, changing a posted speed limit does not automatically lower travel speeds or reduce crash occurrences, so changed speed limits should be paired with enforcement, education, and outreach efforts and other physical improvements to ensure the roadway context matches the desired speed.

Managing posted speed limits involves both state and local authorities. MDT sets and adjusts speed limits for state or federally funded on-system routes, which mainly includes highways and interstates, per statutory regulations. Speed limit changes are posted only after a traffic and safety engineering study has been conducted and (where applicable) approved by the Transportation Commission. Local governments, on the other hand, have jurisdiction over speed limits on municipal roads and streets, with more flexibility to customize speed limits based on unique local conditions through ordinances and public consultations, reflecting specific community needs and safety concerns. Coordination between state and local entities is crucial, however, especially where their jurisdictions overlap.

Safe Systems Approach:

Safe Roads, Safe Speeds

E's of Transportation Safety:

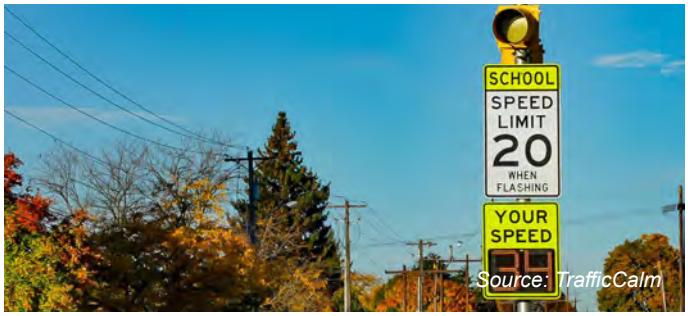
Enforcement **Engineering**

Example Actions:

- Speed studies
- Special speed zones (schools, high use areas, work zones)
- Jurisdiction-wide speed limits

Example Locations:

- School zones
- Low-volume streets serving residential/ neighborhood areas
- Downtown area
- Other areas with high pedestrian usage



Source: TrafficCalm


Source: NACTO

Resources and Guidance:

- *Consistent Speed Limits for Vulnerable Road Users, Noteworthy Speed Management Practices*[72] (FHWA)
- *Proven Safety Countermeasure: Appropriate Speed Limits for All Road Users*[73] *and Speed Safety Cameras*[74] (FHWA)
- *Safe Speeds on City Streets – Creating a Neighborhood Traffic Management Program*[75] (City of Missoula)
- *City Limits – Setting Safe Speed Limits on Urban Streets*[76] (NACTO)
- *Local Engineering Study Example of Setting Speeds Limits Based on Context*[77] (City of Missoula)
- *Countermeasures That Work – Speeding and Speed Management*[78] (NHTSA)

Reduce Vehicular Travel Speeds

Since drivers are primarily influenced by roadway conditions, lowering speed limits alone is unlikely to change speed patterns without changes to roadway features or context. When it is not appropriate to lower a roadway's speed limit, other engineering countermeasures typically referred to as traffic calming measures may be implemented to help alter driver behavior and create safer conditions for all users. These strategies may include horizontal and vertical displacements (chicanes or speed bumps), traffic control devices (roundabouts, traffic circles, ITS), road narrowing measures (curb extensions or medians), and other visual friction (landscaping, art, parklets). These strategies are intended to alter the roadway environment to change the driver's perception of the roadway and encourage voluntary decisions to slow vehicular speeds.

Safe Systems Approach:
Safe Roads, Safe Speeds

E's of Transportation Safety:

Enforcement **Engineering**

Source: Clear Roads

Source: Western Systems

Example Actions:

- Traffic Calming
  - Speed Bumps/Humps/Speed Tables/ Speed Cushions/Raised Crosswalks
  - Advisory Bike Lanes
  - Visual Friction (Paint, Art, Vegetation, Objects)
  - Narrowed Roadways/Curb Extensions
  - Roundabouts/Traffic Circles
  - Horizontal Roadway Shifts (Chicanes)
  - ITS/Dynamic Speed Feedback Signage
  - Variable Speed Limit Trailers
  - Warning Signage (Reduce Speed, Curve Ahead)
- Enhanced Multimodal Environment (Bulb-outs, Pedestrian Refuge Islands, Reallocated Roadway Width to Bike Lanes)
- Speed Enforcement
- Education Campaigns
  - Slow Down for School Zones
  - Ice and Snow…Take It Slow
  - Drive Like Your Kids Live Here

Source: City of Bozeman

Resources and Guidance:

- *Whitefish Transportation Plan*[79] *(City of Whitefish)*
- *Measures for Managing Speed*[80] (ITE)
- *Traffic Calming to Slow Vehicle Speeds*[81] (USDOT)
- *Traffic Calming ePrimer*[82] (FHWA)
- *Winter Driving Safety Brochure*[83] (IDOT)
- *Social Media Campaigns for Winter Driving*[84] (National Weather Service)
- *School Area Speed Limit and Signing*[85] (SRTS Guide)
- *24/7/365 School Area Speed Limits*[86] (City of Bozeman)
- *Pop-Up Traffic Calming & Placemaking*[87] (WTI)

7. Project, Policy, and Program Identification

This chapter outlines recommended projects, programs, and policies intended to proactively address identified safety concerns from all angles, including infrastructure improvements, programs targeted at safe behaviors, and operational improvements. The recommendations can be developed as stand-alone efforts, or, in some cases, combined with other efforts as appropriate. There may be cost savings and efficiencies gained by packaging improvements together.

7.1. Recommendation Attributes

All recommendations are categorized according to the implementation type, including projects, programs, and policies. Projects include physical implementation actions which result in changed infrastructure and can range from simple signing, striping, or landscaping to larger-scale reconstruction. Programs include activities meant to incrementally inform or improve transportation safety conditions. Programs are typically the basis for future policy decisions but could also be the outcome of implementing specific policies. Policies are most often established through laws and ordinances but could also take the form of planning documents or procedures adopted by government agencies. Institutionalizing a policy typically requires dedicated funding and comprehensive technical guidance as well as enforcement mechanisms to ensure that there are consequences if the policy is not implemented as intended. Policy changes take time and diligence but can be a powerful way to ensure that adequate staff and resources are being directed toward processes and procedures that will support a safe and healthy community.

A variety of additional information is also provided to assist with future implementation efforts. The following sections provide an overview of the attribute categories outlined for each recommendation to help inform and guide future project, program, and policy development.

Background

The description provides an overview of the identified safety concern(s) that the recommendation is intended to address. In some cases, the safety concern was identified through historic crash data or the HIN, while others were identified through field reviews and public or stakeholder input. Additional background information to give context to the recommendation is also provided where applicable.

Recommendation

Recommendations are grouped together by area, in the case of infrastructure improvements, or by general effort type, in the case of program and policy recommendations. For several of the infrastructure improvements, conceptual drawings illustrating recommended improvements are provided. Planning-level recommendations are defined broadly to provide flexibility during future implementation phases as additional coordination and investigations occur.

Related Strategies

Recommended projects, programs, and policies employ the focus area strategies outlined in **Chapter 6**. Relevant strategies are listed for each recommendation. It is intended that the implementing agency can reference the general strategy description for more implementation ideas and guidance.

Past Planning Relation

In many cases, the project, program, or policy recommendations have been identified in past planning efforts. References to past documents and recommendations are provided where applicable to supply additional context and support for the *Whitefish SS4A Action Plan* recommendations.

Other Considerations

Project recommendations forwarded from the Action Plan will be subject to the City's standard project development processes. This typically includes project-specific design activities such as stakeholder coordination, environmental impact analysis and permitting, utility conflict mitigation, traffic and safety analysis, hydraulic and geotechnical investigations, and right-of-way acquisition based on project location and design features. For projects that may substantially and permanently impact MDT routes, the MDT System Impact Action Process may apply and additional coordination with MDT may also be necessary. Notable project development considerations are listed for each recommendation such as potential stakeholder interests, possible coordination needs, resources and site features, indirect effects, and other factors to be addressed during project development. Ongoing maintenance needs and responsibilities following implementation should also be considered.

Implementation Partners

Although the City of Whitefish is serving as the lead agency for implementation of the recommendations contained in the Action Plan, implementation of the identified safety strategies, projects, programs, and policies will require cooperation and support from multiple partners. In addition to the City, supportive efforts from partners including law enforcement, school districts, local advocacy groups and organizations, emergency service providers, MDT, and other individuals will be needed to successfully improve safety in Whitefish.

Estimated Cost

Planning-level cost estimates were developed for each of the project recommendations. The estimates include costs for design engineering, mobilization, construction, drainage, utility adjustments, and anticipated easements. Contingencies are provided to account for unknown factors at this planning-level stage. All costs are provided in 2025 dollars since the date of implementation is unknown at this time. **Appendix C** contains additional planning-level cost estimate information with unit pricing for each option. Estimated costs for program and policy recommendations are not included due to the highly variable nature of these recommendations.

7.2. Project Recommendations

A list of projects has been developed to help address site-specific safety concerns identified through the historic crash trend analysis and through public/stakeholder outreach. Projects incorporate elements of the focus area strategies and align with past planning recommendations. **Figure 19** illustrates the location of recommended projects within the planning area.

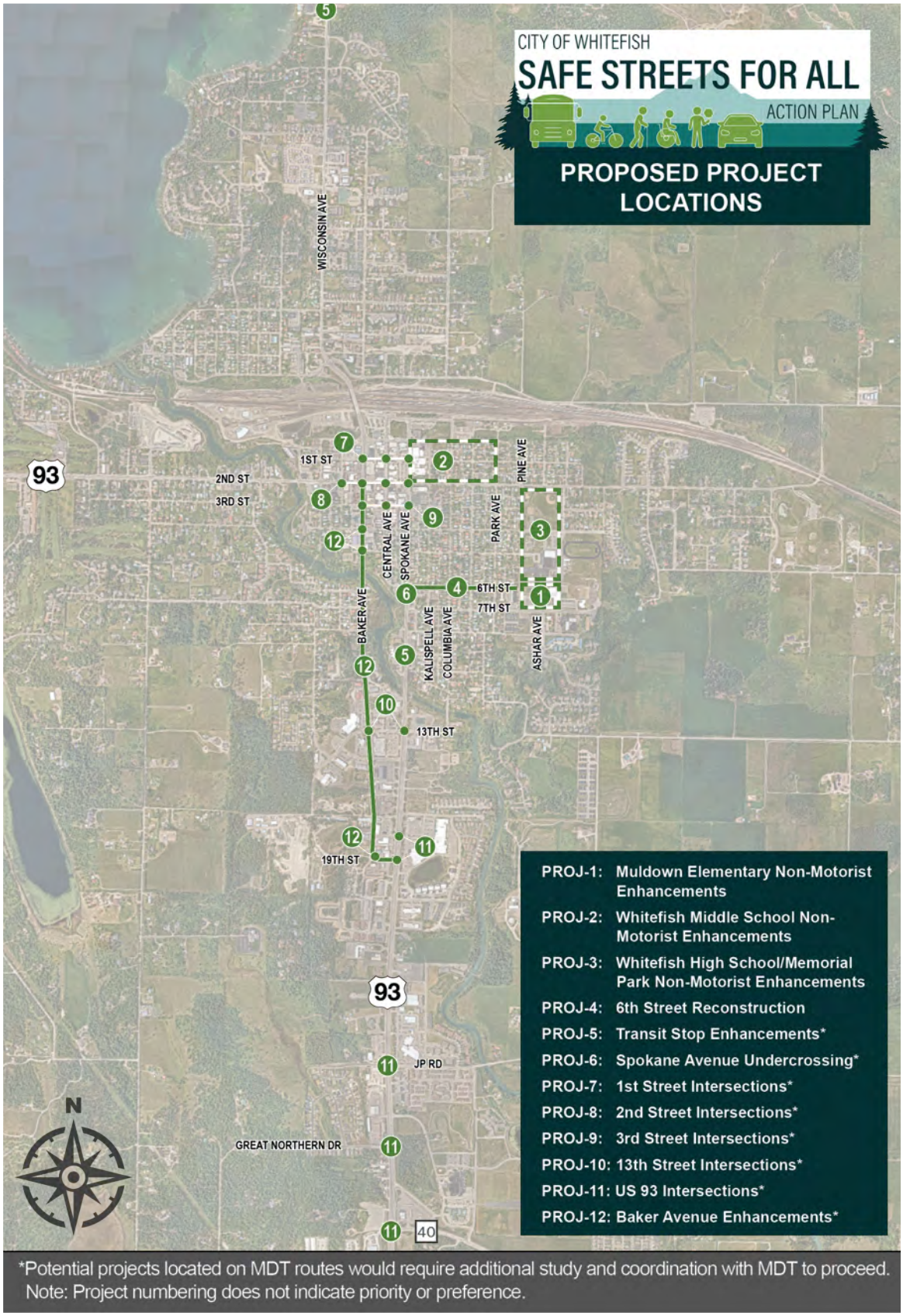
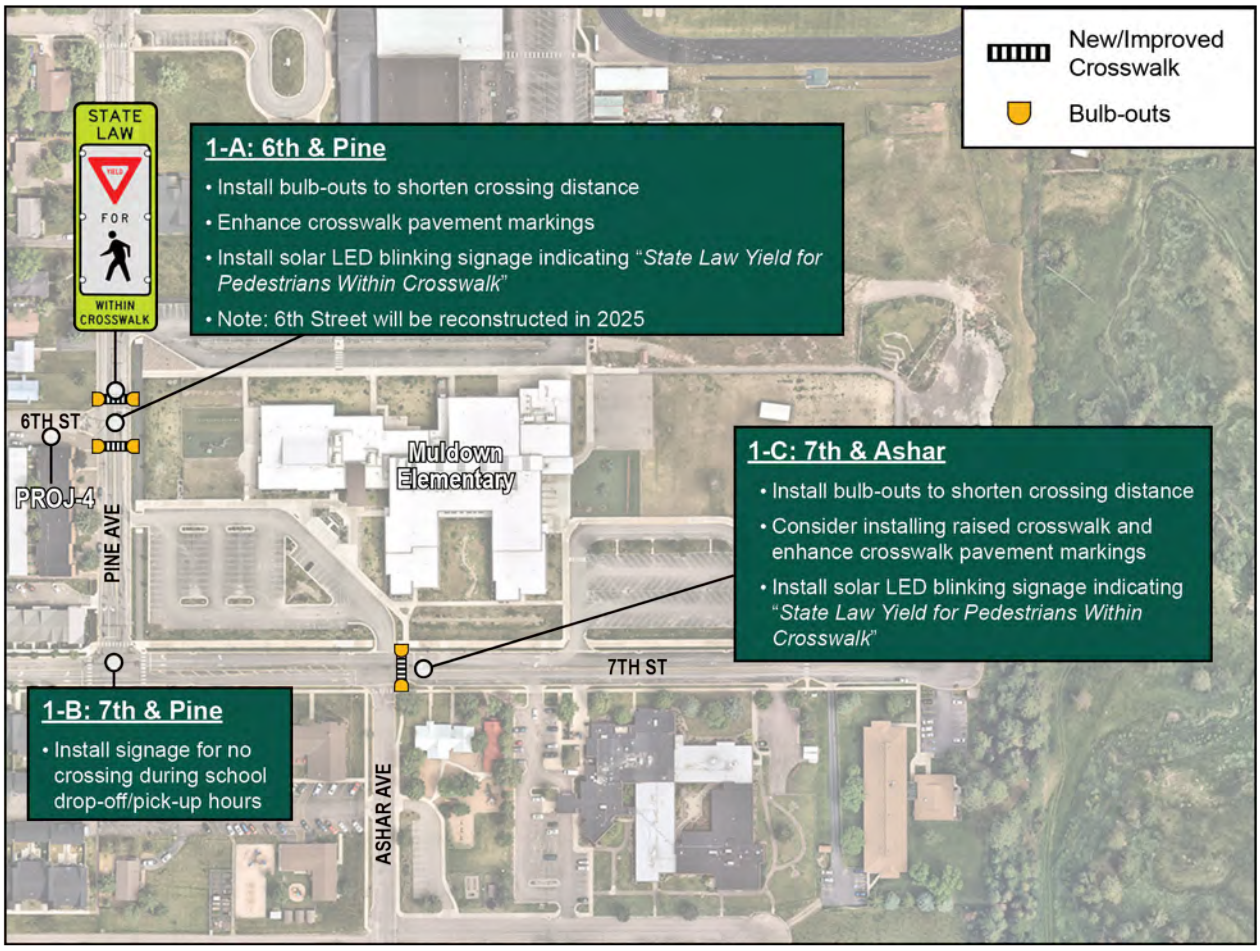


Figure 19: Project Locations

PROJ-1

PROJ-1: Muldown Elementary School

BACKGROUND: Ongoing coordination has occurred between the City of Whitefish and the Whitefish School District to consider pedestrian safety improvements in the vicinity of Muldown Elementary School. Community members, parents, and school personnel cite near-misses in crosswalks, speeding through school zones, poor yielding rates, and distracted drivers as key safety concerns near the elementary school. The conditions make the area feel generally unsafe and parents fear for their children's safety when walking or biking to school. Although these concerns were not directly evidenced in crash trends, the need for pedestrian prioritization, safe crossings, and slower speeds around the school to encourage more school children to walk and bike to school has been heavily reiterated by the community. The City is planning to reconstruct 6th Street in 2025 with a shared use path (SUP) on the south side of the street and a primary crossing on the south leg of the 6th St/Pine Ave intersection.



RECOMMENDATION: Improve crosswalks adjacent to Muldown Elementary School to enhance non-motorist safety and comfort and encourage walking and biking to school by enhancing visibility, encouraging slow speeds, and improving circulation at the school.

RELATED STRATEGIES:

- ✔ Enhance Existing Non-Motorized Facilities
- ✔ Install New Non-Motorized Facilities
- ✔ Encourage Safe and Proper Walking/ Biking
- ✔ Enhance Unsignalized Intersections
- ✔ Improve Intersection Visibility and Safety
- ✔ Promote Distraction-Free Driving
- ✔ Reduce Vehicular Travel Speeds

PAST PLANNING RELATION:

- Elements of this recommendation were included in **TSM-5** of the *Whitefish Transportation Plan*, including crosswalk striping, high visibility pedestrian-actuated signs, and student stand-back lines behind curb backs.

OTHER CONSIDERATIONS:

- Infrastructure improvements should be combined with education and enforcement strategies to reinforce proper behavior in the school zone.
- Prepare updated maps and informational pamphlets to let parents know the preferred location for student drop-off/pick-up.
- Consider ongoing maintenance needs for signage and pavement markings.

IMPLEMENTATION PARTNERS:
City of Whitefish, Whitefish School District

ESTIMATED COST: $3,000-$130,000
1-A: $130,000, **1-B:** $3,000, **1-C**: $110,000

PROJ-2

PROJ-2: Whitefish Middle School

BACKGROUND: Whitefish Middle School is located on the corner of Spokane Avenue and 2nd Street, where US 93 makes a turn. Congestion in this area results from highway-related traffic, as well as general congestion from school pick-up and drop-off. Middle School drop-off/pick-up is discouraged immediately at the school and entry via the west entrance (on Spokane Avenue) is not allowed. Many students living in the adjacent neighborhoods use 1st Street as a priority route to walk or bike to school, despite the lack of dedicated non-motorized facilities.

Parents who drive their students to school are encouraged to park one or more blocks away and have students walk the remaining blocks or drop students off at Depot Park. However, many parents still use Spokane Avenue between Railway Street and 2nd Street. The stop sign at Spokane Avenue and 1st Street is sometimes ignored. The intersection previously had a flashing stop sign in the northbound direction, but the sign was moved to the Ashar Avenue/7th Street intersection and has not been replaced.

Along Spokane Avenue, some parents have been observed dropping off children while still in the travel lane to avoid congested areas. Speeding and failure to yield at the 2nd Street and Kalispell intersection has been noted by community members. Additionally, parking near the intersection can limit visibility of the crosswalk. Finally, the pedestrian hybrid beacon at the 2nd Street/Pine Avenue crosswalk has been identified as a safety concern due to visibility issues associated with the height of the flashing light and sun glare in the morning.

RECOMMENDATION: Improve crosswalks and non-motorized facilities around the Whitefish Middle School to enhance non-motorist safety and comfort and encourage walking and biking to school by enhancing visibility, encouraging slow speeds, and improving circulation at the school.

RELATED STRATEGIES:

- ✔ Encourage Safe and Proper Walking/Biking
- ✔ Enhance Unsignalized Intersections
- ✔ Improve Intersection Visibility and Safety
- ✔ Promote Distraction-Free Driving
- ✔ Review Posted Speed Limits

PAST PLANNING RELATION:

- Crosswalk improvements were recommended in **ENG-5** from the *Whitefish SRTS Plan*. Improvements were installed at all intersections except 2nd/Spokane.
- Reconstruction of Spokane Avenue has been identified in the *Downtown Whitefish Highway Study* and the *Whitefish Transportation Plan* (**MSN-16**).

OTHER CONSIDERATIONS:

- Coordinate with WPD to modify school zone limits and to ensure changes are enforced.
- Add a second crossing guard at the Kalispell Avenue and 2nd Street intersection to ensure full coverage of the entire intersection.
- Combine infrastructure efforts with education efforts. For example, prepare maps and informational pamphlets to let parents know the preferred location for student drop-off/pick-up.
- Consider ongoing maintenance needs for sidewalks, signage, and pavement markings.

IMPLEMENTATION PARTNERS:
City of Whitefish, Whitefish School District

ESTIMATED COST: $3,000-$130,000
2-A: $32,000, **2-B:** $4,000, **2-C:** $460,000, **2-D:** $52,000

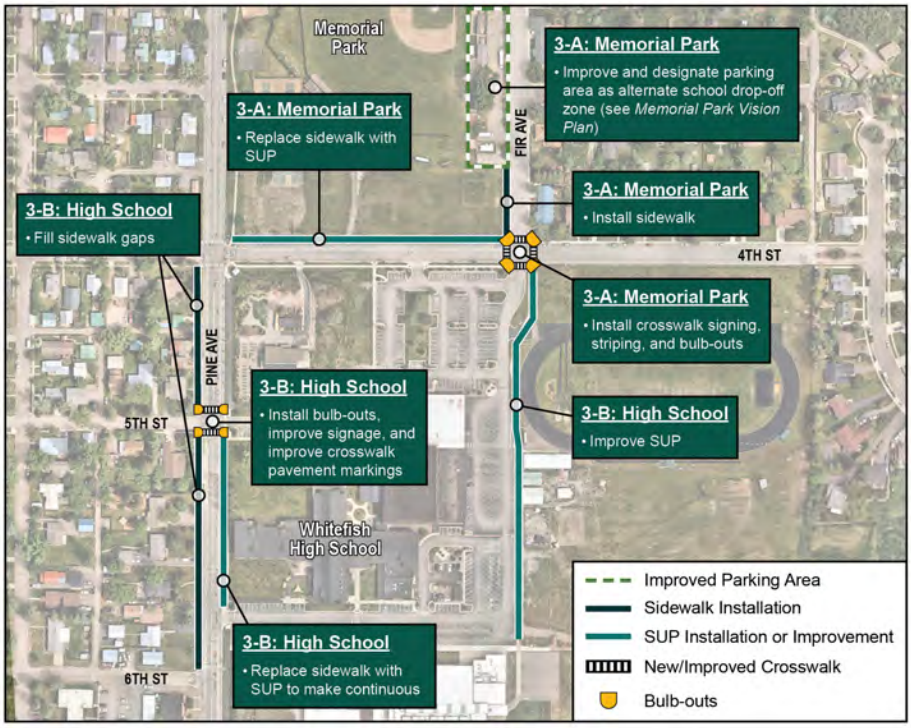
PROJ-3

PROJ-3: Whitefish High School/Memorial Park

BACKGROUND: As the City of Whitefish considers improvements to school circulation patterns, a potential alternate pick-up and drop-off point has been identified at Memorial Park, just north of Whitefish High School.

3-A: Memorial Park Muldown parents sometimes use the high school parking lot for drop-off and pick-up, though it is discouraged, which contributes to congestion and safety concerns for students walking between lots. An alternative drop-off location at Memorial Park could help ease congestion and improve safety for children walking and biking to school. Memorial Park is owned by the City of Whitefish and leased to the Glacier Twins. A revised parking configuration and non-motorized improvements, including sidewalk infill and crosswalk improvements, have been proposed at the park.

3-B: High School Although there is currently a pedestrian path behind the high school for school children to walk from Memorial Park to the elementary and high schools, some improvements are needed to enhance comfort and safety from the park to school grounds. Fencing along the path may be needed to provide pedestrian separation from high school parking areas. Additionally, sidewalks and shared use paths on the west side of the school (Pine Avenue) are discontinuous. Filling these gaps will provide safe, connected facilities for high school students to walk or bike to school. With the passage of the Whitefish High School academic expansion and athletic improvements bond on September 17, 2024, there may be opportunities to complete transportation safety improvements in coordination with site planning for the school.



RECOMMENDATION: Improve non-motorized facilities, parking, and crosswalks around Whitefish High School to provide connectivity to an alternate drop-off/pick-up lot at Memorial Park and enhance pedestrian comfort, safety, and connectivity in the area.

RELATED STRATEGIES:

- ✔ Enhance Existing Non-Motorized Facilities
- ✔ Install New Non-Motorized Facilities
- ✔ Encourage Safe and Proper Walking/Biking
- ✔ Enhance Unsignalized Intersections
- ✔ Promote Distraction-Free Driving

PAST PLANNING RELATION:

- The City of Whitefish has proposed improvements to Memorial Park, including revised parking configurations, additional parking stalls, sidewalks/SUPs along the perimeter of the park, and improved crosswalks. This visionary plan was approved by the City Park Board in February 2024 but is dependent on improvements to enhance pedestrian connectivity to Whitefish High School and Muldown Elementary School.

OTHER CONSIDERATIONS:

- The Whitefish School District's proposed bond to support academic and athletic improvements at Whitefish High School was passed in September 2024. Coordinating efforts could reduce construction costs and streamline implementation.
- A crossing guard may be needed to facilitate crossings on 4th Street.
- Combine infrastructure efforts with education efforts. For example, prepare maps and informational pamphlets to let parents and student drivers know the preferred location for student drop-off/pick-up and routes to/from school.
- If the sidewalk on Pine Ave is replaced with a shared use path, bike lanes on Pine Ave may no longer be necessary.
- Consider ongoing maintenance needs for sidewalks, paths, signage, and pavement markings.

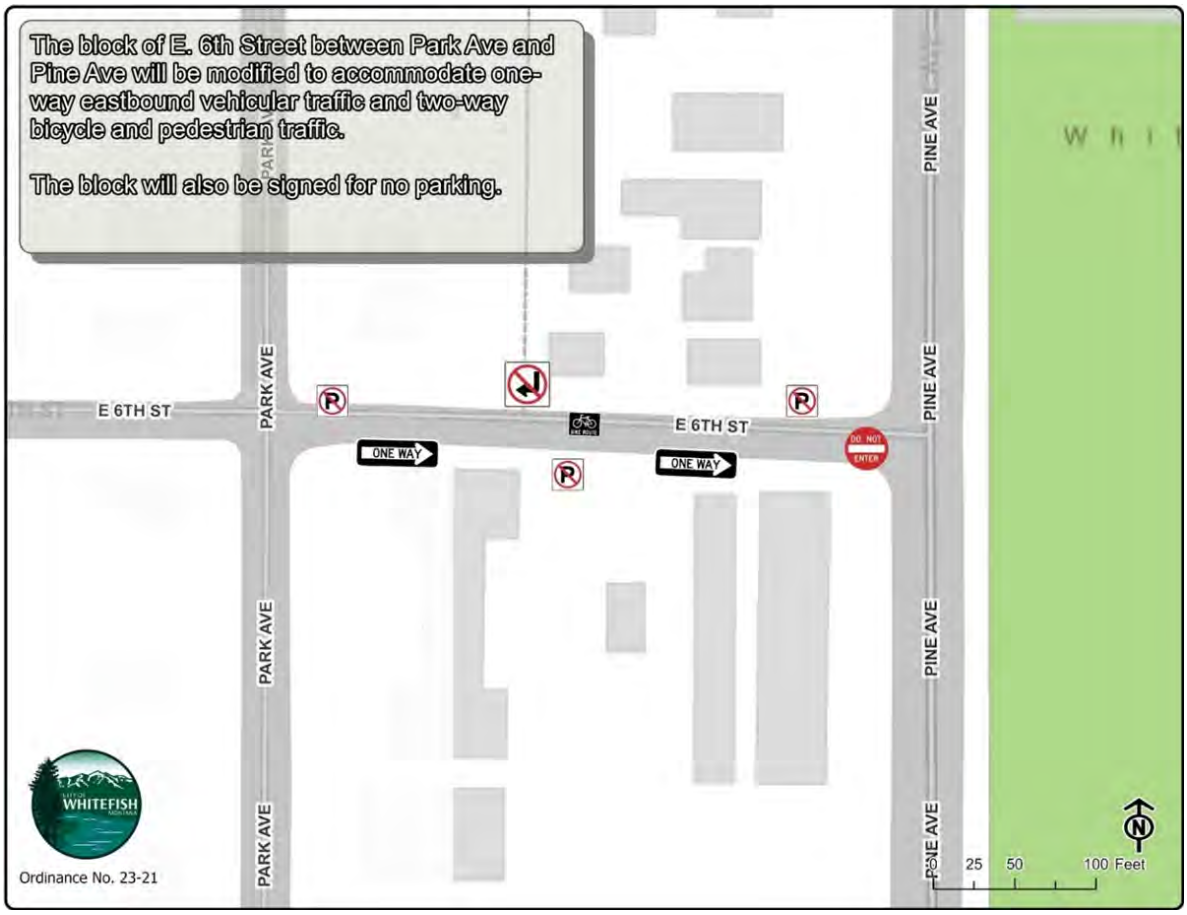
IMPLEMENTATION PARTNERS:
City of Whitefish, City Park Board, Whitefish School District

ESTIMATED COST: $550,000-$1,200,000
3-A: $1,200,000, **3-B:** $550,000

PROJ-4

PROJ-4: 6th Street Improvements

BACKGROUND: Prior to the reconstruction of Muldown Elementary School in 2020, 5th Street was the primary route to Whitefish High School and Muldown Elementary School from Spokane Avenue. Since completion of the renovations and reconfiguration of the entrances, 6th Street has become a more popular route. In the fall of 2023, 6th Street between Park Avenue and Pine Avenue was converted to a one-way street to help improve efficiency during busy student drop-off and pick-up times while also reducing potential conflicts between vehicles and pedestrians due to congestion and the narrow width of 6th Street. The new configuration also eliminates left-turns from Pine Avenue to 6th Street which helps with traffic flow during peak periods. The roadway currently lacks accessible sidewalks and curb ramps along most of its length and does not have any bicycle accommodations. To address these concerns, the City will be reconstructing 6th Street in 2025 and designating the street as a safe route to school following reconstruction. A shared use path will be installed on the south side of the street, and the south leg of the 6th St/Pine Ave intersection will be designated as a primary school crossing.



RECOMMENDATION: Reconstruct 6th Street and designate as a safe route to school. Include pedestrian and bicycle accommodations and traffic calming as needed to ensure safe and slow vehicular travel speeds along the route.

RELATED STRATEGIES:
- ✔ Install New Non-Motorized Facilities
- ✔ Reduce Vehicular Travel Speeds

IMPLEMENTATION PARTNERS:
City of Whitefish, Adjacent Businesses and Property/Utility Owners

ESTIMATED COST: $2,600,000

PAST PLANNING RELATION:
- This recommendation was included as **MSN-29** in the *Whitefish Transportation Plan*.
- Elements of **ENG-2** from the *Whitefish SRTS Plan* (5th Street Bike/Ped Route) are still applicable, even though the priority has now shifted to 6th Street.
- **C33** in the *Connect Whitefish Pedestrian & Bicycle Master Plan* recommends curbing and sidewalk on 6th Street between Kalispell and Pine Avenues.

OTHER CONSIDERATIONS:
- Prioritize snow removal on 6th Street, with special focus on preventing berms that limit pedestrian safety and access.
- Consider ongoing maintenance needs for pedestrian and bicycle accommodations.

PROJ-5

PROJ-5: Enhanced Transit Stops

BACKGROUND: Transit services in the Whitefish area are provided by the Shuttle Network of Whitefish (S.N.O.W.) Bus, which provides free rides between Whitefish Mountain Resort and downtown Whitefish, and the Mountain Climber, which provides general and paratransit services within Flathead County. The S.N.O.W. Bus, which is a service provided by the Big Mountain Commercial Association (BMCA), operates daily during the resort's winter and summer operating seasons. The Mountain Climber offers on-demand rides with $1 fares for each trip and therefore does not have fixed bus stops. 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 but without adequate lighting, pavement markings, and/or signage to facilitate pedestrian crossings. There have been several complaints about safety at these transit stops.

In general, increased accessibility of the transit system helps promote equitable transportation options and can help increase ridership. Incorporating universal design elements can help increase the equity of the transit system and reduce operational costs by reducing the need for paratransit services and improving efficiency at stops. The elements that each bus stop should provide, at a minimum, are listed below.88

- **Landing Area** – The landing area must allow for lifts or ramps to be deployed on a suitable surface to permit a wheelchair to maneuver safely on and off the bus.
- **Pedestrian Connections** – A landing area of 5-feet wide by 8-feet long must be connected to a sidewalk of at least 4-feet wide.
- **Curb Ramps** – These shall be designed to conform to state and federal ADA standards.
- **Signage** – Appropriate signage must be used to mark the location of the bus stop. Route and schedule information should also be supplied at each bus stop.
- **Safety and Security** – Bus stops should not have hazardous conditions that could be potentially unsafe to users. The area should be well lit and free of obstacles.

Both of these stops are located on MDT routes and abut utility lines and private property. Any improvements would need to comply with Montana Code Annotated §61-8-354, MDT's *Bus Stop Review/Approval Requirements*[89], *Surface Transportation Resource Procedure – MDT Bus Stops*[90], and MDT's standard encroachment requirements, as applicable. Enhanced facilities would require coordination with MDT, City of Whitefish, the lodges, and adjacent property/utility owners to determine appropriate location and design of bus stop and associated pedestrian features.

Source: Explore Whitefish

Source: Hagadone Media Group

RECOMMENDATION: Enhance the safety and connectivity of existing transit stops and improve the S.N.O.W. Bus stops at The Pine Lodge and The Lodge at Whitefish Lake.

RELATED STRATEGIES:

- ✔ Enhance Existing Non-Motorized Facilities
- ✔ Install New Non-Motorized Facilities
- ✔ Encourage Safe and Proper Walking/Biking
- ✔ Enhance Unsignalized Intersections
- ✔ Promote Distraction-Free Driving

PAST PLANNING RELATION:

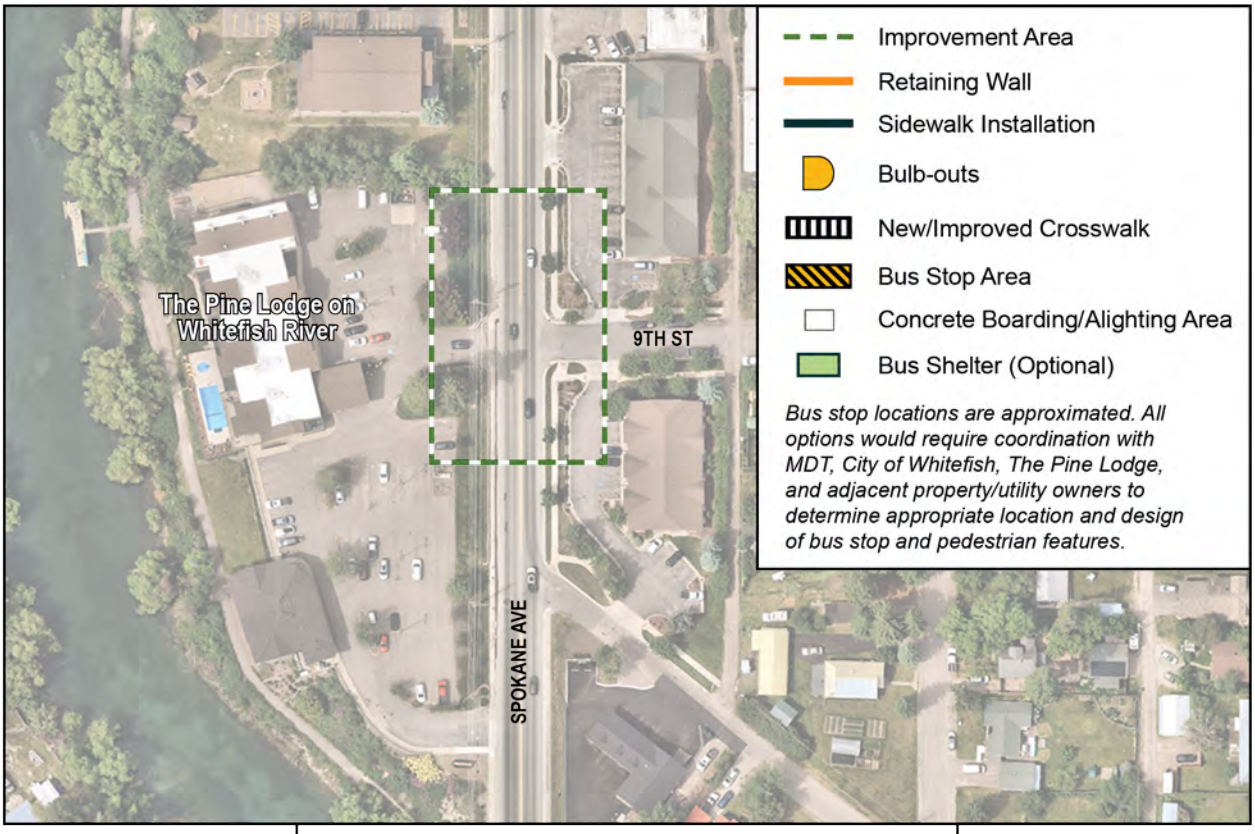
- A conceptual site plan for the bus stop at The Lodge at Whitefish Lake was previously developed in 2022, however concerns regarding configuration and impacts were raised. Additional coordination would be required to advance a project design.

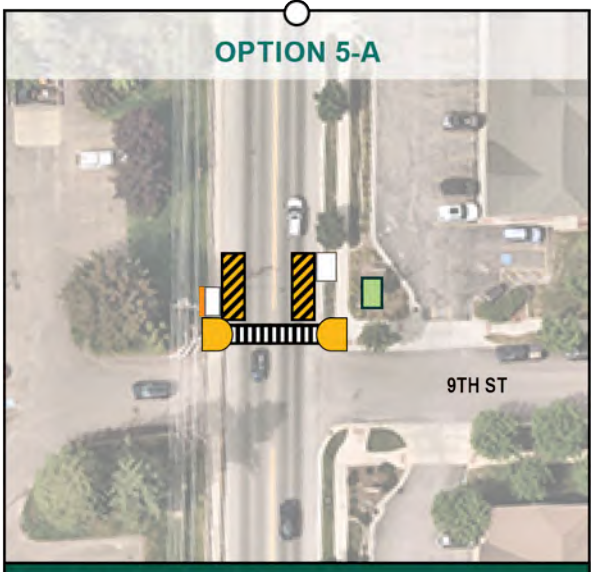
OTHER CONSIDERATIONS:

- The *National Association of City Transportation Officials'* (NACTO) *Transit Street Design Guide*[92] or the *Transit Cooperative Research Program's Guidelines for the Location and Design of Bus Stops*[93] can be referenced for specific standards and guidance.
- Buses stopping in the travel lane can block traffic, causing delays and potentially increasing congestion.
- Coordination would be required with MDT, the City of Whitefish, the lodges, and adjacent property/utility owners.
- The availability of space and the cost implications of constructing and maintaining bus pull-outs should be considered versus using existing travel lanes.
- All improvements would need to comply with applicable regulations, policies, and procedures.

IMPLEMENTATION PARTNERS:
City of Whitefish, BMCA, MDT, Adjacent Businesses and Property/Utility Owners

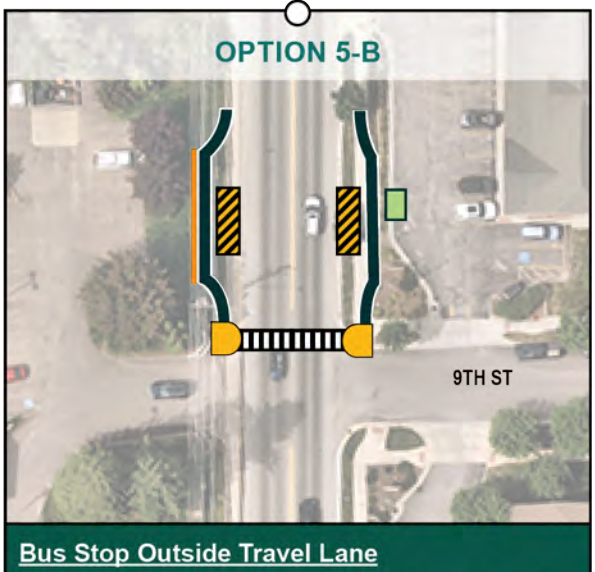
ESTIMATED COST: $190,000-$1,200,000
5-A: $190,000, **5-B:** $350,000, **5-C:** $260,000, **5-D:** $1,200,000





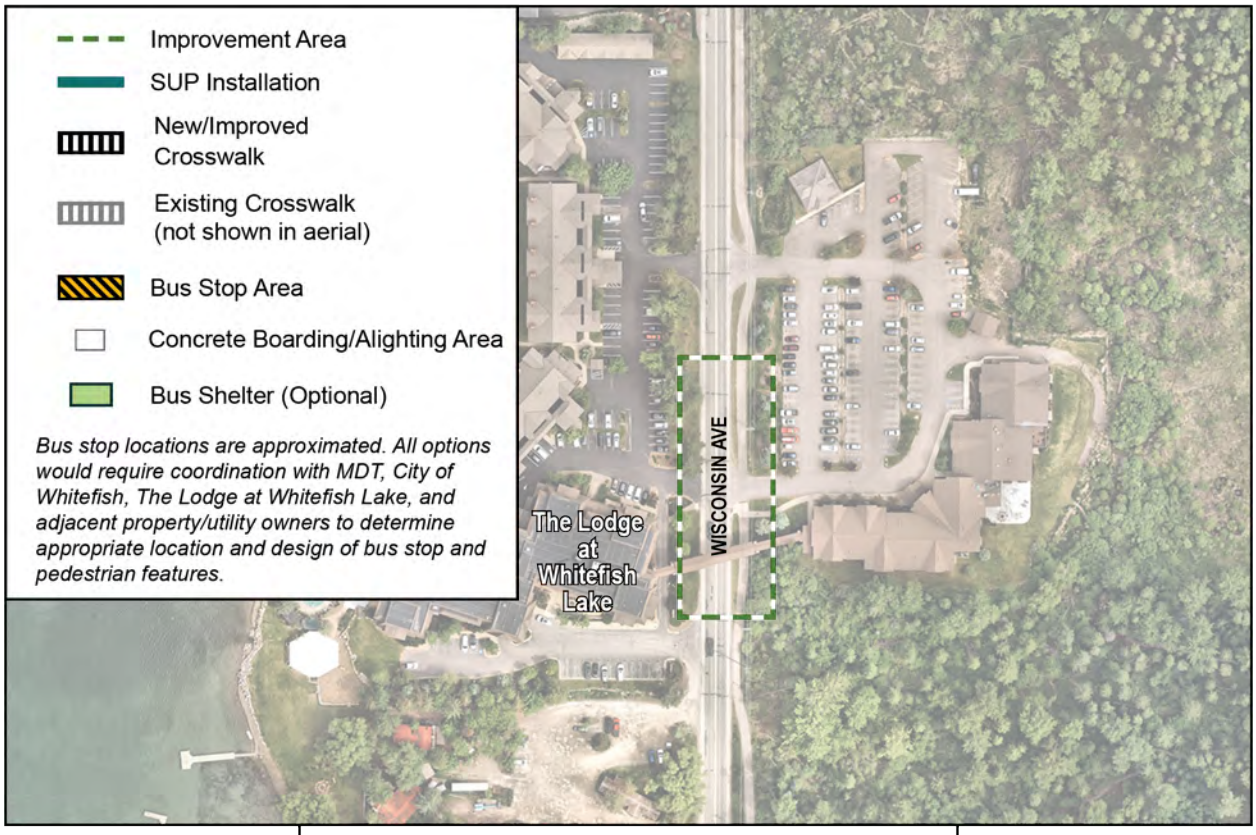
Bus Stop In Travel Lane

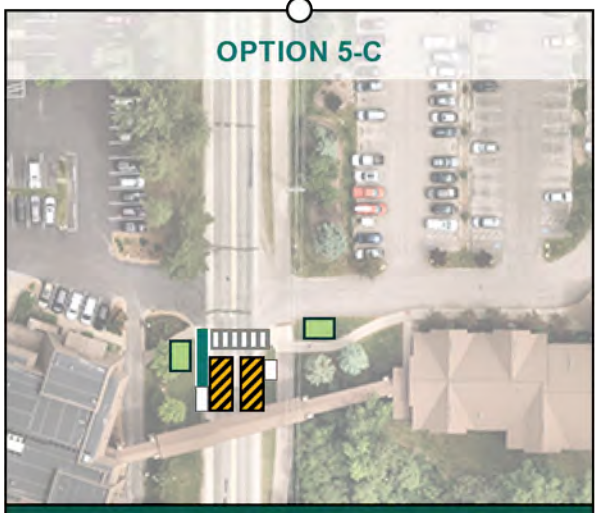
- Install striping to indicate bus stop within travel lane
- Install concrete boarding/alighting area at bus stop and reconstruct retaining wall
- Install bulb-outs and new crosswalk across Spokane Ave
- Install lighting and signage
- Install optional bus shelter



Bus Stop Outside Travel Lane

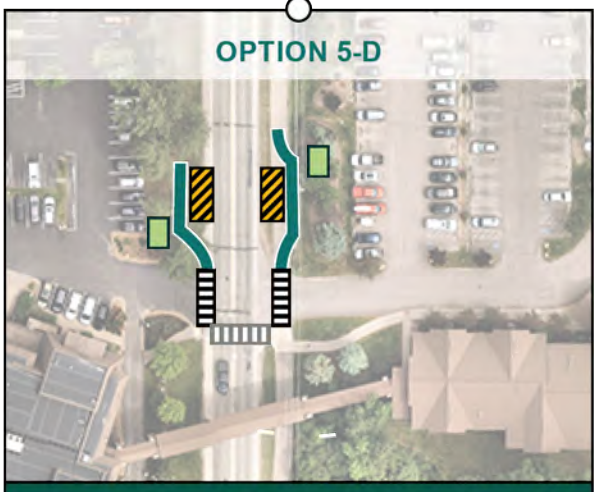
- Widen roadway to install bus pullouts adjacent to travel lanes
- Install retaining wall on west side of bus pullout
- Replace sidewalk
- Install bulb-outs and new crosswalk across Spokane Ave
- Install lighting and signage
- Install optional bus shelter





Bus Stop In Travel Lane

- Install striping to indicate bus stop within travel lane
- Install concrete boarding/alighting area at bus stop
- Install new/relocated pedestrian path from bus stop leading to existing crosswalk
- Install lighting and signage
- Install optional bus shelter(s)



Bus Stop Outside Travel Lane

- Widen roadway to install bus pullouts adjacent to travel lanes
- Install new crosswalks across driveways leading to existing crosswalk on Wisconsin Ave
- Install new/relocated pedestrian path from bus stop leading to existing crosswalk
- Install optional bus shelter(s)

PROJ-6

PROJ-6: Spokane Avenue Pedestrian/Bicycle Undercrossing

BACKGROUND: Spokane Avenue carries some of the highest traffic volumes in the Whitefish area and is a barrier to pedestrians and bicyclists. Currently, the Whitefish River Trail follows the banks of the Whitefish River from 2nd Street/Miles Avenue and terminates where it meets Spokane Avenue.

6-A: Spokane Avenue (6th Street to 7th Street Vicinity) A grade-separated pedestrian crossing of Spokane Avenue is desired by the community to enhance connectivity and safety and to encourage more non-motorized activity in the area. A crossing near 6th Street or 7th Street would facilitate connectivity to the schools on the east side of town.

6-B: 7th Street Extension Community members have voiced strong support for the extension of 7th Street between Spokane Avenue and Kalispell Avenue. Coupled with a grade-separated crossing underneath Spokane Avenue, an extension of 7th Street would provide additional connectivity to the River Trail and an alternate east-west route to school.

RECOMMENDATION: Install a shared use path between the existing Whitefish River Trail and the 6th Street pedestrian/bicycle corridor (**PROJ-4**) via an underpass underneath Spokane Avenue. Consider extending 7th Street from Spokane Avenue to Kalispell Avenue.

RELATED STRATEGIES:

✔ Install New Non-Motorized Facilities

PAST PLANNING RELATION:

- This recommendation was included as **C52** in the *Connect Whitefish Bicycle and Pedestrian Master Plan*.
- A recommendation for extension of 7th Street was included as **MSN-11** in the *Whitefish Transportation Plan*.
- The *Downtown Business District Master Plan* recommends a protected bikeway along Spokane Avenue extending north from the proposed undercrossing.

OTHER CONSIDERATIONS:

- Consider coordinating implementation with reconstruction of US 93, if a project is advanced from the *Downtown Whitefish Highway Study* and/or *Downtown Business District Master Plan*.
- Coordination with MDT would be required for any improvements impacting Spokane Avenue.
- Consider ongoing maintenance needs for undercrossing and 7th Street extension.

IMPLEMENTATION PARTNERS:

City of Whitefish, MDT, Safe Trails Whitefish, DREAM Adaptive, Adjacent Businesses and Property/Utility Owners

ESTIMATED COST: $750,000-$2,800,000

6-A: $2,800,000, **6-B**: $750,000

PROJ-7

PROJ-7: 1st Street Improvements

BACKGROUND: 1st Street provides an alternate east-west route to US 93 (2nd Street) and provides direct connectivity to Whitefish Middle School, making it a popular roadway for motorists and non-motorists alike. Safety concerns at intersections within this corridor include the following.

7-A: 1st Street/Baker Avenue A rectangular rapid flashing beacon (RRFB) and curb bulb-outs were installed at this intersection in 2014 with SRTS funding. Yet, this intersection was identified as the ninth highest-scoring intersection on the HIN due to a high frequency of crashes. Historic crash trends and City input indicate that the poles for the RRFB are hit frequently by southbound vehicles coming off the viaduct due to speed, poor road conditions, and general visibility issues. The Baker Avenue underpass, which was constructed in 2020 has helped redirect some pedestrian traffic. The City is also planning a project to widen the pedestrian/bicycle path over the viaduct in 2026 to enhance connectivity and safety for non-motorists.

7-B: 1st Street/Central Avenue A food truck park and live music venue opened in the northwest corner of the 1st Street and Central Avenue intersection during the summer of 2024. Since then, pedestrian safety concerns have been noted due to frequent crossings at the intersection, oftentimes by pedestrians who are not paying attention to oncoming traffic. The intersection is four-way stop controlled with bulb-outs on all corners, creating a pedestrian-focused environment. Enhanced crosswalks could help make this popular pedestrian crossing more prominent and visible to oncoming traffic.

RECOMMENDATION: Improve key intersections on 1st Street corridor to enhance pedestrian safety, reduce vehicular speeds, and increase intersection visibility.

RELATED STRATEGIES:
- ✔ Enhance Existing Non-Motorized Facilities
- ✔ Enhance Unsignalized Intersections
- ✔ Improve Intersection Visibility and Safety
- ✔ Reduce Vehicular Travel Speeds

PAST PLANNING RELATION:
- A pedestrian hybrid beacon was originally recommended at the 1st Street/ Baker Avenue intersection in the *Whitefish SRTS Plan* (**ENG-9**).
- **TSM-4** of the *Whitefish Transportation Plan* recommends a safety/ operational evaluation of the 1st Street/Baker Avenue intersection.

OTHER CONSIDERATIONS:
- Coordination with MDT would be required for any improvements at the Baker Avenue intersection.
- Consider ongoing maintenance needs for signal and/or pedestrian accommodations.

IMPLEMENTATION PARTNERS:
City of Whitefish, MDT

ESTIMATED COST: $2,000-$1,600,000
7-A: $10,000 (Relocate RRFB), **7-A:** $400,000 (Signal), **7-A**: $1,600,000 (Signal w/ Reconfiguration), **7-B:** $2,000 (Pavement Markings), **7-B:** $24,000 (Street Art)

PROJ-8

PROJ-8: 2nd Street Improvements

BACKGROUND: West of Spokane Avenue, 2nd Street becomes part of US 93 as well as one of the core streets in Downtown Whitefish. In 2010, the City of Whitefish received a TIGER Grant to reconstruct 2nd Street between Spokane Avenue and Baker Avenue to improve traffic operations and safety while also creating a pedestrian-oriented streetscape. As traffic has continued to increase, additional safety issues have been identified, resulting in the segment of 2nd Street between Somers Avenue and Miles Avenue scoring seventh on the HIN. Primary safety concerns occur at four key intersections, as discussed below.

8-A: 2nd Street/Lupfer Avenue This intersection is at the crest of a hill with parking on both sides, making the crosswalk difficult to see. When the highway was reconstructed, MDT added curb bulb-outs on Lupfer and painted the crosswalks on 2nd Street. However, the bulb-outs do not extend on 2nd Street, the crosswalks are not signed, and the paint has faded over the years, reducing visibility of the crossing. A day school is located in the area, and children frequently go on walks outside using this crosswalk. Pedestrian safety and visibility at this crossing are key concerns.

8-B: 2nd Street/Baker Avenue This intersection was the fifth highest scoring intersection on the HIN. During peak periods, Baker Avenue often backs up to 7th Street or beyond contributing to several rear-end crashes during stop and go traffic. The corresponding congestion, lengthy delays, and brief green intervals, especially for left-turning vehicles, also results in rushed turning movements in narrow gaps. This is a dangerous maneuver for the vehicles, as well as pedestrians who have a walk signal at the same time as the permissive left-turn phase. Right on red turning movements can also cause conflicts with pedestrian crossings. The City would like to consider a barn dance/pedestrian scramble-style crossing or Leading Pedestrian Interval (LPI) to help facilitate pedestrian and vehicular movements more efficiently. Although Baker Avenue south of 2nd Street is signed no trucks, many trucks still use the route, contributing to additional safety concerns. Due to space constraints, adding additional turn bays, modifying turning radii, and other safety improvements are difficult at this intersection.

8-C: 2nd Street/Central Avenue This is the busiest pedestrian crossing in Montana, according to MDT. The current signal has pedestrian actuation and operates on a pre-timed cycle that favors pedestrians during congested periods. However, it is not uncommon for traffic on 2nd Street to stop in the middle of the intersection, sometimes in the crosswalk. The City would like to consider a barn dance/pedestrian scramble-style crossing or LPI to help facilitate pedestrian and vehicular movements more safely and efficiently.

8-D: 2nd Street/Spokane Avenue Pedestrian-vehicle conflicts have been identified by City staff and community members at this intersection. The signal timing is such that vehicles traveling eastbound on 2nd Street receive a green light at the same time that east/west pedestrians have a walk light. Eastbound, right-turning vehicles frequently execute this turning movement without looking for pedestrians in the crosswalk. The southwest corner of the intersection also has a very large radius to accommodate truck traffic, making the eastbound right turn easy to execute at high speeds, and making the crossing distance longer. Eastbound pedestrians on the south leg of the intersection often fail to look for cars is intending to turn right, potentially stepping out in front of a turning vehicle. School children often use this intersection as it is adjacent to Whitefish Middle School, located on the northeast corner.

Source: RPA

Source: RPA

RECOMMENDATION: Implement intersection improvements along 2nd Street to improve pedestrian safety and reduce congestion-related crashes.

RELATED STRATEGIES:

- ✔ Enhance Existing Non-Motorized Facilities
- ✔ Enhance Signalized Intersections
- ✔ Improve Intersection Visibility and Safety

PAST PLANNING RELATION:

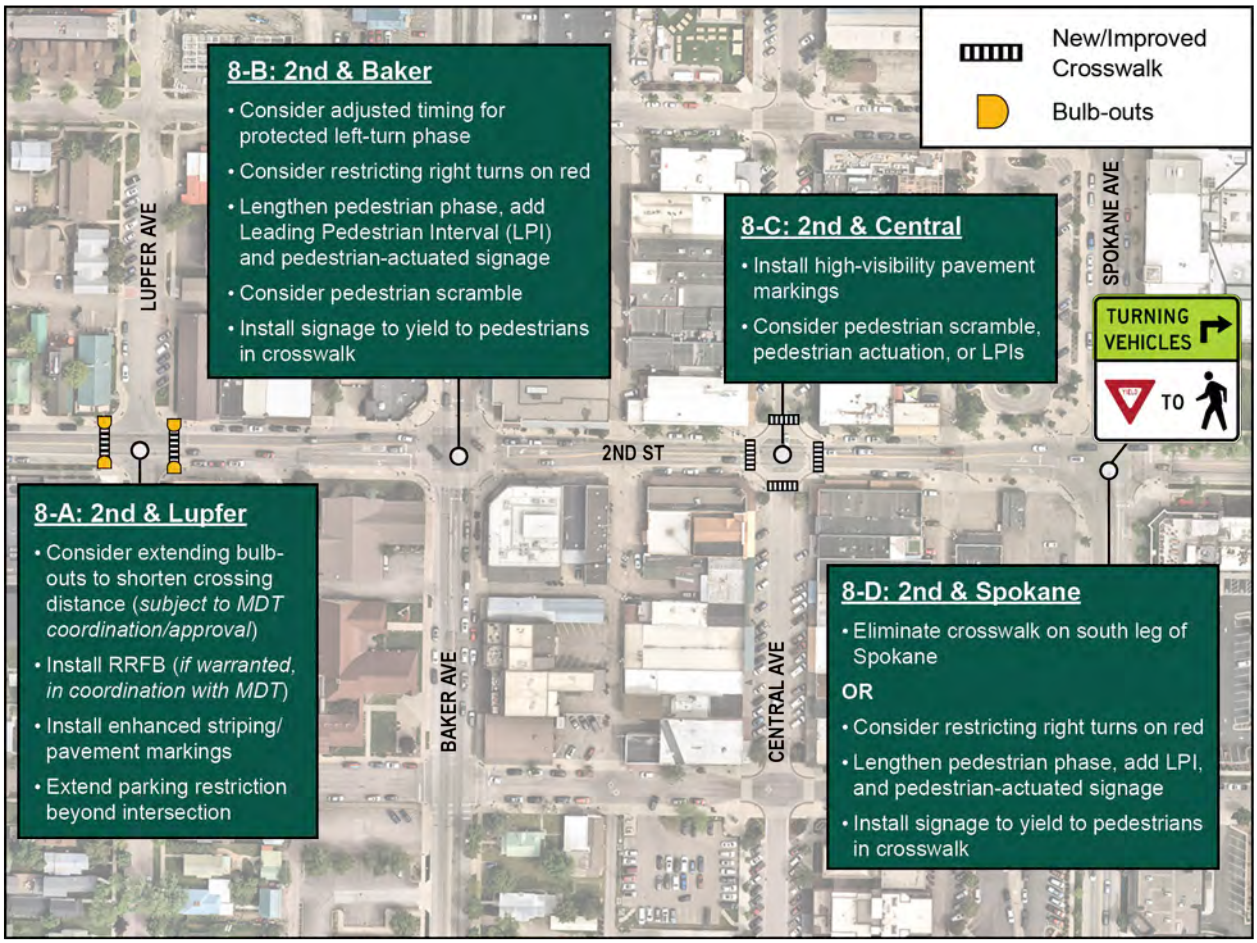
- Minor improvements to 2nd Street were identified in the *Downtown Whitefish Highway Study*.

OTHER CONSIDERATIONS:

- Additional investigation would be needed to determine if signal modifications would adversely affect the traffic operations on the highway and at the intersections.
- Coordination with MDT would be required for any improvements to 2nd Street.
- There are plans to expand the Firebrand Hotel to the west side of Spokane Avenue, likely increasing pedestrian activity in the area.
- Incorporate flush pedestrian ramps at 2nd Street/Spokane Avenue intersection if reconstructed.
- Consider ongoing maintenance needs for signage, pavement markings, and other pedestrian accommodations.

IMPLEMENTATION PARTNERS:
City of Whitefish, MDT

ESTIMATED COST: $54,000-$160,000
8-A: $160,000, **8-B:** $55,000, **8-C:** $54,000, **8-D:** $55,000


New/Improved Crosswalk
Bulb-outs
8-B: 2nd & Baker
• Consider adjusted timing for protected left-turn phase
• Consider restricting right turns on red
• Lengthen pedestrian phase, add Leading Pedestrian Interval (LPI) and pedestrian-actuated signage
• Consider pedestrian scramble
• Install signage to yield to pedestrians in crosswalk
8-C: 2nd & Central
• Install high-visibility pavement markings
• Consider pedestrian scramble, pedestrian actuation, or LPIs
8-A: 2nd & Lupfer
• Consider extending bulb-outs to shorten crossing distance (*subject to MDT coordination/approval*)
• Install RRFB (*if warranted, in coordination with MDT*)
• Install enhanced striping/ pavement markings
• Extend parking restriction beyond intersection
8-D: 2nd & Spokane
• Eliminate crosswalk on south leg of Spokane
OR
• Consider restricting right turns on red
• Lengthen pedestrian phase, add LPI, and pedestrian-actuated signage
• Install signage to yield to pedestrians in crosswalk
LUPFER AVE
2ND ST
BAKER AVE
CENTRAL AVE
SPOKANE AVE
TURNING VEHICLES
TO

PROJ-9

PROJ-9: 3rd Street Improvements

BACKGROUND: Like 1st Street, 3rd Street parallels 2nd Street and provides an alternative to the highway for downtown visitors. The route is busy for both vehicular and non-motorized traffic. In particular, the Baker Avenue, Central Avenue, and Spokane Avenue intersections are heavily used by pedestrians, and community members have cited concerns over the safety of the crossings at these intersections.

9-A: 3rd Street/Baker Avenue The Baker Avenue intersection is two-way stop-controlled on the 3rd Street legs, with crosswalks on all four legs. Community members have indicated that lighting and crosswalk improvements are needed, as well as improved sidewalk connectivity on the west leg paralleling the south side of 3rd Street. Community members have also noted that drivers on Baker Avenue often swerve to the right to pass vehicles who are waiting to turn left at this intersection, which is a safety concern especially when pedestrians are in the crosswalk. Bulb-outs could help shorten the pedestrian crossing distance and alleviate safety concerns from these types of maneuvers.

9-B: 3rd Street/Central Avenue The Central Avenue intersection is all-way stop controlled with curb bulb-outs on all corners and natural-colored pavement crosswalks. High visibility pavement markings could help alert drivers to the possible presence of pedestrians at the intersection.

9-C: 3rd Street/Spokane Avenue The Spokane Avenue intersection is the tenth highest scoring intersection on the HIN. The intersection already has painted crosswalks, but the paint has faded over the years. The crossing also lacks signage or other non-motorist treatments such as a rectangular rapid flashing beacon (RRFB). Pedestrians wishing to cross Spokane Avenue often use this intersection as an alternative to the 2nd Street crossing due to safety concerns.

RECOMMENDATION: Implement pedestrian crossing improvements at the Central Avenue and Spokane Avenue intersections.

RELATED STRATEGIES:
- ✔ Enhance Existing Non-Motorized Facilities
- ✔ Enhance Unsignalized Intersections
- ✔ Improve Intersection Visibility and Safety

PAST PLANNING RELATION:
- The *Connect Whitefish Pedestrian and Bicycle Master Plan* recommended crosswalk improvements at the 3rd Street and Spokane Avenue intersection (**S9**).

OTHER CONSIDERATIONS:
- Coordination with MDT would be required for improvements to the Baker Avenue and Spokane Avenue intersections.
- Consider ongoing maintenance needs for signage, pavement markings, and other pedestrian accommodations.

IMPLEMENTATION PARTNERS:
City of Whitefish, MDT

ESTIMATED COST: $2,000-$220,000
9-A: $220,000, **9-B:** $2,000, **9-C:** $6,000

PROJ-10

PROJ-10: 13th Street Improvements

BACKGROUND: 13th Street intersects both Baker and Spokane Avenues and provides access to the east and west sides of town. In past planning efforts, 13th Street has provided the southern east-west connection to proposed couplet configurations with Spokane and Baker Avenues. The City of Whitefish and MDT have considered the merits of reclassifying 13th Street between Baker Avenue and Spokane Avenue as an on-system route, either an urban or secondary highway to match the context of the route and qualify for federal funding for reconstruction efforts. Prior to full reconstruction, individual intersection improvements could be considered in the interim to address safety concerns.

10-A: 13th Street / Baker Avenue Baker Avenue between 10th and 19th Street was the highest scoring roadway segment on the HIN, in part due to crashes occurring at the 13th Street intersection. This four-way stop-controlled intersection has become very congested with traffic backing up as far as the Whitefish River during peak periods. The Wave Fitness Center, a gas station, and grocery store are all located adjacent to the intersection and add to the congestion and turning conflicts. Pedestrian crossing treatments could be considered to help improve safety for the many community members who walk to the Wave and the Glacier Medical Center, located just north of the intersection. A roundabout or signal could also be explored but may be difficult due to land constraints (roundabout), the proximity of other traffic signals (at 13th Street/Spokane Avenue), and warrant requirements (signals).

10-B: 13th Street / Spokane Avenue This intersection scored the sixth highest on the intersection-based HIN due to a higher frequency of crashes. The intersection is signalized with a timing plan that is adjusted seasonally to account for differences in school and tourism-related traffic patterns. Short-term improvements could also address the lack of crosswalk and pedestrian signal on the north leg of the intersection. At the intersection, Spokane Avenue drops from a four-lane highway to a two-lane highway in the northbound direction. The lane drops and turn lane configurations can be confusing for drivers who are unfamiliar with the intersection. Past planning efforts have identified intersection reconstruction as a priority to address safety and operations in this location.

RECOMMENDATION: Revise the intersection configuration at Spokane Avenue and install pedestrian crossing improvements at adjoining intersections on 13th Street.

RELATED STRATEGIES:
- ✔ Enhance Existing Non-Motorized Facilities
- ✔ Enhance Signalized Intersections
- ✔ Enhance Unsignalized Intersections

IMPLEMENTATION PARTNERS:
City of Whitefish, MDT, Adjacent Businesses and Property/Utility Owners

ESTIMATED COST: $2,000-$3,200,000
10-A: $2,000 (Pavement Markings), **10-A:** $130,000 (Study), **10-A:** $310,000 (Signal), **10-A:** $3,200,000 (Roundabout), **10-B:** $1,100,000

PAST PLANNING RELATION:
- Pedestrian improvements were identified at the 13th Street and Spokane Avenue intersection in the *Connect Whitefish Pedestrian and Bicycle Master Plan* (**S8**).
- Intersection improvements on 13th Street were identified in the *Downtown Whitefish Highway Study* as part of a larger reconstruction effort.
- **TSM-2** in the *Whitefish Transportation Plan* carries forward intersection improvements at 13th Street and Spokane Avenue from the *US Highway 93 South Corridor Plan*.

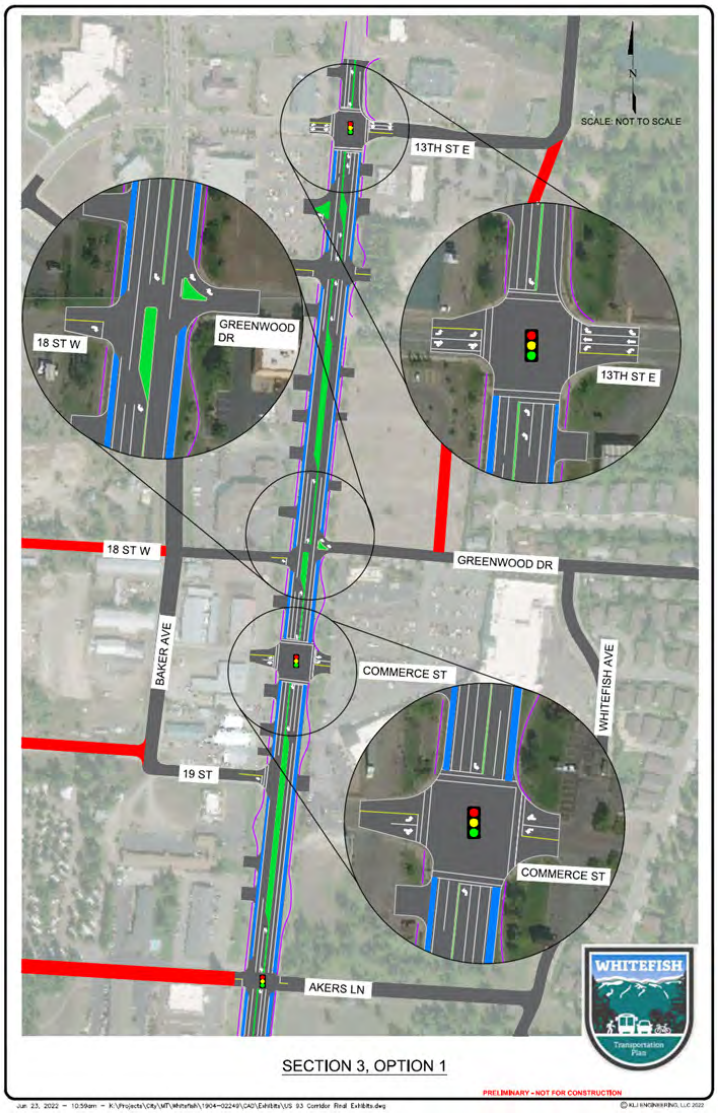
OTHER CONSIDERATIONS:
- MDT coordination will be required for improvements to the Spokane Avenue intersection. If the federal system class is changed, additional coordination will apply.
- Consider ongoing maintenance needs for signage, pavement markings, and other pedestrian accommodations.

PROJ-11

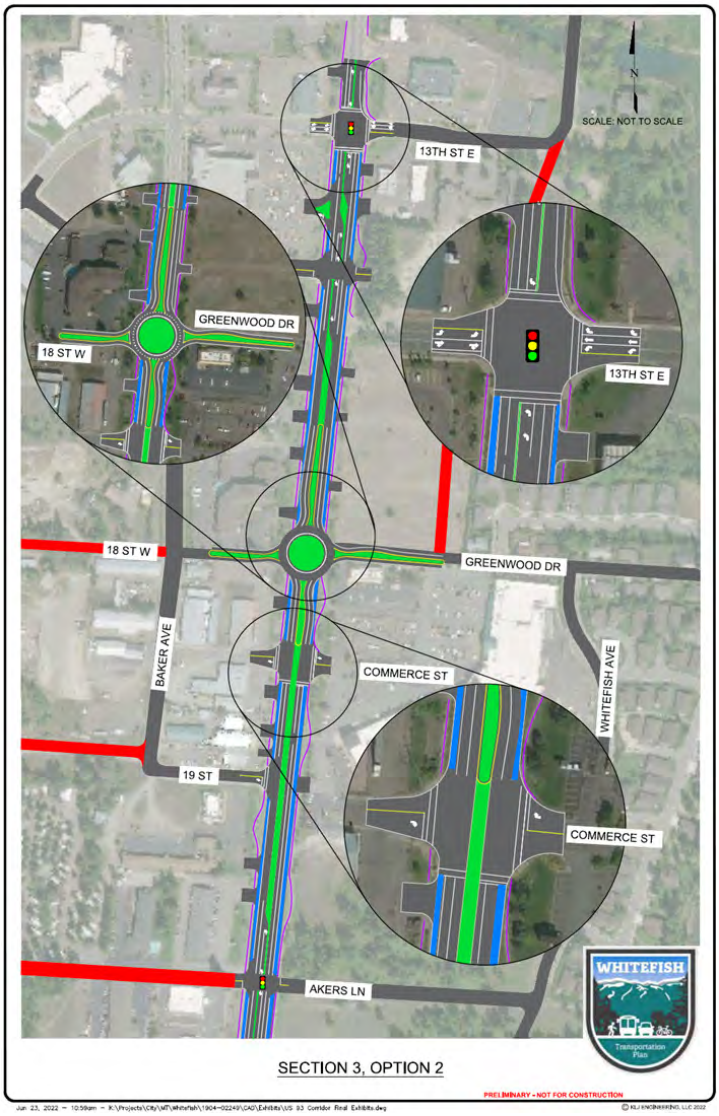
PROJ-11: US 93 Improvements (HWY 40 to 13th St)

BACKGROUND: US 93 from MT 40 to JP Road scored second highest on the segment-based HIN and US 93 from Akers Lane to the Whitefish River scored fourth highest. Several of the intersections in this stretch also scored highly on the intersection-based HIN. US 93 provides the primary ingress and egress to Whitefish from the south and therefore carries the highest traffic volumes in the City. The City of Whitefish, in coordination with MDT, has been considering improvements to US 93 South for many years with the most recently preferred improvements being outlined in the *Whitefish Transportation Plan*. The transportation plan breaks the segment of US 93 from MT 40 to 13th Street into three segments, with two reconfiguration options for some of the segments, as illustrated in the figures below. Note, none of the intersections in Section 2 (JP Road to Akers Lane) were identified in the HIN and are therefore not shown. The intersections on the HIN are discussed in more detail as follows.

US 93 / Commerce Street This intersection was the third highest scoring intersection on the HIN. Pedestrians commonly cross between the Napa Auto Parts store and the Sportsman & Ski Haus on the south side of the intersection. Right-turn on red movements can be very dangerous for pedestrians at this intersection. Two options are proposed for the intersection, depending on what configuration is pursued at Greenwood Drive. Option 1 introduces a raised median on US 93 through the intersection to prevent left-turns onto US 93 at Greenwood Drive and would perpetuate the existing signal and lane configuration at US 93/Commerce Street with the addition of raised medians separating north- and southbound traffic. Option 2 introduces a roundabout at Greenwood Drive and includes raised medians through the US 93/Commerce Street intersection restricting left turns onto the highway. To facilitate safer pedestrian movements in the short term, or if Option 1 is pursued, bulb-outs could be considered to reduce the pedestrian crossing distance across the highway. The signal timing could also be reviewed to either provide an LPI or an extended pedestrian crossing phase. Right-turn-on-red restrictions could be considered in addition to pedestrian actuated signage to alert oncoming drivers of pedestrians' presence in the crosswalk. US 93 / 19th Street This intersection scored eighth highest on the HIN. Drivers often use 19th Street as a cut through to get to Baker Avenue and avoid the light at Commerce Street. The lack of intersection control at this intersection contributes to conflicts when drivers attempt to turn in small gaps. Both of the suggested corridor configurations in this segment propose raised medians along US 93 through the 19th Street intersection to restrict turning movements to right-in, right-out only. As a short-term solution, a center island on the 19th Street approach could be installed to limit turning movements.



SECTION 3, OPTION 1

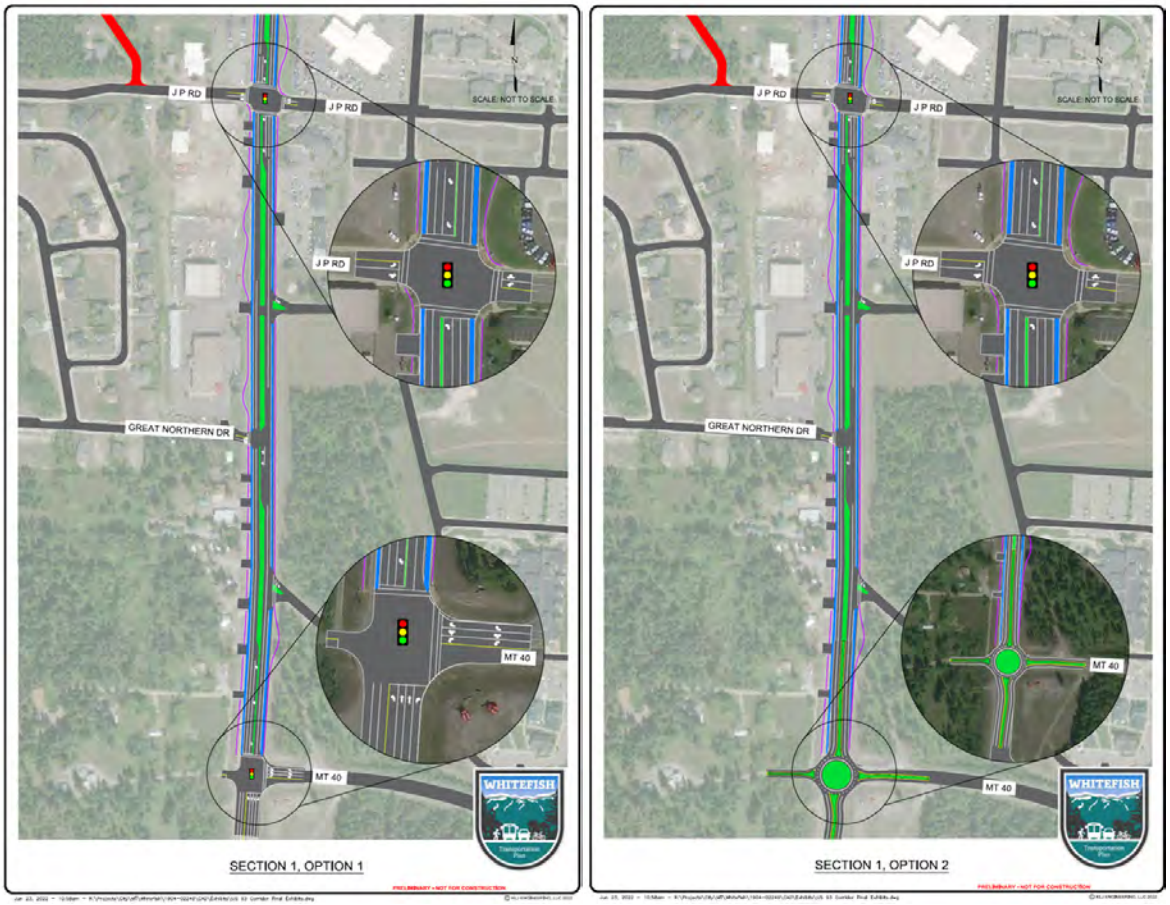


SECTION 3, OPTION 2

US 93 Improvements (13th Street to Akers Lane) US 93/JP Road This intersection scored 11th highest on the HIN with almost all rear-end crashes due to congestion. Both Options 1 and 2 perpetuate the existing signal and lane configuration with the addition of raised center medians separating north and southbound traffic. Retroreflective backplates could also be installed on the signal heads to increase the visibility of the intersection.

US 93 / Great Northern Drive This intersection scored second highest on the HIN due to a fatal head on crash occurring in the vicinity of the intersection but unrelated to the intersection itself. Both corridor reconstruction options recommend installing a raised center median on US 93 but allowing for a dedicated northbound left-turn lane for vehicles turning from US 93 to Great Northern Drive.

US 93 / MT 40 This intersection scored fourth highest on the HIN. Just south of the intersection the speed limit drops from 65 mph to 45 mph as the highway enters Whitefish City Limits. Community members cite speeding concerns in the area. Option 1 perpetuates the existing signalized intersection and lane configuration but introduces raised medians adjacent to the southbound left-turn lane. Option 2 proposes a multi-lane roundabout to help improve operations while also promoting lower speeds and reducing turning conflicts. Although crosswalks are located on the north and east legs, adjoining sidewalks are only provided on either side of the north leg continuing northbound. As the area develops, additional sidewalk to adjacent properties should be installed, and additional turn lanes may be considered to accommodate increasing traffic volumes.



RECOMMENDATION: Install access management and intersection improvements as outlined in the *Whitefish Transportation Plan*. Consider shorter-term, small-scale improvements before full reconstruction can be achieved.

RELATED STRATEGIES:

- ✔ Enhance Existing Non-Motorized Facilities
- ✔ Enhance Signalized Intersections
- ✔ Enhance Unsignalized Intersections
- ✔ Improve Intersection Visibility and Safety
- ✔ Reduce Vehicular Speeds

PAST PLANNING RELATION:

- Corridor improvements on US 93 were identified in the *US Highway 93 South Corridor Plan* and *Whitefish Transportation Plan* (**MSN-17**, **MSN-18**, **MSN-19**).

OTHER CONSIDERATIONS:

- Coordination with MDT will be required for any improvements to US 93. Access management changes will require coordination with adjacent property owners.
- Feasibility investigations will be required to determine the best configuration for the corridor.
- Consider ongoing maintenance needs for improved highway.

IMPLEMENTATION PARTNERS:
City of Whitefish, MDT, Adjacent Businesses and Property/Utility Owners

ESTIMATED COST: $21,900,000-$29,900,000
11-A: $21,900,000 (Option 1), **11-A:** $29,900,000 (Option 2)

PROJ-12

PROJ-12: Baker Avenue Improvements

BACKGROUND: In past planning efforts, Baker Avenue has been considered as an alternate, parallel route to Spokane Avenue as part of a proposed couplet configuration. The City of Whitefish and MDT have considered the merits of determining if Baker Ave between 7th Street and 13th Street meets the requirements to be reclassified as an urban route to match the northern half of the route (2nd Street to 7th Street) and qualify for federal funding for reconstruction efforts. Prior to reconstruction, individual intersection and non-motorized improvements could be considered to address safety concerns. While several of the previous recommendations include improvements to Baker Avenue, additional Baker Avenue recommendations include the following.

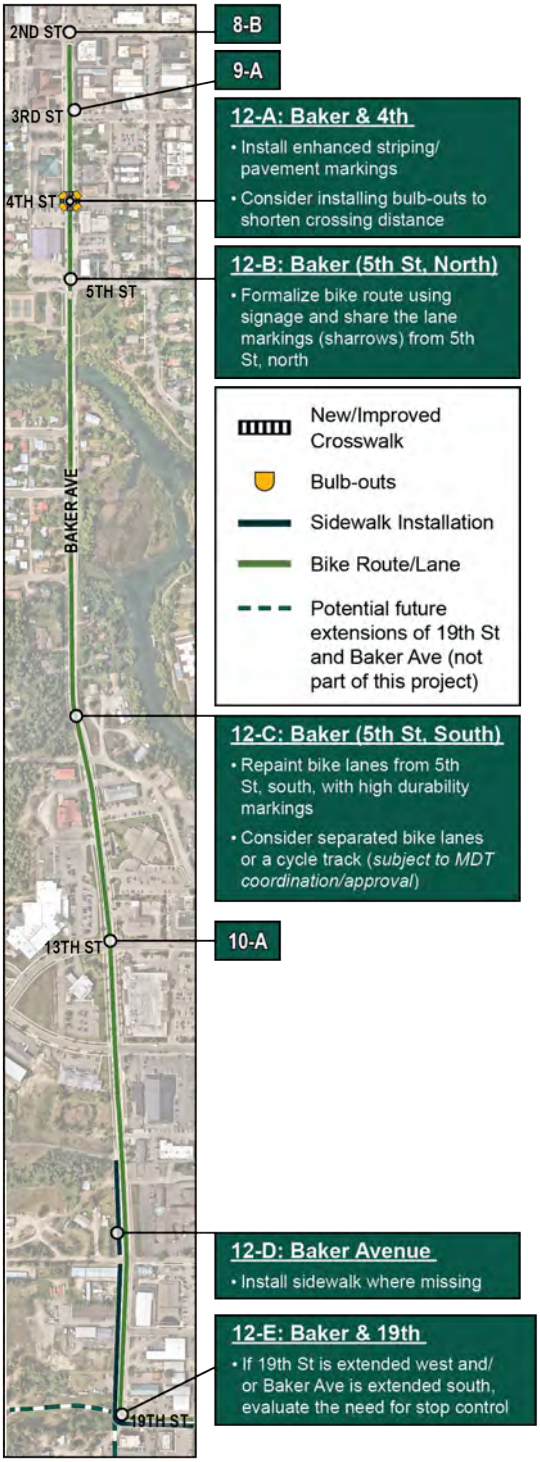
12-A: Baker Avenue/4th Street The 4th Street intersection is two-way stop-controlled on the 4th Street legs, with painted crosswalks on all four legs. Community members have indicated that crosswalk improvements are needed.

12-B: Baker Avenue Bike Lanes (5th Street, North) There are currently no dedicated bicycle facilities on Baker Avenue north of 5th Street, despite the section being designated as a bike route in the Bicycle and Pedestrian Plan. The existing bike lanes end at 5th Street and force bicyclists to take the lane heading north across the viaduct. Improvements to formalize the bike route and alert drivers to the possible presence of bicyclists in the lane are needed.

12-C: Baker Avenue Bike Lanes (5th Street, South) Bike lanes are striped on Baker Avenue generally from 5th Street to 19th Street. However, the bike lanes drop over the Whitefish River bridge due to space constraints causing a pinch point for bicyclists. Additionally, local cyclists cite safety concerns in the curved section of Baker Avenue just north of 10th Street due to drivers failing to stay in the travel lane through the curves. Consistent off tracking has led to faded bike lane striping making it appear as though the bike lane has ended. At a minimum, restriping is needed, although separated bike lanes or a cycle track are desired by the community.

12-D: Baker Avenue Sidewalk Infill Towards the southern end of Baker Avenue, south of the fire department access, the sidewalks on the east side of the roadway end. A shared use path is provided on the west side of Baker Avenue between 15th Street and 18th Street. Sidewalk connectivity and accessibility on the west side of the roadway is especially important to DREAM Adaptive whose main office is located on the west side of Baker Avenue between 18th Street and Commerce Street and whose primary clientele is individuals with mobility challenges.

12-E: Baker Avenue/19th Street Baker Avenue from 10th Street to 19th Street was identified as the highest scoring segment on the HIN, primarily due to the fatal crash at the Baker Avenue/19th Street intersection, which was consequently the highest scoring intersection on the HIN. While the intersection technically has four legs, the south and west legs are driveways, so the intersection essentially functions as a 90-degree curve. Following the fatal crash in October 2018, a series of flashing chevron signs were installed at the intersection to warn southbound drivers of the 90-degree curve. Only property damage and possible injury crashes have occurred at the intersection since the signs were installed. If access control improvements were to be installed on US 93 (see **PROJ-11**), it is likely that the crash frequency would also decrease due to reduced use of the 19th Street to Baker Avenue cut through to avoid the signal at US 93/Commerce Street. If the west and south legs are ever formalized as a through street, consider stop control at the intersection.



RECOMMENDATION: Install various intersection and non-motorist enhancements at select locations along Baker Avenue. Improve bike lanes along length of Baker Avenue and consider durable pavement markings, a separated facility, and/or extensions through the downtown. Infill sidewalk where missing on west side of Baker Avenue.

RELATED STRATEGIES:
- ✔ Install New Non-Motorized Facilities
- ✔ Enhance Existing Non-Motorized Facilities
- ✔ Enhance Unsignalized Intersections

IMPLEMENTATION PARTNERS:
City of Whitefish, MDT, Adjacent Businesses and Property/Utility Owners

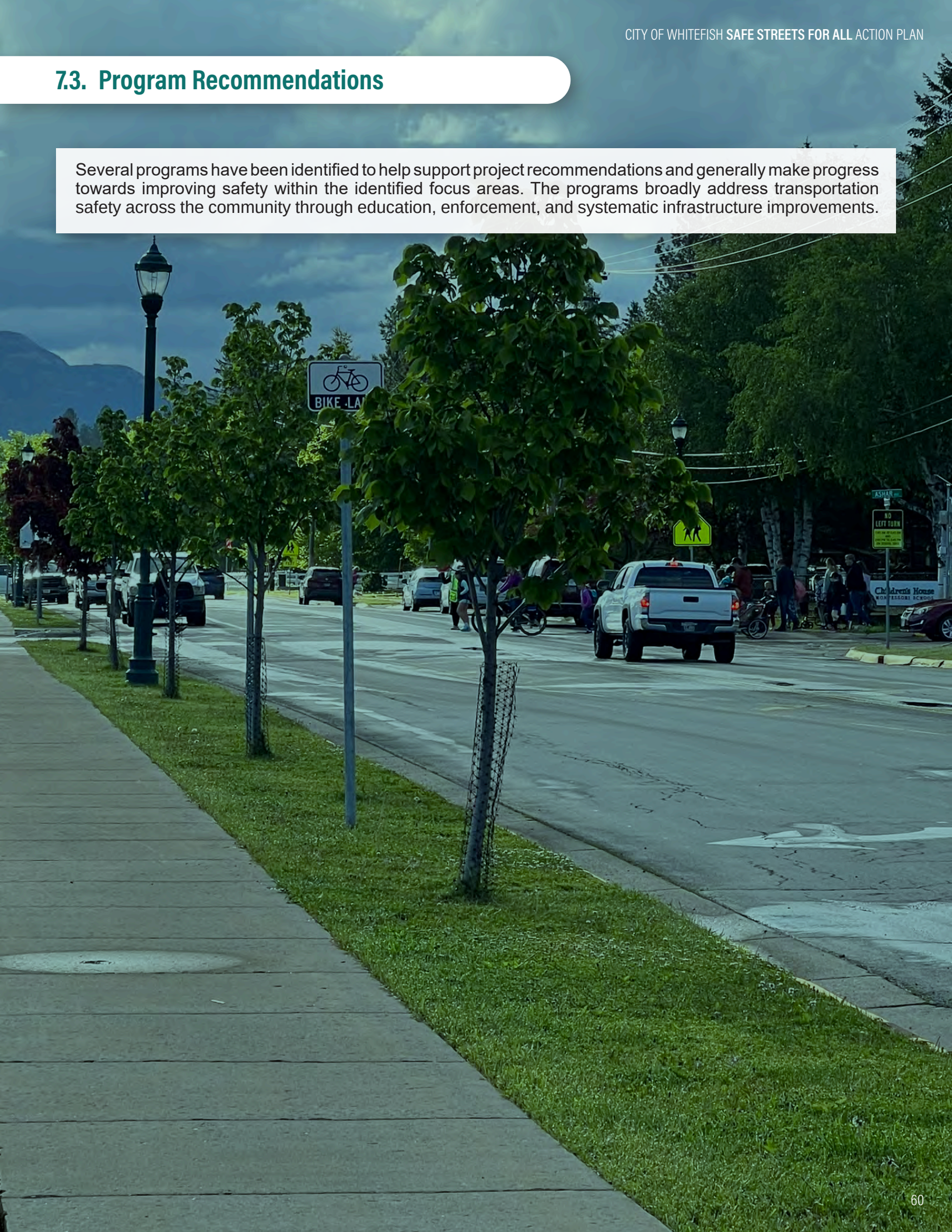
PAST PLANNING RELATION:
- Reconstruction of Baker Avenue has been identified in the *Downtown Whitefish Highway Study* and the *Whitefish Transportation Plan* (**MSN-20**). Extending Baker Avenue from 19th Street south to JP Road as a major collector is also recommended (**MSN-6**).

OTHER CONSIDERATIONS:
- Coordination with MDT is required north of 7th Street.
- Consider ongoing maintenance needs for signage, pavement markings, and other pedestrian/bicycle accommodations.

ESTIMATED COST: $6,000-$1,700,000
12-A: $160,000, **12-B**: $6,000, **12-C:** $110,000 (Repaint), **12-C:** $1,700,000 (Separated w/ Barrier), **12-C:** $1,500,000 (Separated w/ Boulevard), **12-D:** $300,000, **12-E:** $100,000

7.3. Program Recommendations

Several programs have been identified to help support project recommendations and generally make progress towards improving safety within the identified focus areas. The programs broadly address transportation safety across the community through education, enforcement, and systematic infrastructure improvements.



PROG-1

PROG-1: Non-Motorized Audit

BACKGROUND: Through public and stakeholder coordination, the status of sidewalks and curb ramps within the City of Whitefish relative to Americans with Disabilities Act (ADA) standards was highlighted. To allow individuals with disabilities to access public facilities, State and local governments must conduct a comprehensive right-of-way audit and create a transition plan to upgrade facilities to meet the most current ADA standards. Accessible pedestrian facilities include sidewalks, curb ramps, transit stops, crosswalks, and signalized intersections.

Additionally, non-motorized facilities in multiple locations within the City of Whitefish are discontinuous or in need of repair or maintenance. A comprehensive audit would be beneficial to understand the current condition and level of connectivity of non-motorized facilities and identify issues such as sidewalk and shared use path gaps and worn pavement markings.

Source: RPA

RECOMMENDATION: Conduct a non-motorized audit across the City and prioritize upgrades. Consider implementing a program to gradually upgrade all substandard or discontinuous facilities.

RELATED STRATEGIES:

- ✔ Maintain Existing Non-Motorized Facilities
- ✔ Install New Non-Motorized Facilities

PAST PLANNING RELATION:

- N/A

OTHER CONSIDERATIONS:

- Consider publishing maps that identify the most connected and accessible routes for disabled individuals.
- Including disabled individual(s) and adjacent residents in the audit could be beneficial to understand the perspective of people with lived experience.

IMPLEMENTATION PARTNERS: City of Whitefish, MDT, Dream Adaptive

PROG-2

PROG-2: Non-Motorist Count Program

BACKGROUND: One of the community's focus area goals is to develop a non-motorist count program to track the number of people who walk and bike in the City. Progress towards creating a safe multimodal roadway environment will help encourage more people to choose to walk and bike rather than drive, thereby reducing the potential for conflicts. Counts can be conducted manually by paid or volunteer observers, using automated sensors (such as infrared or video cameras), or through a combination of methods. Counts should be collected regularly in a consistent and repeatable manner to help understand variations over time. Beyond using the count data to track progress toward encouraging more non-motorized activity, the data can be used to inform decisions on prioritizing infrastructure improvements based on usage levels, such as adding bike lanes, improving crosswalks, or enhancing pedestrian pathways.

To help facilitate a non-motorized count program, among other recommended programs, a bicycle and pedestrian coordinator could be beneficial. A bicycle and pedestrian coordinator is typically a City staff member responsible for planning, implementing, and managing all programs and policies related to bicycling and walking infrastructure and initiatives. City staff have also noted that a dedicated staff position could serve as the point person for all activities pertaining to walking and bicycling, which would reduce confusion across departments and with outside stakeholders regarding implementation responsibilities.

	MODE TYPE					FACILITY TYPE			
TECHNOLOGY	PEDESTRIAN AND BICYCLE MIXED	PEDESTRIAN AND BICYCLE BY MODE	PEDESTRIAN ONLY	BICYCLE ONLY	BICYCLE IN MIXED MOTOR VEHICLE TRAFFIC	SHARED USE PATH	SIDEWALK	ON-STREET BIKE LANE	ON-STREET MIXED TRAFFIC
Passive infrared detectors	●		●			●	●		
Active infrared detectors	●		●			●	●		
Radio beam detectors	●	●	●			●	●		
Pneumatic tubes				●	●	●		●	●
Inductive loop detectors				●	●	●		●	●
Piezoelectric sensors				●		●		●	
Automated video	●	●	●	●	●	●	●	●	●
Combination inductive loop/ infrared detectors	●	●	●	●		●	●		
Manual field data counts	●	●	●	●	●	●	●	●	●

Source: Colorado DOT Non-Motorized Monitoring Program Evaluation and Implementation Plan, Appendix B: Pedestrian and Bicycle Volume Data Collection Toolkit

RECOMMENDATION: Develop and implement a non-motorist count program to support community safety goals.

RELATED STRATEGIES:
- ✔ Encourage Safe and Proper Walking/Biking

IMPLEMENTATION PARTNERS:
City of Whitefish, Volunteers

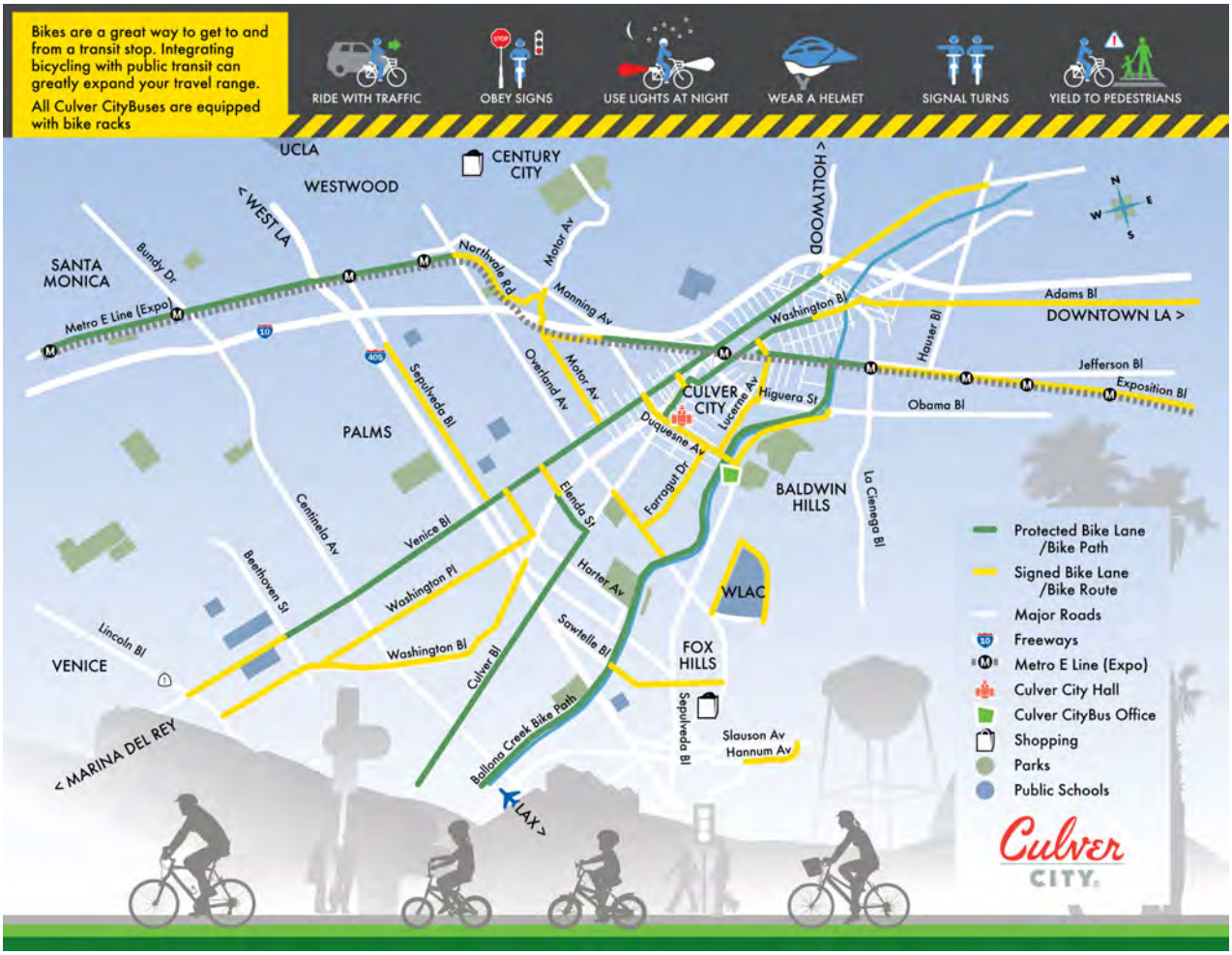
PAST PLANNING RELATION:
- N/A

OTHER CONSIDERATIONS:
- Develop a bicycle and pedestrian coordinator position to lead implementation and oversight of non-motorist related projects, programs, and policies.

PROG-3

PROG-3: Walking/Biking/Transit Resources

BACKGROUND: Many community members feel that Whitefish's pedestrian and bicycle facilities are convenient and easy to use but think more could be done to encourage additional community members to walk and bike instead of drive. The community generally feels that the streets would be safer if fewer people drove personal vehicles and instead turned to alternative modes such as walking, biking, carpooling, or taking transit. Possible resources include a website with information about navigating the City's non-motorized network, easy-to-use maps highlighting preferred routes between key destinations, QR codes pointing to such website, safety tips and rules of the road for non-motorists, and more. Resources could be promoted through local organizations such as Explore Whitefish or Safe Trails Whitefish, bike rental shops, hotels, City Hall, schools, and other local partners. To help facilitate the development and distribution of these resources, a bicycle and pedestrian coordinator could be beneficial.



Source: Culver City Bike Route Map

RECOMMENDATION: Develop materials to help promote alternative modes and safe behaviors.

RELATED STRATEGIES:

- ✔ Encourage Safe and Proper Walking/Biking

PAST PLANNING RELATION:

- N/A

OTHER CONSIDERATIONS:

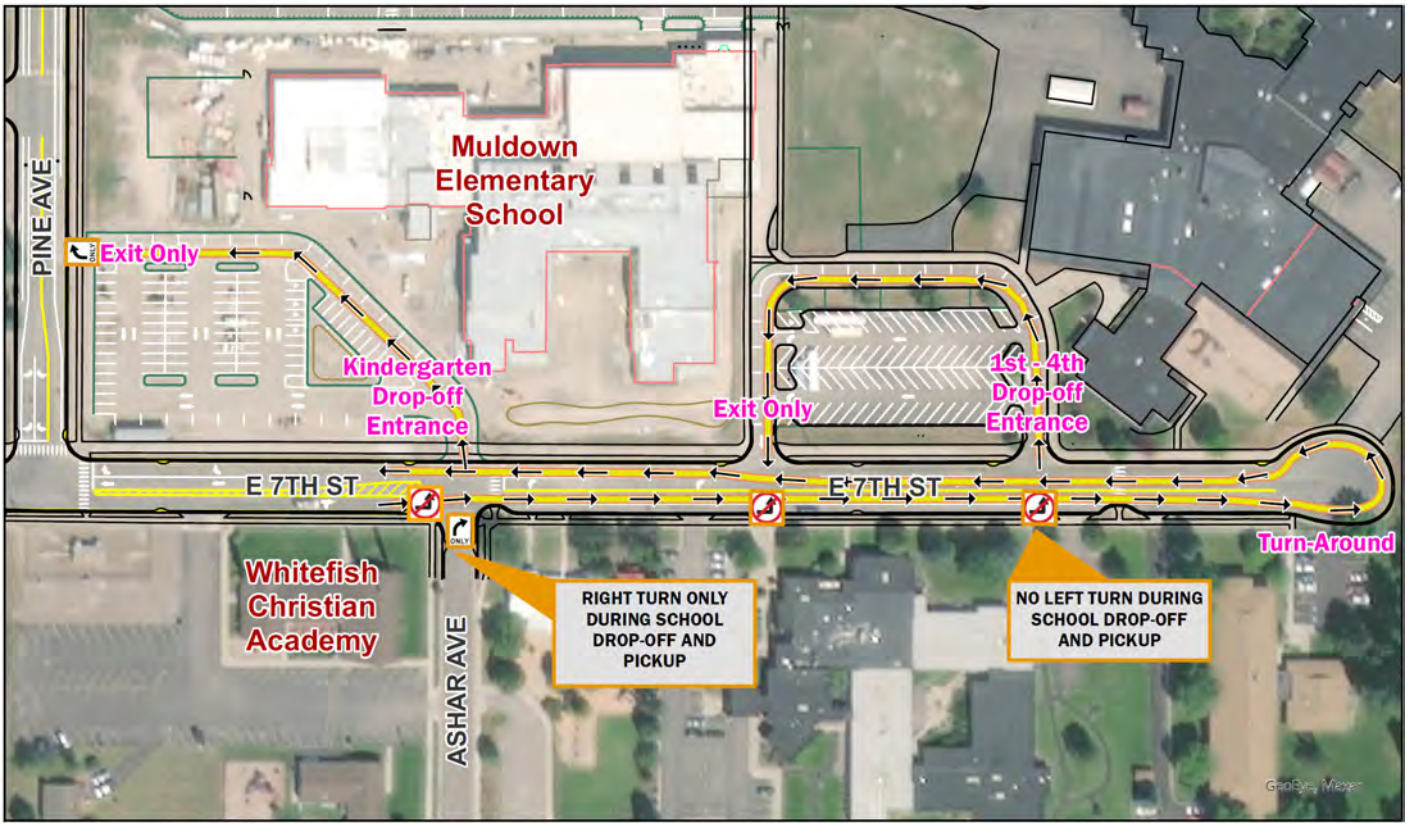
- Develop a bicycle and pedestrian coordinator position to lead implementation and oversight of non-motorist related projects, programs, and policies.

IMPLEMENTATION PARTNERS: City of Whitefish, Local Businesses and Organizations

PROJ-4

PROG-4: Targeted School Traffic Safety Campaign

BACKGROUND: Safety around schools is of utmost concern to the Whitefish community, especially for children who walk or bike to school. School personnel, including crossing guards, cite poor driving behavior including distracted driving (by cell phones, eating/drinking, etc.), speeding, failure to yield to pedestrians in crosswalks, and general disobedience of posted traffic signs. To promote safety and reduce conflicts, administrators have identified specific routes and pick-up/drop-off locations at each school. The City of Whitefish, in coordination with the School District, has developed maps to distribute to parents at the beginning of the school year, like the one illustrated below. Additional materials and activities could be developed as part of a comprehensive campaign to target traffic safety at schools. Such materials could include maps highlighting preferred pick-up/drop-off routes as well as walking/biking routes and prohibited movements or videos demonstrating proper driving behavior. Administrators have suggested partnering with film/photography, journalism, and geography classes at the high school to develop an educational campaign geared toward parents and high school drivers reminding everyone to slow down and pay attention when driving in school zones. Educational materials could be developed for young school children to take home to their parents to encourage safe driving behaviors around the schools. Family-friendly events could also be included in the campaign with activities such as bike rodeos, helmet fitting and decorating, and crosswalk practice. High visibility enforcement efforts, described in **PROG-5** could also be a beneficial component of the safety campaign.



Source: Muldown Elementary

RECOMMENDATION: Work with Whitefish Schools to develop a focused campaign aimed at improving traffic safety within school zones.

RELATED STRATEGIES:

- ✔ Encourage Safe and Proper Walking/Biking
- ✔ Promote Distraction-Free Driving
- ✔ Reduce Vehicular Travel Speeds

PAST PLANNING RELATION:

- N/A

OTHER CONSIDERATIONS:

- Consider the most effective timing of the campaign, possibly in coordination with the start of school in the fall.

IMPLEMENTATION PARTNERS: City of Whitefish, Whitefish School District, WPD, Community Health Partners, Western Transportation Institute

PROG-5

PROG-5: High Visibility Enforcement

BACKGROUND: High visibility enforcement refers to policing strategies designed to deter traffic violations and improve public safety by increasing the presence and visibility of law enforcement officers in the community. The intent is to make police presence more noticeable and discourage improper driving behaviors as a result of the perceived risk of getting caught. High visibility enforcement is most effective when paired with educational campaigns to promote awareness of both law enforcement activities and proper driving behavior. An effective program may include a combination of foot, bicycle, and vehicle patrols as well as visible uniforms and marked vehicles to enhance the officers' presence. In particular, high visibility enforcement has been suggested as a potential strategy around the schools at the beginning of the school year to reinforce proper driving behavior in school zones such as slow speeds, distraction free driving, and yielding to pedestrians.

Source: Bozeman Fire Department

RECOMMENDATION: Conduct high visibility enforcement to target specific behaviors such as speeding, distracted driving, impaired driving, or driving in school zones or to target traffic safety related specific events or holidays.

RELATED STRATEGIES:
- ✔ Encourage Safe and Proper Walking/Biking
- ✔ Promote Distraction-Free Driving
- ✔ Penalize Distracted Driving
- ✔ Reduce Vehicular Travel Speeds

PAST PLANNING RELATION:
- N/A

OTHER CONSIDERATIONS:
- N/A

IMPLEMENTATION PARTNERS:
City of Whitefish, WPD, Montana Highway Patrol, Whitefish School District

PROG-6

PROG-6: Traffic Calming Program

BACKGROUND: Traffic calming involves changing the physical roadway environment to reduce the negative effects of motor vehicle use, alter driver behavior, and improve comfort and safety for non-motorized street users. Traffic-calming techniques are typically aimed at lowering vehicle speeds, decreasing truck volumes, and/or reducing the amount of cut-through traffic in a given area. Traffic calming elements can either be incorporated into the initial design of a roadway or retrofitted into existing streets. The City already provides a list of acceptable traffic calming measures but does not specifically require the use of traffic calming measures through the development review process. Some of the City's adopted street design standards have also been adjusted to achieve calming effects, such as reducing lane widths to encourage slower speeds. However, the City often receives requests from residents for traffic calming in their neighborhoods but struggles with the maintenance and cost of implementing traffic calming measures when warranted. Other jurisdictions have implemented traffic calming programs which outline the process for residents to request traffic studies to investigate the merits of traffic calming measures and to implement temporary or permanent solutions. Effective programs also establish expectations for community involvement and required levels of support for changes, as well as required cost sharing and maintenance agreements.

Source: Western Transportation Institute

RECOMMENDATION: Implement a traffic calming program that formalizes a method to identify and address concerns.

RELATED STRATEGIES:

- ✔ Counteract Distracted Driving
- ✔ Reduce Vehicular Travel Speeds

PAST PLANNING RELATION:

- N/A

OTHER CONSIDERATIONS:

- The *Whitefish Transportation Plan* provides a traffic calming "toolbox" and the *City Engineering Standards* contain a list of acceptable traffic calming measures.

IMPLEMENTATION PARTNERS: City of Whitefish, WPD, Whitefish School District, Western Transportation Institute

7.4. Policy Recommendations

Based on a review of current City regulations, policies, procedures, and planning documents, a few policy changes were identified to help formalize City programs and achieve intended outcomes. The recommended policies could help establish a framework upon which to develop new and enhance existing programs and ensure consistent implementation. Adopting formal policies gives the City's efforts a regulatory basis and the authority to enforce its implementation to help drive systemic change for underlying safety issues.

POL-1

POL-1: E-Bike Regulation Modifications

BACKGROUND: E-bikes are becoming very popular in the Whitefish area, with several e-bike rental shops located in town. While e-bikes make biking accessible to a broader population, there are also safety concerns associated with e-bikes' higher speeds compared to traditional bikes. Since e-bikes are more approachable for novice or average riders who are potentially less comfortable using on-street facilities, e-bike riders have been observed using sidewalks in town. This creates a safety issue and potential conflicts between pedestrians and cyclists, especially in the downtown area. City codes allow Type 1 and 2 e-bikes on SUPs and bike lanes, and State law generally allows bicycles on sidewalks except where prohibited. There have been different interpretations of City codes and State laws by recent Whitefish Police Chiefs, however it is generally accepted that traditional and e-bikes are presently allowed on all City sidewalks. To reduce conflicts with e-bikes, the City could consider a policy that restricts e-bike use on sidewalks in certain areas, such as the downtown, or restricts use on sidewalks in general. The City could also develop informational materials targeted at e-bike safety to distribute through local e-bike rental shops and other tourist focused areas such as hotels.

Source: Corona-Norco Unified School District, Be Safe, Bike Smart Safety Campaign

RECOMMENDATION: Develop a policy regulating e-bike use on sidewalks and in the downtown area.

RELATED STRATEGIES:
- ✔ Encourage Safe and Proper Walking/Biking

PAST PLANNING RELATION:
- N/A

OTHER CONSIDERATIONS:
- Consider coordinating efforts with **PROG-2** to distribute educational materials.
- Policy changes require City Council approval.

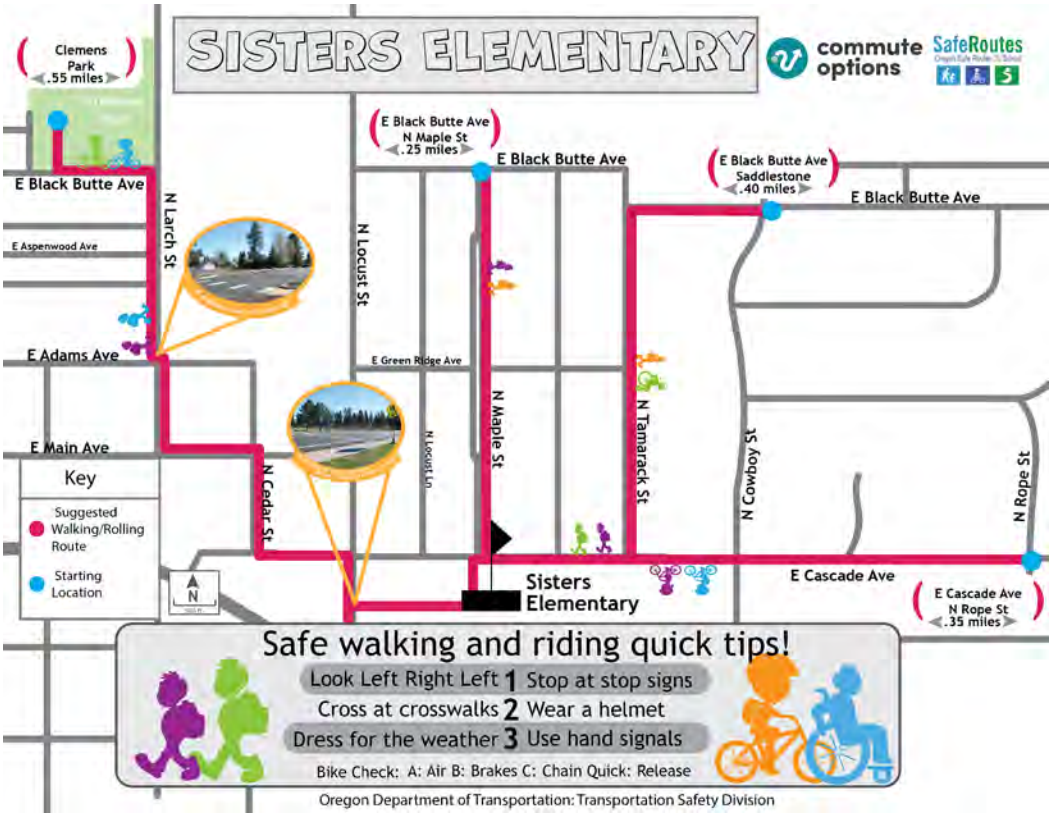
IMPLEMENTATION PARTNERS: City of Whitefish, Local Businesses and Organizations

POL-2

POL-2: Formalized Safe Routes to School Policy

BACKGROUND: In 2011, the City of Whitefish completed a *SRTS Plan* aimed at increasing the number of students who walk and bike to school in Whitefish. The plan also developed several recommended projects to address non-motorized safety around the City's schools. However, the City has not enacted a formal policy nor has it updated its *SRTS Plan* in many years. While the *Whitefish SS4A Action Plan* is intended to advance planning for SRTS, a more formalized ordinance or policy may be needed to secure funding to make the necessary changes in the City, such as implementing projects to improve pedestrian and bicycle routes to schools.

Adopting a formal policy could help secure funding to implement new or continue existing programs related to school children safety. For example, funding could help perpetuate the bicycle and pedestrian safety education curriculum (adapted from the *K-8: Journeys from Home, Walking and Bicycling* curriculum) which has been taught at Whitefish schools for the past 30 years. The program is currently in flux due to increasing class sizes, staffing shortages, and changing schedules. Funding could also help formalize a crossing guard program which standardizes several facets of the crossing guard position. Such policies may establish a system to identify locations where guards are needed, regulate the hiring and training of guards in their responsibilities, provide uniforms and proper equipment (flashing paddles, reflective all-season clothing, etc.), and secure a funding stream to ensure the program's success.



Source: Oregon Department of Transportation SRTS Program

RECOMMENDATION: Develop a policy to formalize SRTS planning and help secure funding for programs to support SRTS efforts such as education curriculum and crossing guard training.

RELATED STRATEGIES:

- ✔ Encourage Safe and Proper Walking/Biking

PAST PLANNING RELATION:

- N/A

OTHER CONSIDERATIONS:

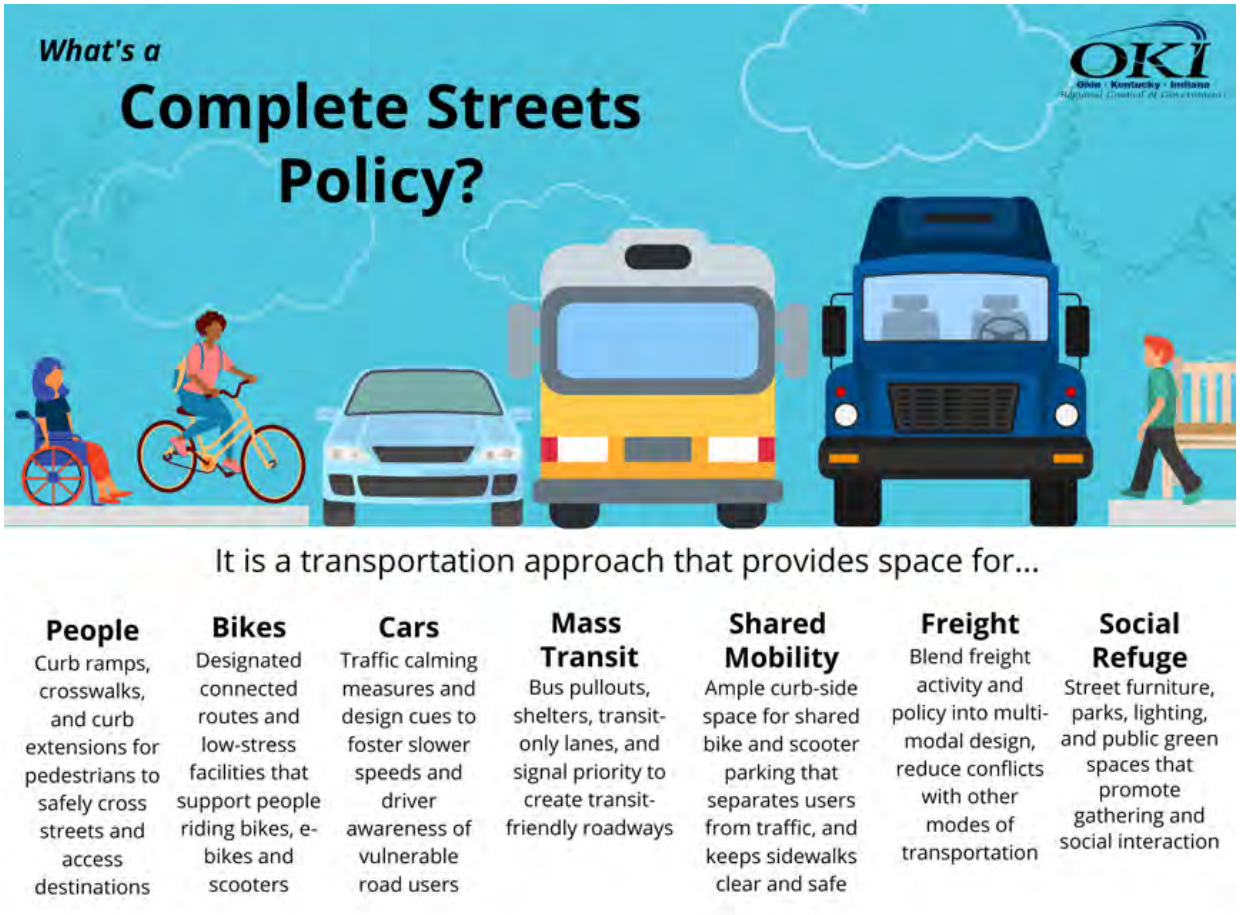
- Policy changes require City Council approval.
- Consider maintenance needs for designated SRTS to ensure clear paths for pedestrians and bicyclists.

IMPLEMENTATION PARTNERS:
City of Whitefish, Whitefish School District, Western Transportation Institute

POL-3

POL-3: Complete Streets Policy

BACKGROUND: Complete streets are streets that are designed, built, and operated to accommodate safe access for all users including pedestrians, bicyclists, transit riders, and motorists. Complete streets standards recognize the importance of fitting the design to the unique context and needs of different street typologies. Although the City of Whitefish strives to design its streets to serve the needs of all users, the City does not yet have a formal complete streets policy. The *Whitefish Transportation Plan* recommends that the City continue to incorporate complete streets concepts into the project planning, programming, and implementation processes in addition to developing and adopting a formal complete streets policy. Adopting a formal policy would require changes to City planning and zoning codes and transportation design standards to ensure new facilities are constructed in a way that accommodates all users and enhances safety, mobility, and equity within the community.



Source: Ohio, Kentucky, Indiana Regional Council of Governments

RECOMMENDATION: Develop a complete streets policy to ensure future transportation projects serve the diverse needs of all roadway users.

RELATED STRATEGIES:

- ✔ Encourage Safe and Proper Walking/Biking
- ✔ Reduce Vehicular Travel Speeds

PAST PLANNING RELATION:

- The *Whitefish Transportation Plan* and *Whitefish Sustainable Tourism Plan* recommend that the City develop and adopt a formal complete streets policy.

OTHER CONSIDERATIONS:

- Policy changes require City Council approval.
- Changes to existing design standards and development codes may be necessary to align with the complete streets policy.

IMPLEMENTATION PARTNERS: City of Whitefish

Other Policies Considered

Several transportation-based policy decisions have been discussed and recommended in past planning documents. While not directly safety-related, these policy discussions provide important background for the *Whitefish SS4A Action Plan* and the implementation of transportation improvements. Relevant policy recommendations are summarized here for reference purposes but not directly recommended as part of this planning effort.

Transportation Advisory Committee

Most urban areas across the state have an established Transportation Advisory Committee (TAC) which advises and cooperatively assists a jurisdiction in assessing and prioritizing local transportation needs. TACs typically meet at least quarterly to discuss and make recommendations on various transportation-related improvements and issues. Coordination with federal, state, and local agencies is a key role of the TAC. Whitefish does not yet have an established TAC but is considering development of a TAC to support coordinated transportation planning efforts.

Regional Transit Coordination

The *Whitefish Transportation Plan* recognizes the need for increased coordination within the City of Whitefish and across Flathead County to provide a transit system that is more capable of accommodating future transit system demands. The transportation plan recommends formation of a regional transit entity with partners such as nearby cities, schools, Chambers of Commerce, BMCA, local businesses, Flathead Valley Community College, Logan Health Care, Glacier National Park, and the National Forest Service. The recommended first step includes the development of a memorandum of understanding (MOU) which outlines the roles and responsibilities of each partner within an eventual regional transit organization, and the process and timeline by which such an organization will be formed.

Initial execution of a more localized MOU could be focused initially on the development and formation of a mobility management organization, such as Missoula in Motion, which addresses transportation and mobility needs within an area. As a future step, the organization of a regional Transit Authority could be appropriate to coordinate regional transit services within Flathead County. These efforts would help make it easier and safer to choose to walk, bike, or take transit for daily transportation purposes.

State Highway System Designation Modifications

The *Whitefish Transportation Plan* explored the appropriateness of re-designating Baker Avenue and Wisconsin Avenue as potential candidates for the state highway system. The Primary, Secondary, and Urban Highway designation processes are guided by Montana law, Montana Transportation Commission policy, and MDT guidelines.[91] The designation of eligible routes must adhere to the following principles:

- In each system, routes shall be designated on the basis of a planned connected system (MCA 60-1-102(3)).
- System mileage should be distributed on a reasonable and fair basis within the geographic area the system is designed to serve.
- All systems should be properly integrated with each on-system route connected to another equal or higher on-system route.

Based on the planning-level assessment conducted in the transportation plan, Wisconsin Avenue does not fit all the eligibility criteria. Baker Avenue appears to fit all existing eligibility criteria. At a minimum, the transportation plan recommended that the Urban designation on Baker Avenue be extended south to 13th Street, and that 13th Street be classified as Urban from Baker Avenue to Spokane Avenue. Re-designating these routes as public highways would qualify the roadways for state apportionments of federal-aid highway funds which could help accelerate future project implementation. However, re-designating these routes would also increase the level of MDT and FHWA coordination required to implement improvements.

Traffic Impact Studies

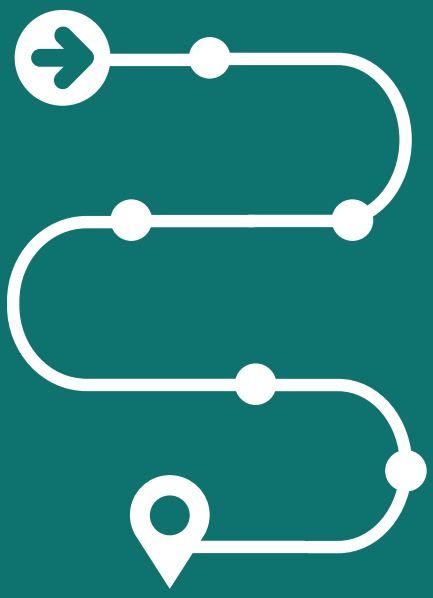
The City of Whitefish already has an established traffic impact study process, however, the *Whitefish Transportation Plan* recommends recommended improvements to the format and content requirements of traffic impact studies in accordance with prevailing standards and industry best practices. The process improvements could help the City mitigate impacts from larger developments.

Parking Management

The City of Whitefish is actively working to implement its 2019 *Parking Management Plan*. Since implementing the plan, the City has designated a staff person to enforce short-term and long-term parking regulations in the downtown area and created an employee-only all-day parking program downtown. Additional goals and action items are outlined in the plan to help manage parking, improve safety, and reduce congestion. Such efforts include a neighborhood parking program, education effort related to multimodal transportation options, paid parking, shared parking with businesses, parking permit programs, park-n-ride facilities, and improved enforcement of snow removal requirements.

8. Project Prioritization and Implementation

A key requirement of the SS4A program is to prioritize identified projects into specific time ranges for the deployment of safety countermeasures within the community. This section outlines the prioritization process developed for the Action Plan and details the steps necessary for future implementation efforts. By establishing clear timelines for project execution, the City can effectively address safety concerns while ensuring a systematic approach to enhancing roadway safety.



8.1. Prioritization

Through public and stakeholder outreach, along with coordination with partner agencies, a project prioritization process was developed to determine which recommended projects should be prioritized for funding and implementation. Each project was scored based on a comprehensive set of criteria that considered past planning efforts, safety needs, community support, and overall cost. This structured approach helps the City focus its resources on the most impactful safety improvements. The prioritization criteria are described below. Each criterion was scored on a qualitative scale reflecting negative, neutral, or positive (, ,) based on the conditions outlined in **Table 3**.

- **Recommended in a Past Planning Effort**: Projects that have previously been identified in planning documents were given priority to ensure continuity in community safety and transportation initiatives. Past City planning documents include the *Whitefish Transportation Plan*, *Connect Whitefish Bicycle* and *Pedestrian Master Plan*, and *Whitefish SRTS Plan*, among other partner agency-led efforts, such as the *Downtown Business District Master Plan*.
- **Supported by Crash Data**: Projects that address areas with a history of safety issues received higher priority. This criterion was scored according to the analysis of crashes occurring between 2018 and 2022, specifically the high injury network.
- **Supported by the Community**: Community support is vital to the success of project implementation, therefore projects that reflect the needs and preferences of residents were prioritized. This criterion was evaluated from two perspectives: (1) interactions from the information-gathering phase of the planning effort including comments recorded during Public Meeting #1 and on the commenting map and (2) targeted votes during the second public meeting or comments from the Task Force based on preliminary recommendations.
- **Estimated Cost**: Planning-level cost estimates were prepared for each project. This criterion was evaluated based on the implementation cost and level of complexity. Higher-cost projects are typically more complex and will likely require more resources, planning, and coordination, leading to longer implementation timelines. Lower-cost improvements, on the other hand, can likely be achieved relatively quickly with fewer resources. Projects that already have identified funding, regardless of estimated cost, scored highly.

Table 3: Prioritization Criteria

	Criterion		Score		
1	Past Planning		Not Identified	Acknowledged but Not Directly Recommended	Recommended
2	Crash Data		No Crashes	Bottom 85% on HIN	Top 15% or Higher on HIN
3	Community Support	Commenting Map/ Public Meeting #1	0 Comments	1-9 Comments and/or Interactions	10+ Comments and/or Interactions
		Public Meeting #2/ Task Force	0 Votes	1-9 Votes and/or Comments	10+ Votes and/or Comments
4	Estimated Cost		High Cost ($1M+)	Mid Cost ($150k - $1M)	Low Cost (<$150k) or Dedicated Funding

Based on the combined scores of all prioritization criteria, the projects were sorted into short-, mid-, and long-term timeframes indicating when the project should be expected to be implemented. The short-term timeframe covers a period of 1 to 5 years, mid-term indicates a period of 6 to 10 years, and long-term reflects a period of 11 to 20 years. The selected timeframe considers how well each project aligns with the prioritization criteria as well as the overall cost, with the implementation costs weighted more heavily. Priority projects demonstrate benefits that outweigh project costs and can reasonably be expected to be funded with available City funds. Results of the prioritization process are summarized in **Table 4**.

Table 4: Prioritization Results

PROJ-1	Past Plans	Crash Data	Comment Map/Mtg 1	Mtg 2/ Task Force	Cost	Cost Estimate	Timeframe
PROJ-1: Muldown Elementary School							
1-A: 6th & Pine	↑	↓	–	–	↑	$130,000	Short
1-B: 7th & Pine	↑	↓	–	–	↑	$3,000	Short
1-C: 7th & Ashar	↑	↓	–	–	↑	$110,000	Short

PROJ-2	Past Plans	Crash Data	Comment Map/Mtg 1	Mtg 2/ Task Force	Cost	Cost Estimate	Timeframe
PROJ-2: Whitefish Middle School							
2-A: 1st & Spokane	↓	–	–	–	↑	$32,000	Mid
2-B: 2nd & Kalispell	↓	↓	–	–	↑	$4,000	Mid
2-C: 1st Street Sidewalk	↓	–	–	–	–	$460,000	Long
2-D: 2nd & Pine	↓	–	↑	–	↑	$52,000	Short

PROJ-3	Past Plans	Crash Data	Comment Map/Mtg 1	Mtg 2/ Task Force	Cost	Cost Estimate	Timeframe
PROJ-3: Whitefish High School/Memorial Park							
3-A: Memorial Park	↑	↓	↓	–	↑	$1.2M	Mid
3-B: Whitefish High School	↑	↓	↓	–	↑	$550,000	Mid

PROJ-4	Past Plans	Crash Data	Comment Map/Mtg 1	Mtg 2/ Task Force	Cost	Cost Estimate	Timeframe
PROJ-4: 6th Street Improvements							
4-A: 6th Street Improvements	↑	↓	↑	↓	↑	$2.6M	Mid

PROJ-5	Past Plans	Crash Data	Comment Map/Mtg 1	Mtg 2/ Task Force	Cost	Cost Estimate	Timeframe
PROJ-5: Enhanced Transit Stops							
5-A: Pine Lodge Bus Stop in Travel Lane	↓	—	—	—	↑	$150,000	Mid
5-B: Pine Lodge Bus Stop Outside Travel Lane	↓	—	—	—	—	$350,000	Long
5-C: Lodge at Whitefish Lake Bus Stop in Travel Lane	—	↑	↓	—	—	$260,000	Mid
5-D: Lodge at Whitefish Lake Bus Stop Outside Travel Lane	—	↑	↓	—	—	$1.2M	Mid

PROJ-6	Past Plans	Crash Data	Comment Map/ Mtg 1	Mtg 2/ Task Force	Cost	Cost Estimate	Timeframe
PROJ-6: Spokane Avenue Pedestrian/Bicycle Undercrossing							
6-A: Spokane Ave/6th-7th St Vicinity	↑	—	—	↑	↓	$2.8M	Mid
6-B: 7th Street	↑	↓	↓	↑	↓	$750,000	Long

PROJ-7	Past Plans	Crash Data	Comment Map/ Mtg 1	Mtg 2/ Task Force	Cost	Cost Estimate	Timeframe
PROJ-7: 1st Street Improvements							
7-A: 1st & Baker	↑	↑	—	—	—	$10,000 - $1.6M	Short (RRFB) Long (Signal)
7-B: 1st & Central	↓	—	↓	—	↑	$2,000 - $24,000	Mid

PROJ-8	Past Plans	Crash Data	Comment Map/ Mtg 1	Mtg 2/ Task Force	Cost	Cost Estimate	Timeframe
PROJ-8: 2nd Street Improvements							
8-A: 2nd & Lupfer	↓	—	—	↑	—	$160,000	Mid
8-B: 2nd & Baker	↑	↑	—	↑	↑	$55,000	Short
8-C: 2nd & Central	—	—	—	↑	↑	$54,000	Short
8-D: 2nd & Spokane	↑	—	—	↑	↑	$55,000	Short

PROJ-9	Past Plans	Crash Data	Comment Map/ Mtg 1	Mtg 2/ Task Force	Cost	Cost Estimate	Timeframe
PROJ-9: 3rd Street Improvements							
9-A: 3rd & Baker	↓	—	—	↑	—	$220,000	Mid
9-B: 3rd & Central	↓	↓	↓	—	↑	$2,000	Mid
9-C: 3rd & Spokane	↑	↑	—	—	↑	$6,000	Short

PROJ-10	Past Plans	Crash Data	Comment Map/ Mtg 1	Mtg 2/ Task Force	Cost	Cost Estimate	Timeframe
PROJ-10: 13th Street Improvements							
10-A: 13th & Baker	^	–	–	^	–	$2,000 - $3.2M	Short (RRFB) Long (Signal/ Roundabout)
10-B: 13th & Spokane	^	^	^	^	v	$1.1M	Mid

PROJ-11	Past Plans	Crash Data	Comment Map/Mtg 1	Mtg 2/ Task Force	Cost	Cost Estimate	Timeframe
PROJ-11: US 93 Improvements (Hwy 40 to 13th St)							
11-A: 13th to MT 40	^	^	v	^	v	$21.9M - $29.9M	Long

PROJ-12	Past Plans	Crash Data	Comment Map/ Mtg 1	Mtg 2/ Task Force	Cost	Cost Estimate	Timeframe
PROJ-12: Baker Avenue Improvements							
12-A: Baker & 4th	v	–	–	^	–	$160,000	Mid
12-B: Baker (5th St, North)	^	^	–	^	^	$6,000	Short
12-C: Baker (5th St, South)	^	^	–	^	–	$110,000 - $1.7M	Short (Repaint) Mid (Cycle Track)
12-D: Baker Ave Sidewalks	v	^	–	^	–	$52,000	Mid
12-E: Baker & 19th	^	^	v	^	v	$100,000	Long

8.2. Implementation

The *Whitefish SS4A Action Plan* aims to enhance transportation safety in Whitefish, with a target of zero deaths and serious injuries on city roadways by 2030. While specific funding for the proposed improvements has not yet been secured, the City is committed to implementing a minimum number of safety projects annually in support of identified focus area goals. These include initiatives such as a non-motorist count program, intersection improvements, campaigns against distracted driving, and implementation of traffic calming measures. As part of the City's commitment to improving safety in the community, an Annual Safety Report will be completed on a yearly basis to provide additional transparency for tracking and addressing safety issues in Whitefish. The report, contained in **Appendix D**, will be posted to the City's website for the public to view.

To help the City identify the most cost-effective projects with the highest potential for addressing safety concerns, the recommended projects have been prioritized into short-, mid-, and long-term implementation timeframes. This prioritized list serves as an initial guide but is intended to be dynamic to easily adapt to changes in funding, crash trends, or community priorities.

As implementation of the Action Plan progresses, it is expected that new projects will be identified, enhancing the City's safety efforts. The strategies outlined in this plan function as a toolbox, ready to address community safety needs as they emerge. This flexible approach allows for continual reassessment and adjustment to ensure the most pressing safety concerns are addressed in a timely and effective manner.

Figure 20 illustrates the project implementation process. As the Action Plan is implemented, projects will be advanced from the planning stage into the project development and eventual construction phases. Public involvement should occur throughout all phases. The general next steps for implementation are as follows:

1. A funding source(s) is identified and secured.
2. The project is nominated for implementation by the City or other partner agency (such as MDT).
3. Feasibility studies, environmental investigations, and other development processes are completed as applicable.
4. A design is completed for the project and approved by responsible agency(ies) as needed.
5. Right-of-way or easements are acquired for the project if necessary.
6. The project is constructed.

The recommended projects have been developed with the intent that separate project components (i.e., 8-C or 9-B) can be completed individually or combined with other components and/or projects into a larger effort, depending on funding availability and other considerations. Cost savings may be realized by combining similar projects.

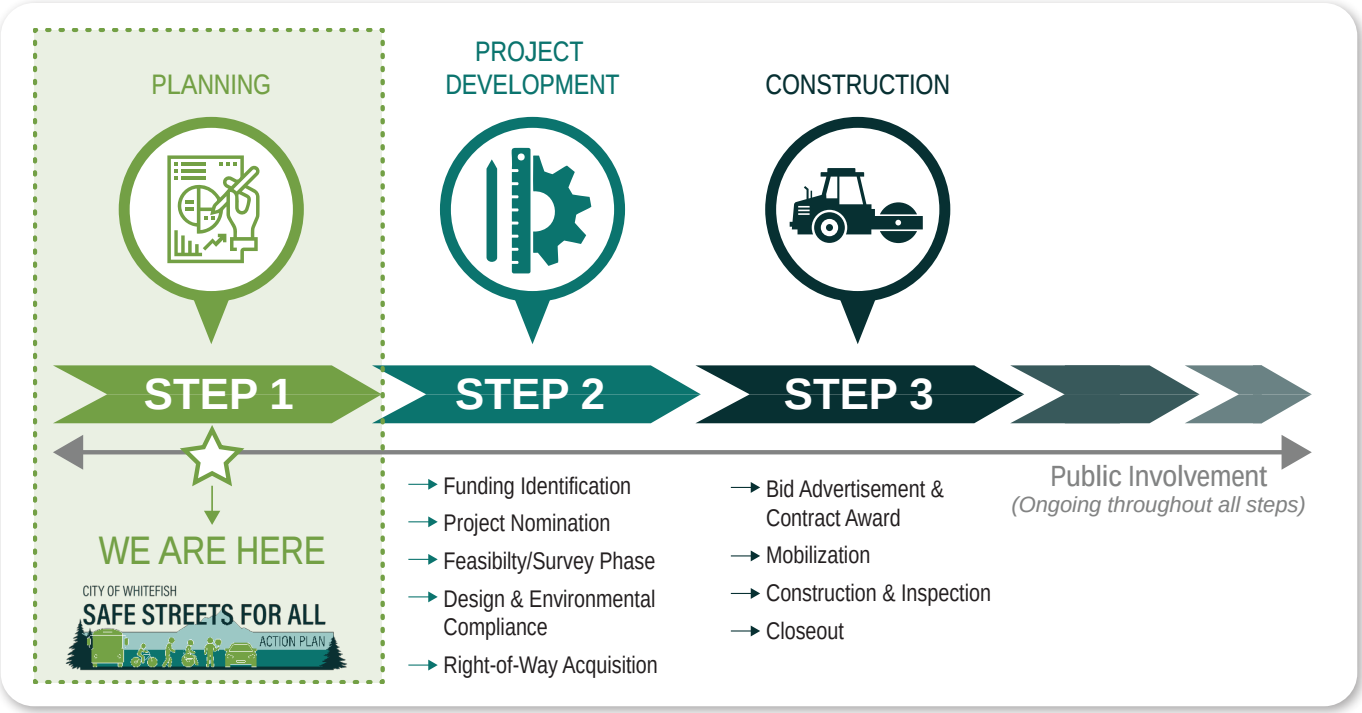


Figure 20: Project Development Process

SS4A Demonstration and Implementation Grants

This Action Plan was developed, in part, by funding from the USDOT SS4A grant program. The program funds two grant types, (1) planning and demonstration grants and (2) implementation grants. The Action Plan was developed using a planning and demonstration grant. Future opportunities to apply for additional grants are expected to be available under the SS4A program to fund the demonstration and implementation of the projects and strategies contained in this plan.

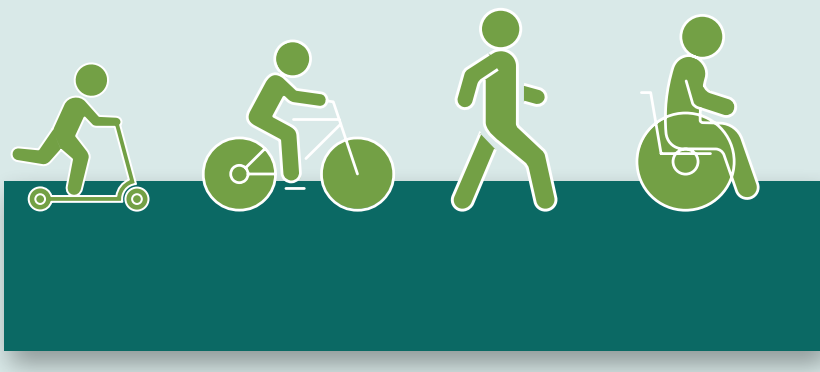
Once the Action Plan is adopted, the City of Whitefish could pursue a grant to conduct supplemental planning and demonstration activities to inform future project development activities for projects and programs recommended in the Action Plan. The City could also apply for implementation grant funds to implement projects and strategies identified in the Action Plan to address a specific roadway safety problem. Eligible projects and strategies can be infrastructural, behavioral, and/or operational activities.

For demonstration grants, USDOT seeks to fund temporary safety improvements that inform Action Plans by testing proposed project and strategy approaches to determine future benefits and future scope. Activities must measure potential benefits through data collection and evaluation to inform future implementation at a systematic level. Eligible demonstration activities include feasibility studies, Manual on Uniform Traffic Control Devices (MUTCD) engineering studies, or pilot programs related to behavioral activities or new technologies. Demonstration activities may not involve permanent roadway reconstruction.

For implementation grants, USDOT seeks to award funds to projects and strategies that save lives and reduce roadway fatalities and serious injuries; incorporate equity, engagement, and collaboration into how projects and strategies are executed; use effective practices and strategies; consider climate change, sustainability, and economic competitiveness in project and strategy implementation; and will be able to complete the full scope of funded projects and strategies within 5 years after the establishment of a grant agreement. Additional award consideration will be made for implementation grant applicants that have a high percentage of funds benefiting underserved communities, are in rural areas, request less than $10 million in Federal funds, support geographic diversity amongst the implementation grant award recipients, have a finalized comprehensive safety action plan, and/or have a high Killed and Serious Injuries (KSI) per $1 million in Federal funding rate.

Implementation grant applicants must identify the safety problems to be addressed, the relevant geographic locations (i.e., corridors, intersections), and the projects and strategies they plan to implement based on their Action Plan. The proposed action should include specific intervention types, address common safety risk characteristics, and be located on the Action Plan's high-injury network to the extent practicable.

The SS4A program was established by the Bipartisan Infrastructure Law in 2021, with funding authorized through 2026. Whitefish received funds from the 2023 grant cycle, and the 2024 grant cycle recently closed. Future grant funding is anticipated to be available in Federal fiscal years 2025 and 2026, subject to review and modification by the current Federal administration. To be competitive for implementation grant funds under the SS4A program, the City of Whitefish should prioritize projects identified on the HIN. The City should also initiate the project development process for the priority project(s) to ensure adequate project readiness. This means demonstrating the ability to execute and complete the full scope of work in the application proposal within 5 years of when the grant agreement is executed, with a particular focus on design and construction, as well as environmental, permitting, and approval processes. The Notices of Funding Opportunity (NOFOs) from past funding cycles provide additional information about SS4A application requirements for reference in preparing for upcoming opportunities, and updated information about the program is expected to be provided by the current Federal administration.



Future demonstration grant applications could be considered for the following list of potential programs or pilot projects to **help inform future implementation activities or systematic project implementation**. Additional research should be conducted to ensure the proposed activities fully align with grant criteria outlined in the applicable NOFO.

1. **PROG-2: Non-Motorist Count Program**
Develop the foundation for the City's Non-Motorist Count Program. Consider piloting various non-motorist count technologies to determine which would be the most beneficial to the City. Consider incorporating a non-motorized improvement at one of the count locations and performing a pre-/post-evaluation to determine if the count methodology will produce the intended results.

2. **PROG-4: Targeted School Traffic Safety Campaign**
Develop a pilot campaign at one of the Whitefish Schools to educate parents and students about traffic safety in school zones. Collect feedback on the effectiveness of the campaigns through surveys or pre-/post- studies evaluating behaviors such as yielding to pedestrians, cell phone use, etc.

3. **PROG-6: Traffic Calming Program**
Pilot temporary traffic calming measures to determine their effectiveness. Use the results to inform the implementation of traffic calming features in the recommended projects, such as street art, bulb-outs, or in-crosswalk signage. If amendable to MDT, a barn dance could be piloted at the 2nd Street/Central Avenue intersection to evaluate its safety potential.

Future implementation grant funding applications could be considered for the **following list of potential projects based on HIN scoring along with mid- to high-level cost estimates** that would be outside the ability of City of Whitefish or MDT to fund in the short-term. Careful consideration of USDOT funding criteria would be needed to determine relative competitiveness in seeking Federal grant funding. Furthermore, if the City intends to pursue funds during the 2025 or 2026 grant cycles, it would be beneficial to begin preliminary engineering for the project(s) to ensure the City can meet project readiness criteria.

1. **PROJ 10-B: 13th Street/Spokane Avenue:**
This intersection scored sixth highest on the intersection based HIN due to a higher frequency this location may be a good candidate for an implementation grant application in coordination between the City of Whitefish and MDT.

2. **PROJ-11: US 93**
Improvements (HWY 40 to 13th St): US 93 from MT 40 to JP Road scored second highest on the segment-based HIN, and US 93 from Akers Lane to the Whitefish River scored fourth highest. Several of the intersections in this stretch also scored highly on the intersection-based HIN. With a total estimated cost up to $29.9M, this location may be a good candidate for an implementation grant application in coordination between the City of Whitefish and MDT.

3. **PROJ 7-A:**
1st Street/Baker Avenue: This intersection was identified as the ninth highest scoring intersection on the HIN due to a high frequency of crashes. With an estimated cost up to $1.6M, this location may be a good candidate for an implementation grant application in coordination between the City of Whitefish and MDT.

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Appendix A

Engagement Summary

CITY OF WHITEFISH
SAFE STREETS FOR ALL
ACTION PLAN

APPENDIX A: ENGAGEMENT SUMMARY

CITY OF WHITEFISH
SAFE STREETS FOR ALL
ACTION PLAN

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.

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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

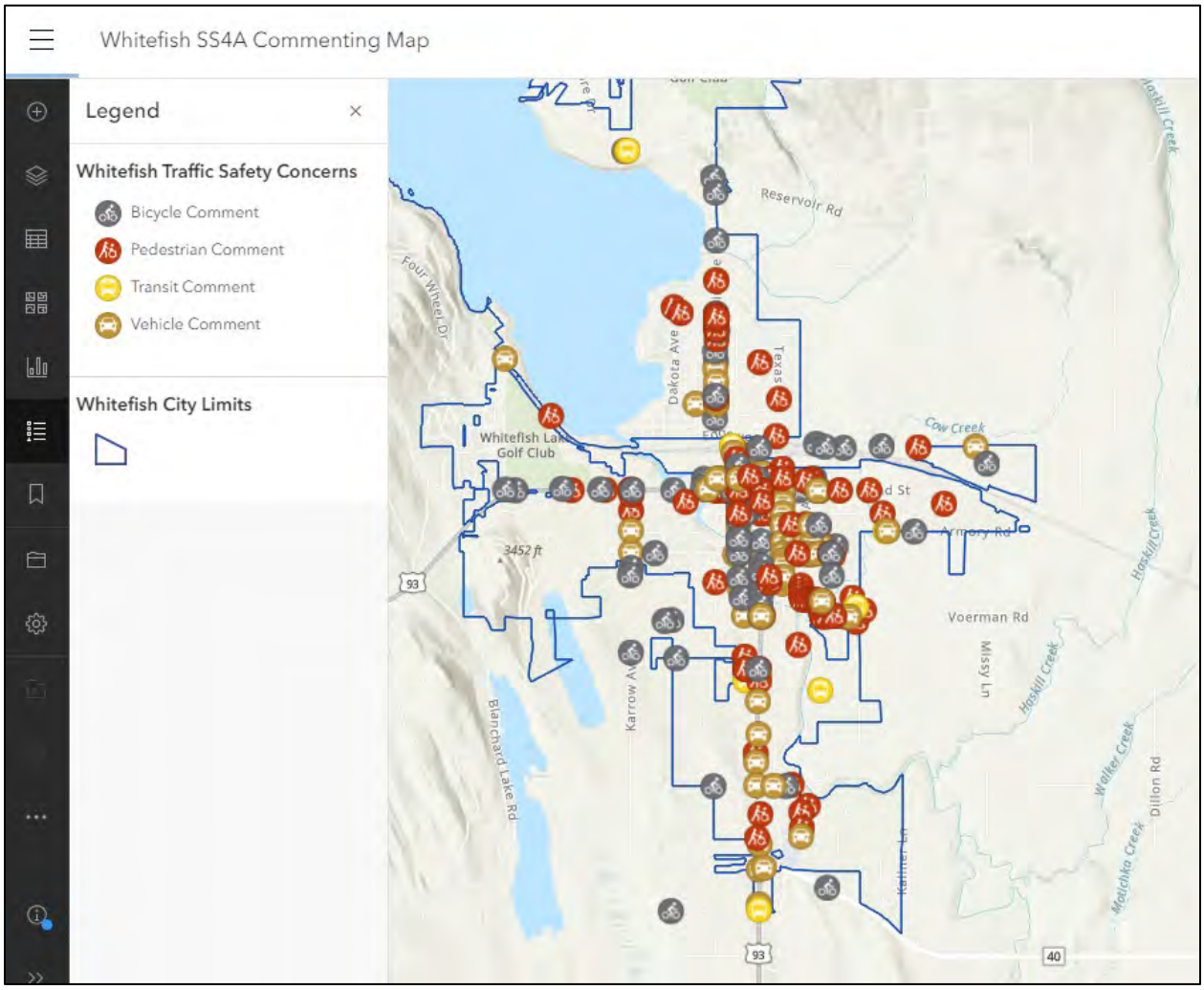
Stakeholders: Kim Wortman, Executive Director, Big Mountain Commercial Association

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/sawtooh dr area. Terrible cross walk and dangerous traffic crossing and flow. Need a better crossing of hwy 93 for kids to get to school *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.* *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*	3
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 *Reply 17A: Huge need to have a bike path on Edgewood Ave to intersection on E 2nd*	2

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	2
		Reply 19A: agreed, glad there are plans to fix that	
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	1
		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.	
		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.	
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	Vechicles 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.	0
		Reply 30A: Agreed	
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
		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.	
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. *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.*	1
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. *Reply 37A: As more businesses open on 93, it is increasingly difficult for cross traffic and pedestrians to safely cross the highway.*	0
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? *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*	1
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 *Reply A: Driver's speeding, especially in the late afternoon*	1

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
		Reply A: some cars slow and stop, others speed through here,	
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
		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	
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
		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.	
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
		Reply 60A: Agreed. Traffic circles are proven to be safer and more efficient.	
		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.	
		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.	
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
		Reply 61A: yes, a risky and busy spot for walkers and bikers , cars carry a lot of speed into that blind corner	
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	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. *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.* *Reply 71B: would an island for pedestrians and bikers be possible?*	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	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. *Reply 75A: yes a pedestrian crosswalk here is needed*	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 deacreased	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
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167	Vehicle	PD Comment	0
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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
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205	Bicycle	PD Comment	0
	Transit	PD Comment	0
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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
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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 *Reply 251A: Cars driving north cannot see pedestrians soon enough. Cars trying to cross heading east also have low visibility when traffic is backed.*	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 *Reply 277A: 2nd this - would love a cross-walk flashing sign here*	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
		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.	
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. *Reply 283A: Couldn't they use the sidewalk on 2nd street?*	0
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 offten 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 *Reply 319A: *found NO issue*	0
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*	*PD: Police Department* *PK/PL: Parks & Planning Depts*

CITY OF WHITEFISH
SAFE STREETS FOR ALL
ACTION PLAN

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.

CITY OF WHITEFISH
SAFE STREETS FOR ALL
ACTION PLAN

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

CITY OF WHITEFISH
SAFE STREETS FOR ALL
ACTION PLAN

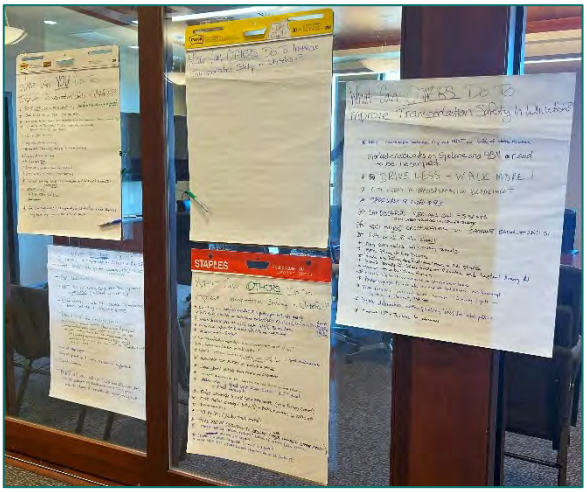
FOCUS AREAS EXERCISE

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.

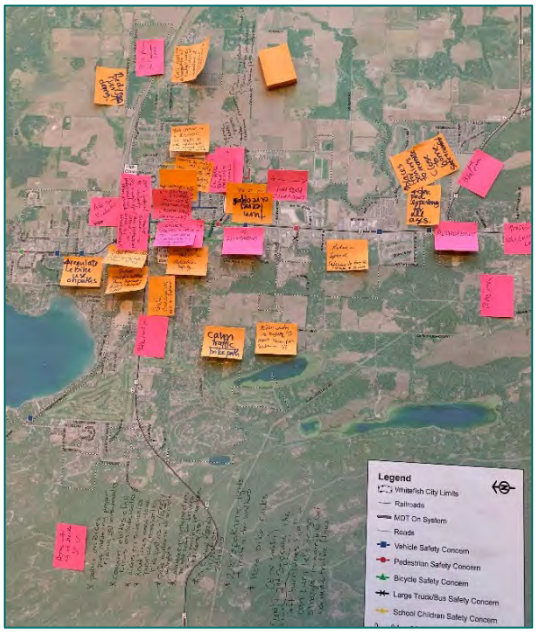


- **Question 1: What can YOU do to improve transportation safety in Whitefish?**
  - Drive less, walk/bike more.
  - Slow down in winter (and all year).
  - Alternate routes during peak days/times (school time, power days, farmers market, etc.).
  - Take people on town walks to show them how much more 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

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**!

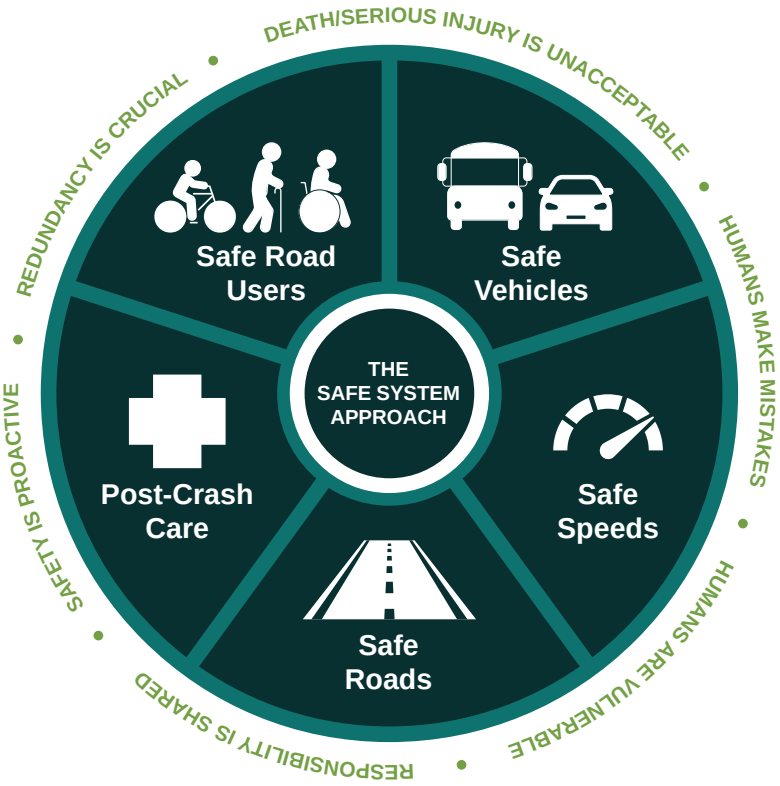
Safe Streets and Roads for All (SS4A) Program

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

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**.

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.

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.

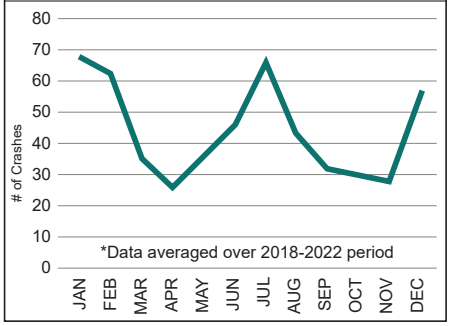
Feb 2024
SS4A Action Plan
The Whitefish SS4A Action kicked off to identify concerns and develop strategies to improve transportation safety in Whitefish.

2025
Potential Future SS4A Construction Grant Opportunities

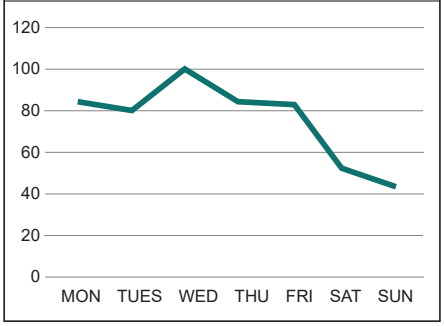
Crash Record Overview

When did crashes occur?

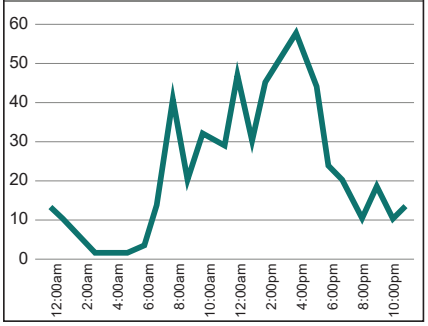
Month



Day



Time



29% of crashes occurred during June – August

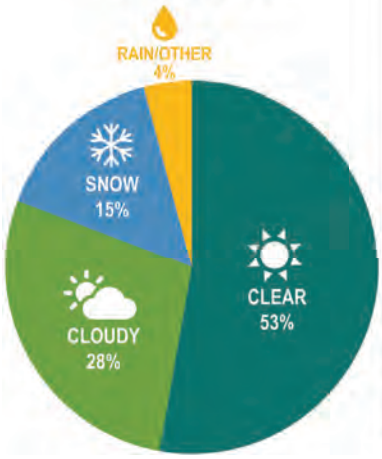
35% of crashes occurred during December – February

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

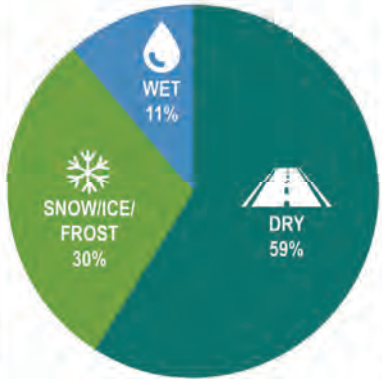
Crashes are more common during **peak periods** (AM commute, lunchtime, school pick up/drop off, PM commute)

What were the conditions at the time of crashes?

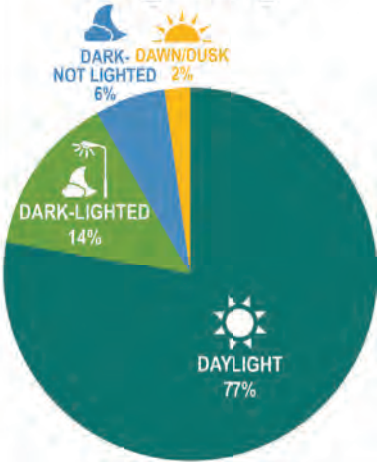
Weather



Road Surface



Lighting



What contributed to crashes?

12% Environmental Circumstances *(weather, glare, animals)*

14% Poor Road Conditions

8% Impaired Drivers

28% Distracted/Inattentive/ Careless Drivers

11% Excessive Speed

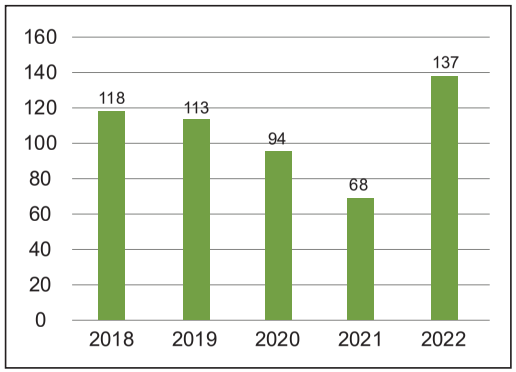
10% Following Too Close

9% Failure to Yield

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

2 Crashes

2 Fatal Injuries

Serious Injury

5 Crashes

6 Serious Injuries

Minor/Possible Injury

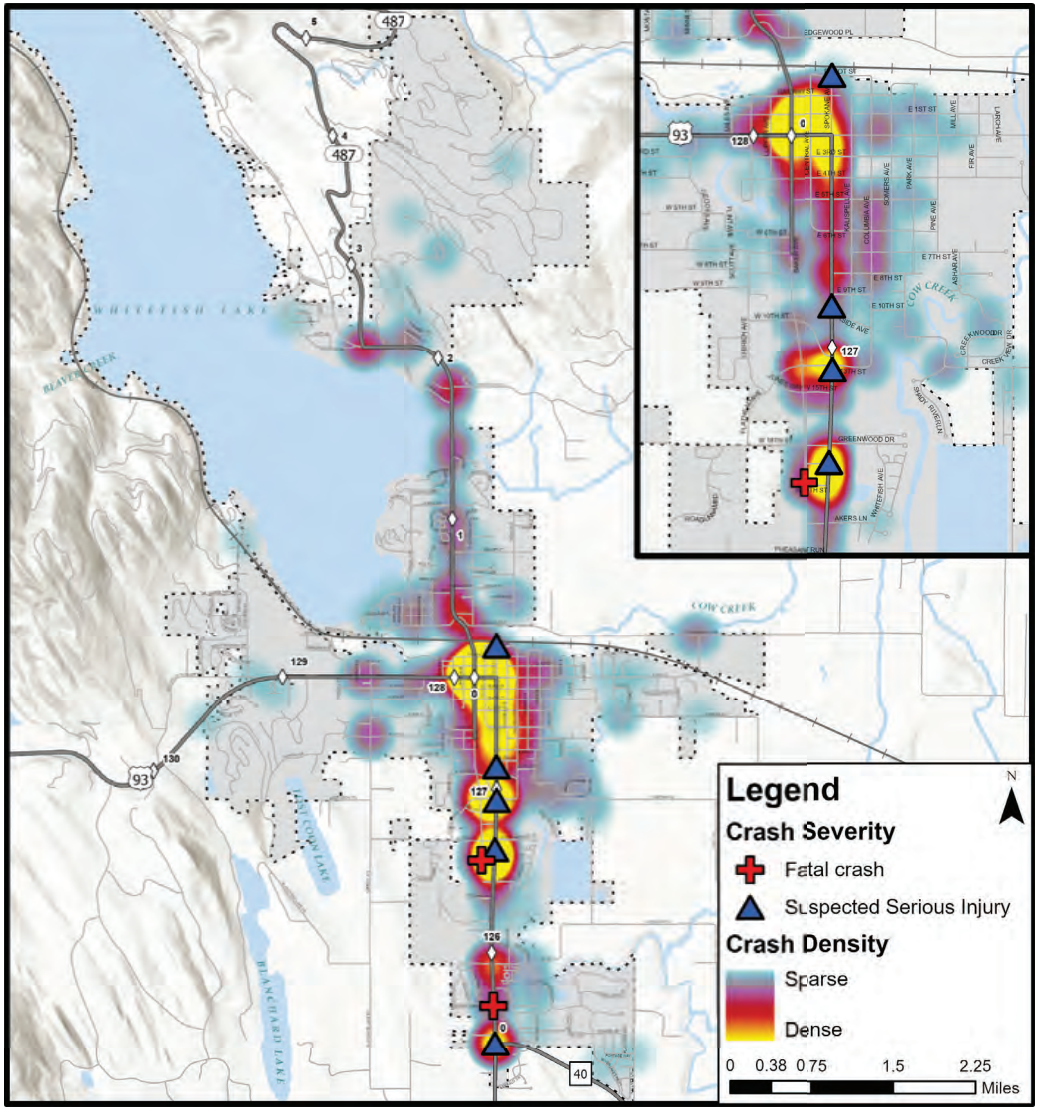
80 Crashes

109 Injuries

PDO/Unknown

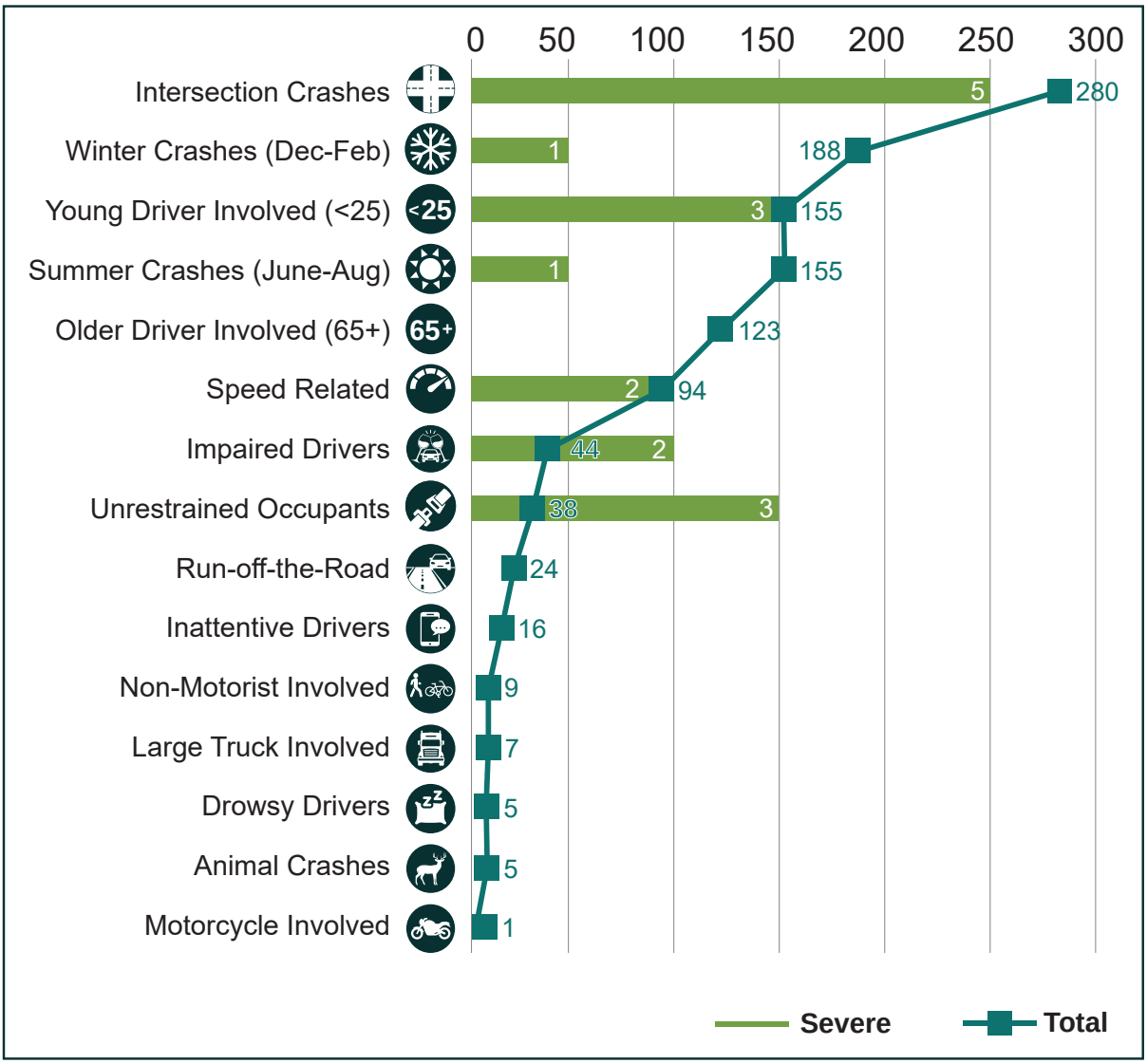
443 Crashes

992 Non-Injuries



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.

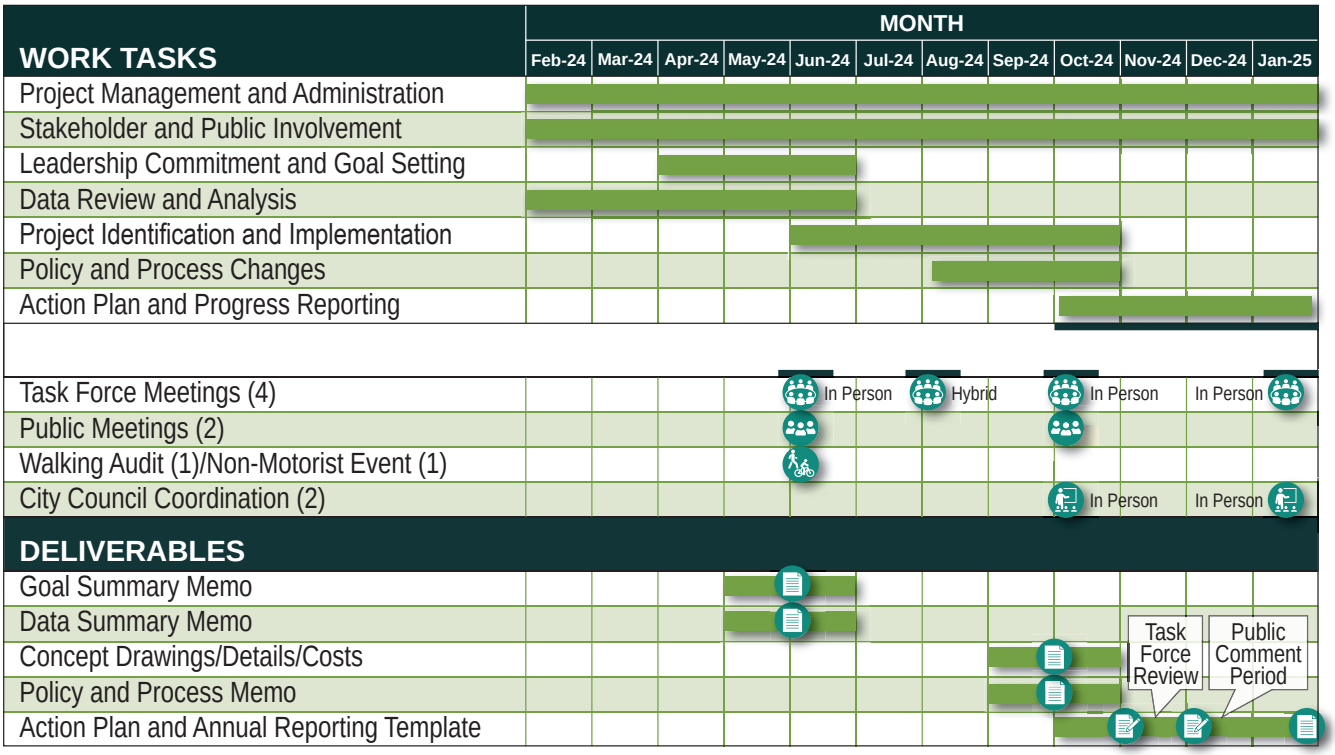
Which Focus Areas Should the Action Plan Prioritize?

Animal Crashes	
Drowsy Drivers	
Impaired Drivers	
Inattentive Drivers	
Intersection Crashes	
Large Truck Involved	
Motorcycle Involved	
65+ Older Driver Involved (65+)	
Non-Motorist Involved	
Run-off-the-Road	
Speed Related	
Summer Crashes (June-Aug)	
Unrestrained Occupants	
Winter Crashes(Dec-Feb)	
<25 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



Task Force Meeting | Public Meeting | Walking Audit/Non-Motorist Event | City Council Coordination

Questions?

Contact

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

rpa-hln.com/whitefishss4a/

CITY OF WHITEFISH
SAFE STREETS FOR ALL
ACTION PLAN

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.

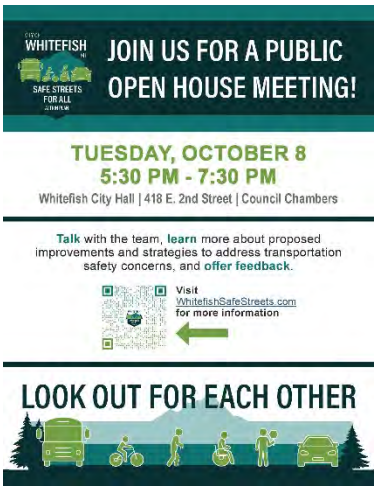
A welcome station included a sign-in sheet and handout card with a QR code linking to the website. Exhibits were set up around the Council Chambers, and interactive stations included a priority jar exercise and whiteboard. City of Whitefish and consultant staff were available to answer questions and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

CITY OF WHITEFISH
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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.

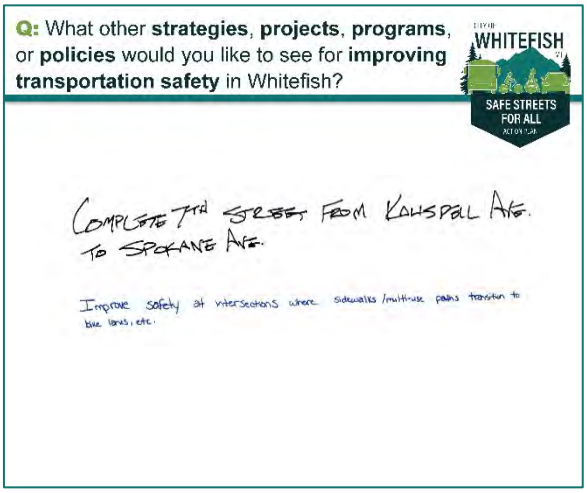
PROJECT PRIORITY EXERCISE

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.



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**

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

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

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

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

E-bike usage on sidewalks needs to be regulated.

Signal timing adjustments are needed to ensure safe pedestrian crossings.

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

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

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

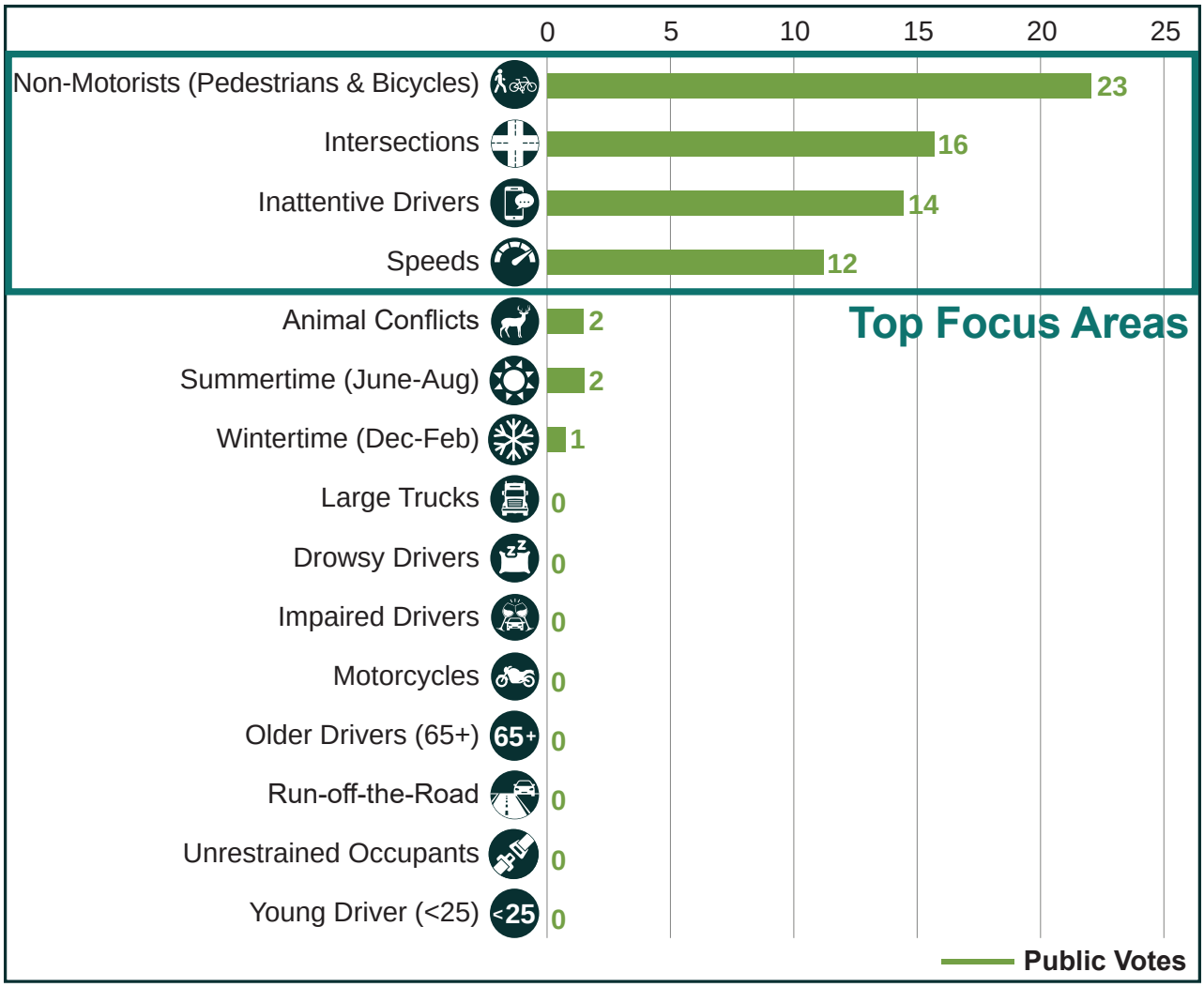
Some **intersections are confusing** for drivers. Need to improve lane configurations, pavement markings, and signage.

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

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

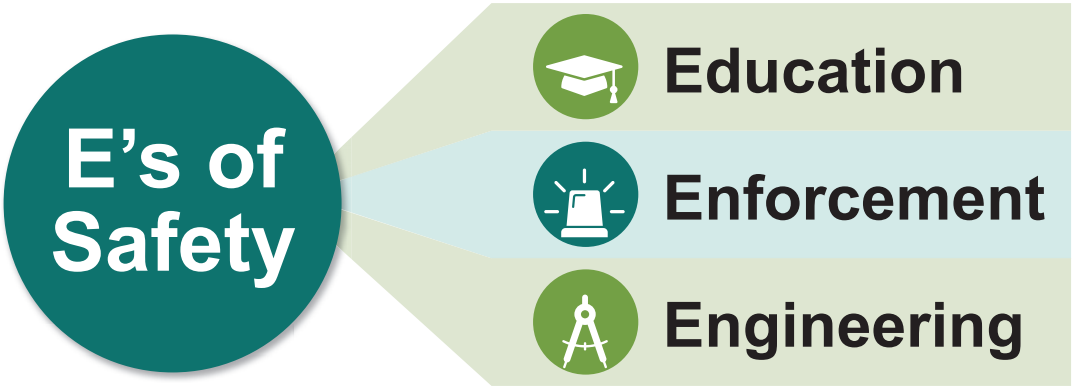
- Non-Motorists (Pedestrians & Bicycles): Develop non-motorist **count program** and **increase number of people who walk/bike**
- Intersections: Complete intersection safety improvement projects at key intersections to **improve intersection safety**
- Inattentive Drivers: **Reduce** the number of crashes 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

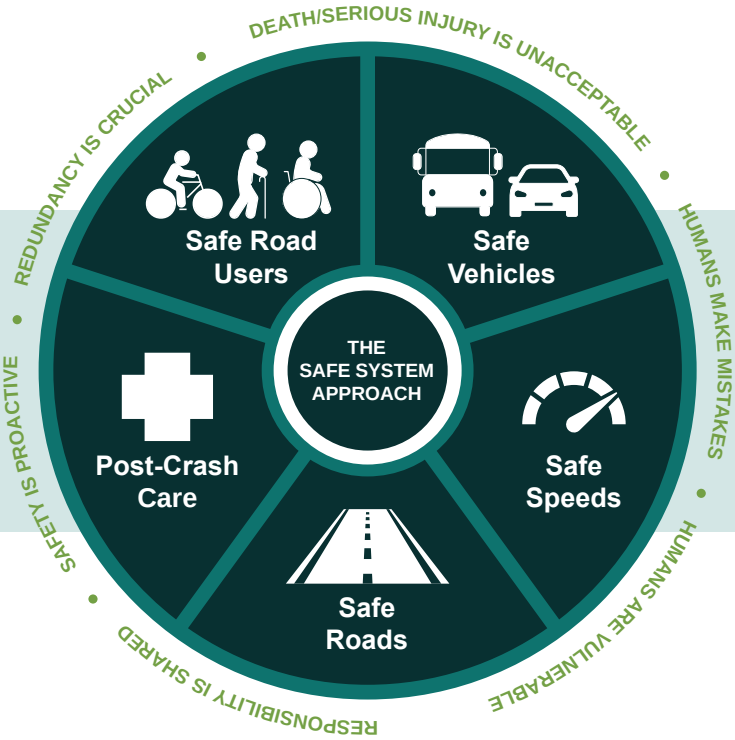
ZERO traffic deaths.

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.



Focus Area

Non-Motorist Strategies

Strategy	Example Actions		
Maintain Existing Facilities	Winter Snow & Ice Removal	Annual Restriping	Vegetation Management
	Sweeping & Debris Removal	Sidewalk ADA Upgrade/Replacement	Surface Repairs
Enhance Existing Facilities		Crosswalk Enhancements	
	Physical Separation	Lighting	Signage/Variable Messaging
Install New Facilities	Sidewalks		Bike Lanes
	Shared Roadways/Bike Boulevards		Shared Use Paths
Encourage Safe/ Proper Walking/Biking	Biking & Walking Education in Schools		Traffic & Safety Events
			Safe Routes to Schools

Focus Area

Intersection Strategies

Strategy	Example Actions		
Enhance Signalized Intersections	Pedestrian Phasing	Vehicle Phasing	
	Visibility Improvements	Intersection Geometry/Layout	
Enhance Unsignalized Intersections	Raised Crosswalks	High Visibility Pavement Markings	Curb Bulb-Outs
	Splitter Islands	Flashing Stop Signs	Increased Traffic Control
Improve Intersection Visibility & Safety	Curb Extension	High Visibility Pavement Markings/Signage	Intersection Lighting
	Vegetation/Snow Removal Management	No Parking Zones	Flashing Stop Signs/ Advanced Warning Signs
			Education Campaigns

Focus Area

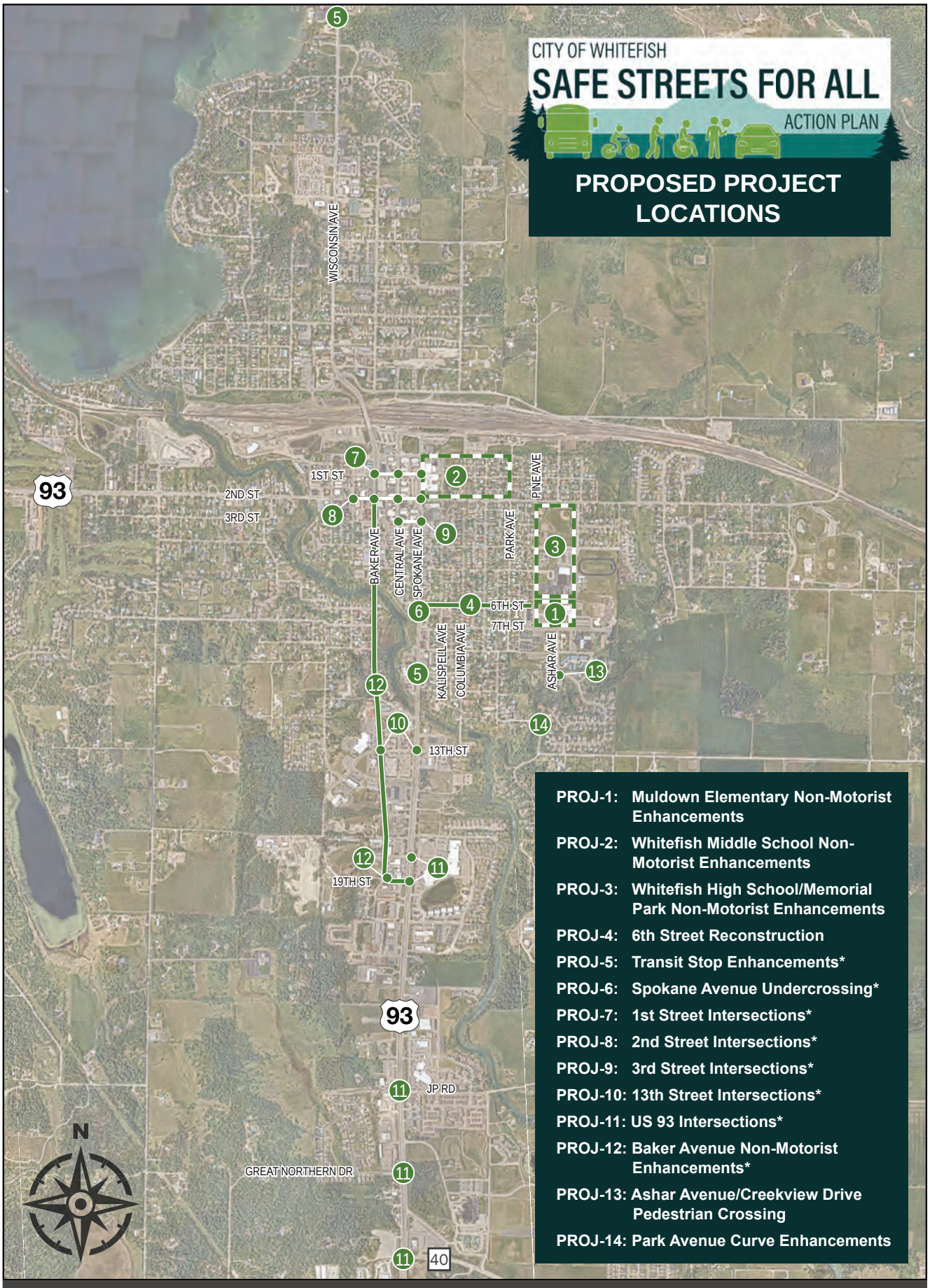
Inattentive Driver Strategies

Focus Area

Speed Strategies

Strategy	Example Actions		
Promote Distraction-Free Driving	Educational Campaigns: EVERY SECOND MATTERS — TRAVELERS INSTITUTE / Travelers	Promote Technology Solutions: TASL — THIS APP SAVES LIVES — Crunch Base	Target Teen Drivers: PARENT-TO-PARENT AGREEMENT, PARENT-TEEN DRIVING AGREEMENT, DRIVING CONTRACTS — AAA
Penalize Distracted Driving	High Visibility Enforcement: PUT THE PHONE AWAY OR PAY — Connecticut Dept. of Transportation	Distracted Driving Policies: VISUAL, MANUAL, COGNITIVE — Ultimate Defensive Driving	
	Law Enforcement Training: WHITEFISH MONTANA, City of Whitefish, UNIT 2 — Flathead Beacon	Expanded Cell Phone Ordinance: USE OF HAND-HELD PHONES PROHIBITED WHILE DRIVING — Google Earth	
Counteract Distracted Driving	Edge Line, Centerline, and Transverse Rumble Strips: AHEAD, CURVE — Traffic Safety Supply	Lane Departure Warning Systems: MyCarDoesWhat.org, Know More. Drive Safer. — mycardoeswhat.org	Roadway Lighting — Cree Lighting
		Separated Non-Motorist Facilities — Crossroads	
Review Posted Limits	Speed Studies — NACTO	Special Speed Zones: SCHOOL SPEED LIMIT 20 WHEN FLASHING, YOUR SPEED 34 — TrafficCalm	Jurisdiction-Wide Speed Limits: SPEED LIMIT 20, UNLESS OTHERWISE POSTED — Bainbridge Island Chamber of Commerce
Reduce Vehicular Travel Speeds	Traffic Calming — City of Bozeman	Speed Enforcement: SLOW DOWN, 54, SPEED LIMIT 15 — Western Systems	Education Campaigns: ICE & SNOW, TAKE IT SLOW — Clear Roads

Proposed Project Locations



*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

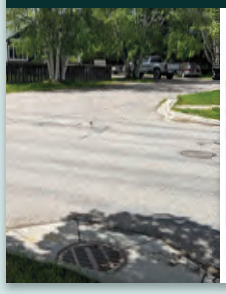
- Cow Creek Crossing Area

Proposed Programs and Policies

Programs

PROG-1 Non-Motorized Audit

- Identify/ Prioritize/ Upgrade Pedestrian & Bicycle Facilities
- Right-of-Way Audit with Disabled Individuals
- Published Maps with Connected, Accessible Routes



PROG-2 Non-Motorist Count Program

- Manual or Automated Count Data
- Bicycle and Pedestrian Coordinator

PROG-3 Walking/ Biking/Transit Resources

- Website, Maps, QR Codes, Safety Tips/ Rules
- Bicycle and Pedestrian Coordinator

PROG-4 School Traffic Safety Campaign

- Updated Drop-Off/Pick-Up Maps
- Educational Videos
- Events (Bike Rodeos, Helmet Fitting, Crosswalk Practice)

PROG-5 High Visibility Enforcement

- Increased Presence/ Visibility of Law Enforcement (Foot, Bicycle, Vehicle Patrols)
- Educational Campaigns – School Areas

PROG-6 Traffic Calming Program

- Defined Process for Development Review/Traffic Study
- Cost Sharing/ Maintenance Agreements

Policies

POL-1 E-Bike Regulation Modifications

- Downtown and Sidewalk Regulations

POL-2 Formalized Safe Routes To School Policy

- Educational Campaigns
- Coordinated Infrastructure Improvements

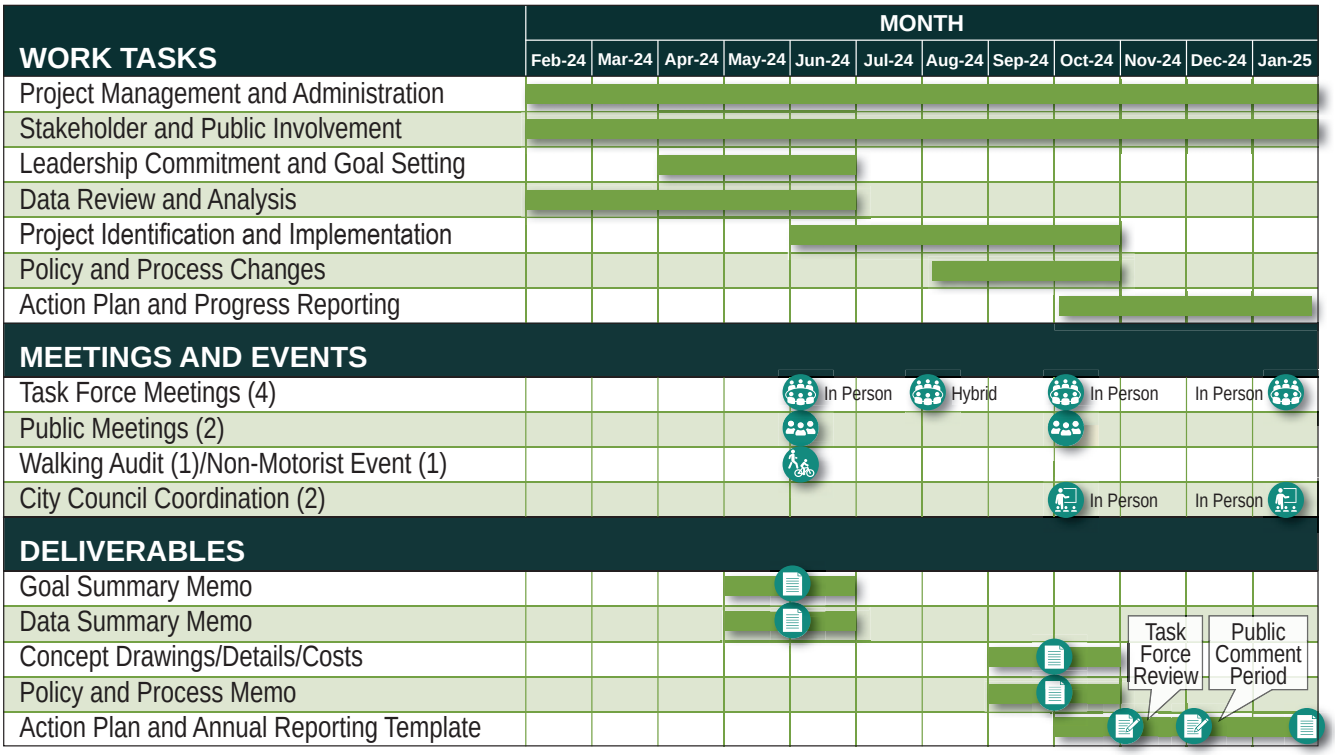
POL-3 Complete Streets Policy

- 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



Task Force Meeting | Public Meeting | Walking Audit/Non-Motorist Event | City Council Coordination

Questions?

Contact

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

WhitefishSafeStreets.com

Appendix B
Data Summary

October 23, 2024

CITY OF WHITEFISH

SAFE STREETS FOR ALL

BASELINE DATA SUMMARY

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Tables

Baseline Data Summary

1.0. INTRODUCTION

The City of Whitefish was awarded funds from the Safe Streets and Roads for All (SS4A) discretionary grant program to complete an Action Plan identifying the most significant safety concerns in the community with implementation steps for projects and strategies to address those issues and reduce fatalities and serious injuries within the City limits. Completion of the *Whitefish SS4A Action Plan* will enable the City to apply for other grant funds under the SS4A program to complete supplemental planning, future demonstration activities, or project implementation as needed to fulfill the identified needs of the Action Plan.

The purpose of this document is to identify safety problems within the City of Whitefish by summarizing a data-driven analysis conducted using historic crash data and other relevant information to help the City understand safety concerns, key trends, and contributing factors in crashes, with an added emphasis on fatalities and serious injuries. A combination of location-based and systemic safety analysis methods were used to help identify high-risk areas, analyze potential system-wide safety issues, and investigate behavioral trends. In addition to investigating past crashes, the planning team engaged the public and multiple stakeholders to understand near-miss safety concerns within the community to proactively address locations where crashes have not occurred but are likely to occur in the future if changes are not made. Another important component of the analysis also included consideration of underserved and underrepresented segments of the community to ensure the needs of all community members and road users are identified and addressed.

1.1. National Guidance

The SS4A discretionary grant program was established by the Bipartisan Infrastructure Law (BIL) in 2021. The program was established to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries through planning and implementation efforts. The SS4A program supports the US Department of Transportation's Vision Zero – a goal of zero roadway deaths – using the Safe System Approach (SSA) (illustrated in **Figure 1.1**), which aims to address the safety of all road users, with specific focus on improving safety culture, increasing stakeholder collaboration, and considering the human element in crash severity reduction.

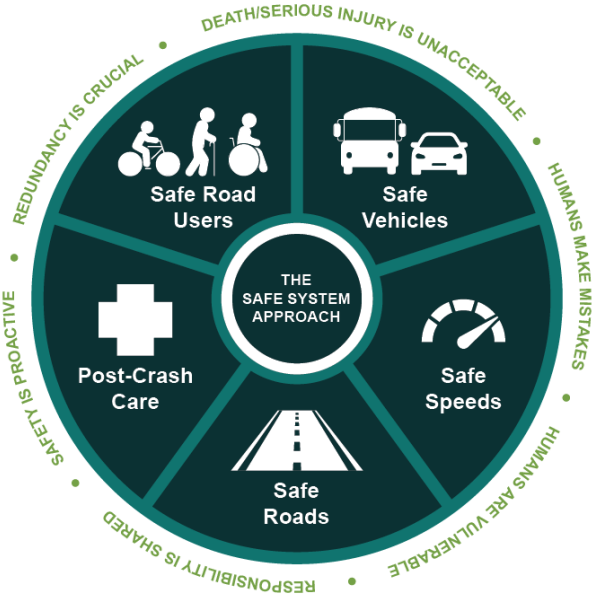


Figure 1.1: Safe Systems Approach

In alignment with the Vision Zero and SSA initiatives, the SS4A program provides funding to localities to help develop tools to strengthen the community's approach to roadway safety for all roadway users including vulnerable road users (pedestrians, bicyclists, other cyclists, and personal conveyance and micromobility users) public transportation users, motorcyclists and motor vehicle users, and commercial vehicle operators. Top priorities for the SS4A program include the following:

- Safety promotion to reduce roadway fatalities and serious injuries
- Low-cost, high-impact strategies
- Equitable investment in underserved communities
- Evidence-based and innovative projects and strategies
- Public and stakeholder engagement
- Alignment with the US Department of Transportation (USDOT) mission and priorities (equity, climate and sustainability, quality job creation, economic strength and global competitiveness)

1.2. Planning Area

The planning area for this effort is coincident with the Whitefish City limits. A geospatial exercise was conducted to select all crashes occurring within the City boundary. The crash locations are based on the reports filed by the responding officer and crash reports were not reviewed to verify crash location. **Figure 1.2** provides a map of the planning area. Note that the land surrounding the Amtrak rail lines, including the Wisconsin Avenue viaduct, is not annexed into the City and therefore is not included in the analysis.

1.3. Relevant Supporting Documents

A key component of SS4A Action Plan is an assessment of the community's current policies, plans, guidelines, and standards to identify opportunities to improve how established processes prioritize transportation safety. As an initial step in the process, a review of the City's past planning efforts, current policies, and standard procedures was conducted to ensure the Action Plan aligns with the community's overall safety goals and priorities and addresses any previously identified safety concerns. A detailed review of each document is provided in the following sections.

1.3.1. Past Planning Documents

WHITEFISH TRANSPORTATION PLAN (2022)

In 2022, the City of Whitefish adopted an update to its 2010 *Long Range Transportation Plan*. The plan considers all modes of transportation including driving, walking, bicycling, and transit to create a consolidated vision for the City's future transportation network through the year 2040. The plan integrates several related transportation plans and studies, described in subsequent sections, to develop a coordinated framework of relevant strategic initiatives.

As part of the planning effort, a comprehensive safety analysis was conducted using crash records from the years 2014 through 2018. Over this 5-year period, 719 total crashes were reported with 3 crashes resulting in a fatality and 19 crashes resulting in suspected serious injuries. Of the reported crashes, 7 involved pedestrians and 6 involved bicyclists. The plan identified 10 high-crash intersections warranting further consideration, including 7 intersections on US 93.

One of the transportation plan's goals is to provide a safe and secure transportation system for all users. Some of the strategies related to the safety goal include supporting the Montana Department of Transportation's (MDT) Vision Zero, reducing fatalities and serious injuries with an emphasis on safety improvement projects near schools, parks, and downtown, creating safe bike and pedestrian facilities, and improving education and enforcement.

The planning team also conducted a robust public engagement effort to understand the community's perspective on transportation issues and opportunities within Whitefish. Based on the feedback received, the top concerns included bicycle and pedestrian safety on US 93 (Mountainside to Twin Bridges), traffic congestion and safety on Baker Avenue and at Big Mountain Road/East Lakeshore, a lack of safe pedestrian and bicycle facilities on Karrow Avenue and Spokane Avenue, high speeds and non-motorist safety on Wisconsin Avenue, and pedestrian safety at 2nd Street/Miles Avenue.

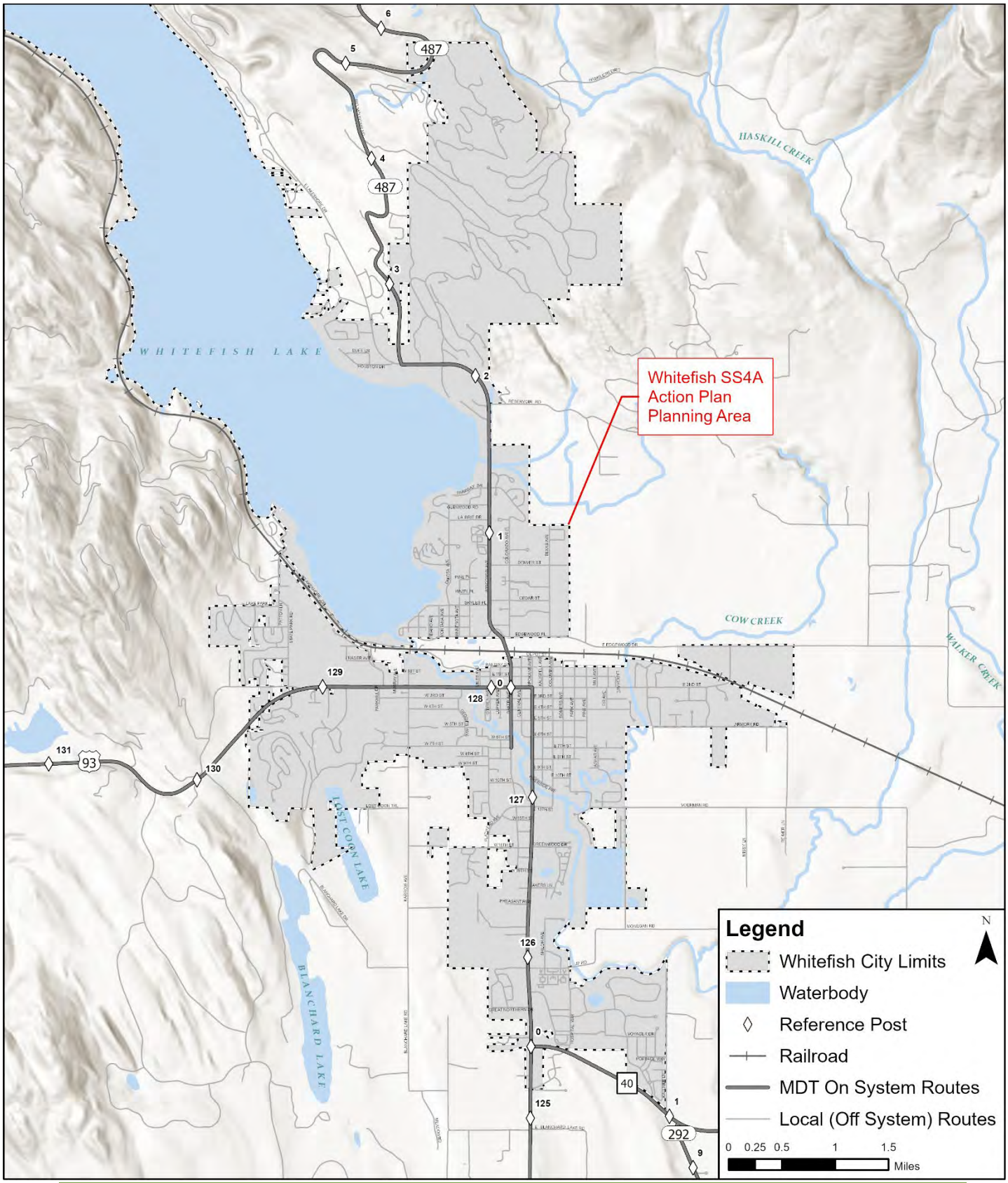


Figure 1.2: Planning Area

Given the findings of the plan, several improvements were recommended to address identified infrastructure maintenance needs, system gaps and connectivity, mobility and efficiency, traffic operations, and safety concerns in Whitefish. Two high priority corridors, Wisconsin Avenue and US 93, were explored in much greater detail to identify opportunities to improve safety, traffic operational level of service, connectivity, and access along the corridors and adjacent roadways. A comprehensive pedestrian and bicycle network is also recommended and incorporated into other identified infrastructure improvements to emphasize the importance of consistent integration of safe multimodal facilities in transportation improvement projects. The plan's identified improvements, especially the safety-focused projects, were used as a starting point for developing potential projects and strategies to address safety issues identified through the Action Plan development process.

DOWNTOWN WHITEFISH HIGHWAY STUDY (2022)

US 93 runs through the center of downtown Whitefish and serves as a primary travel route for residents, visitors, and through traffic. In 2022, MDT completed a comprehensive study of the highway to identify intersection improvements and roadway reconfigurations that improve traffic flow along the corridor. The study identified 7 options to improve mobility and safety along both the US 93 and Baker Avenue corridors. A two-phased screening process was employed to identify a preferred concept from the 7 initial options. While the City and MDT agree in principle on providing 2 northbound lanes on US 93 north of 13th Street, there is disagreement on whether the 2 northbound lanes should extend to 2nd Street (Concept C, MDT's preferred concept), or if the second northbound lane should drop at 7th Street (Concept G, City's preferred concept). Both the City and MDT agreed on providing 2 southbound lanes on Baker Avenue from 2nd Street to 13th Street (Concept C).

The study acknowledges that MDT and the City of Whitefish were unable to reach agreement on the study's preferred concept due to different views on anticipated benefits and potential impacts. At the conclusion of the study, MDT and the City mutually agreed to suspend a reconstruction project of the US 93 corridor through downtown Whitefish until an agreement can be reached between both parties.

The subsequent *Whitefish Transportation Plan* (2022) highlighted areas of common ground between the City and MDT on the *Downtown Whitefish Highway Study* and recommended breaking the reconstruction of US 93 into phases, starting with a project at the 13th Street/Spokane Avenue intersection.

WHITEFISH HIGHWAY 93 SOUTH CORRIDOR PLAN (2021)

US 93 acts as a gateway to the Whitefish community. A planning effort was completed in 2021 to evaluate the US 93 South corridor from East 6th Street to about 1.5 miles south of City limits, with a focus on land use, transportation, access management, the environment, and open spaces. The plan identifies heavy traffic, wide roadways, high vehicle speeds, and large parking lots as issues along the corridor. Additionally, the corridor has limited pedestrian, bicycle, and transit facilities. The US 93 South corridor presents an opportunity to welcome visitors to Whitefish, improve mobility, and provide housing and jobs to support community growth. The plan identifies 3 distinct segments of the corridor, each with unique goals and objectives to address land use, transportation, and open space within the segment. For all segments, traffic safety improvements are identified as a top priority with improvements for pedestrians, bicyclists, and transit riders being equally valued.

WHITEFISH SUSTAINABLE TOURISM MANAGEMENT PLAN (2020)

In 2020, the Whitefish City Council adopted the *Sustainable Tourism Management Plan* (STMP) to provide a framework to promote sustainable community-based tourism that balances efforts to boost the local economy, maintain its small-town character, and support community efforts to sustain the wellbeing of Whitefish residents. The STMP identifies 5 focus areas to provide an organizational framework for addressing priority issues and concerns that emerged from public input and data analysis efforts. The

transportation focus area identifies several strategies and action items to better manage traffic in a way that reduces congestion, promotes safety, enhances connectivity, prioritizes walkability, and accommodates users of all modes, ages, and abilities. Specifically, the plan recommends adoption of a Complete Streets program, parking and special event management strategies, trail connectivity improvements, and transit improvements.

CITY OF WHITEFISH PARKING MANAGEMENT PLAN (2019)

A study was conducted in 2019 to evaluate parking availability, enforcement strategies, and alternative mode and event considerations in support of a sustainable parking program in Whitefish. The plan found the parking supply to be sufficient but underutilized due to a lack of parking management and code enforcement. To combat seasonal traffic and parking congestion, the plan also recommended micro-shuttles in conjunction with park-and-ride lots located outside the downtown core, especially during large events during the peak summer season. The plan also discovered demand for long-term parking spaces for downtown employees who must shuffle and repark their vehicles among the time-limit restricted spaces available to avoid citations. A combination of short-, medium-, and long-term action items were recommended to help address the parking needs of all users, including business owners, employees, visitors, and drivers unloading cargo or passengers, and to prepare the City for future growth.

CITY OF WHITEFISH TRAFFIC/TRANSPORTATION REPORT (2019)

In 2019, the Western Transportation Institute conducted a study to evaluate transportation and transit issues that impact parking in the downtown core. The study investigated existing transit service and parking issues in Whitefish by conducting commuter surveys to determine the number of downtown workers who drive alone, carpool, or take the bus and identify their openness to alternative transportation modes. The researchers found 42 percent of survey respondents would consider using a park-and-ride service to get to work in downtown Whitefish. Based on this finding along with other survey results, the study recommended that the City consider adding park-and-ride service to improve access to downtown and consider limiting the addition of new parking facilities by repurposing land where parking lots currently exist. These improvements have the potential to increase the tax base and vitality of downtown while still promoting efficient transportation access and circulation.

WISCONSIN AVENUE CORRIDOR PLAN (2018)

This plan was adopted by the City of Whitefish in 2018. Wisconsin Avenue is the primary link between downtown and 2 major recreational destinations, Whitefish Lake and Whitefish Mountain Resort. Additionally, Wisconsin Avenue is a State-maintained urban route and the only separated grade crossing over the railroad tracks. This plan provides a decision framework to maximize the City's infrastructure investment, protect the environment, help meet the City's housing needs, and maintain community character. Past planning efforts indicate that several segments and intersections along Wisconsin Avenue are expected to experience unacceptable levels of congestion and delay by the year 2030 causing traffic to spill over to alternative routes through nearby residential neighborhoods. To address this concern, a set of action items were identified, 4 of which are particularly relevant to the transportation network:

- Evaluate options for road widening, turn lanes, curbs, parkways and intersection improvements along Wisconsin Avenue.
- Identify options to expand transit and develop park-and-ride lots.
- Identify potential traffic calming solutions for Colorado Avenue.
- Implement Bicycle-Pedestrian Master Plan recommendations and continue exploring options for improving the bicycle and pedestrian network.

DOWNTOWN BUSINESS DISTRICT MASTER PLAN (2018)

This master plan, which was adopted in 2006, updated in 2015, and revised in 2018, identifies opportunities to increase the vitality of the downtown business district. Four guiding principles for the transportation network are stated:

- Ensure that US 93 roadway and intersection changes enhance and support downtown businesses rather than serving as merely a conduit for regional through-traffic.
- Accommodate increasing traffic volumes without degrading downtown livability and the retail environment.
- Locate new parking facilities to support downtown retail and commercial businesses.
- Accommodate alternative transportation modes (pedestrian, bicycle, and transit) to reduce downtown congestion.

Included in this plan is the proposed design for downtown Whitefish. The plan establishes a comprehensive complete street network of integrated and balanced pedestrian, bicycle, and automobile facilities that connect to and within the downtown planning area. While ensuring essential automobile and truck access is maintained, the transportation framework includes pedestrian and bike-friendly streets, intersections, sidewalks, and recreational trails that enhance mobility and the quality of life for those living in, working in, or visiting downtown Whitefish.

CITY OF WHITEFISH CLIMATE ACTION PLAN (2018)

The City of Whitefish is committed to the goals of the 2015 *United Nations Paris Agreement* in reducing its greenhouse gas emissions by 26 percent by 2026. A City council-appointed committee worked with City staff and the Whitefish School District to create an Action Plan for Whitefish in 2018. Several recommended strategies relevant to the *Whitefish SS4A Action Plan* effort are listed below.

- Develop a transit center near Depot Park and improve and promote public transit service.
- Make Whitefish more bike and pedestrian friendly through safety campaigns, regular bike lane, crosswalk, and sidewalk maintenance and repair, and implementation of new facilities.
- Plan for walkable communities through compact development and investment in pedestrian and bike facilities.
- Develop design standards to accommodate transit, carsharing, and non-motorized travel.

CONNECT WHITEFISH BICYCLE AND PEDESTRIAN PLAN (2016)

This plan recommends a network of trails and other improvements to achieve a connected system of bicycle and pedestrian facilities in the City of Whitefish. The plan identifies the need for an advocacy group to support the education, awareness, and promotion of biking and walking in Whitefish. Additionally, recommendations are provided related to connectivity, safety, wayfinding, maintenance, programming, and funding.

The plan is intended to evolve over time as community needs and design standards change. It was recommended that this plan be reviewed by City of Whitefish staff approximately 5 years after implementation to evaluate its success and assess the need for an update. Since implementation, several miles of shared paths have been constructed as part of street reconstruction projects. Additionally, the Connect Whitefish advocacy group was created as a result of this plan.

WHITEFISH HIGHWAY 93 WEST CORRIDOR PLAN (2015)

The *Whitefish Highway 93 West Corridor Plan* provides specific goals, policies, and recommended actions for the corridor that consider land use, scale, transportation function and modes, noise, screening,

landscaping, and urban design. The plan identifies ways that transportation infrastructure should support the desirable land uses identified in the plan including the following actions.

- Encourage development/use of local grid road network off of US 93 West to improve access, circulation, and safety.
- Mitigate neighborhood traffic impacts with traffic calming, on-street parking, narrow street section to keep speeds low, discourage cut-through traffic.
- Discourage direct access to the highway by consolidating/eliminating approaches.
- Add sidewalks on local streets, interconnect trails, and look for alternative bike routes off US 93.

CITY OF WHITEFISH SAFE ROUTES TO SCHOOL PLAN (2011)

This plan aimed to increase the number of students walking and bicycling to school in Whitefish. With the goal of making the non-motorized transportation network accessing Muldown Elementary and Whitefish Middle schools a more viable option for school-aged children, 5 complementary strategies were developed relating to engineering, enforcement, education, encouragement, and evaluation. Thirteen engineering projects and 10 sidewalk projects were recommended, including those listed below. The plan was completed in 2011 prior to the construction of the new Muldown Elementary School. Since construction of the new school, some of the following recommendations are now irrelevant or outdated.

- A drop-off loop at Muldown Elementary School at the intersection of 7th Street and School Drive.
- Dedicated bicycle lanes or paths along Kalispell Avenue and 5th Street.
- A bicycle/pedestrian bridge that would extend 7th Street across the river.
- Fill in gaps in the sidewalk network, prioritizing facilities along 5th Street, Pine Avenue, and 6th Street South.

CITY OF WHITEFISH PARKS AND RECREATION MASTER PLAN (2013)

The *City of Whitefish Parks and Recreation Master Plan* presents a vision for the development of future parks and recreation services in the City over a 20-year planning horizon. The plan included a needs-based assessment, which identified several areas to focus efforts. Concerns relevant to the *Whitefish SS4A Action Plan* effort are listed below.

- The accessibility analysis indicates that the City's parks generally have good road and pedestrian access.
- Pedestrian access and inadequate parking are generally an issue for the City's water access sites.
- As the bike and pedestrian system expands, ensuring connectivity between segments of the trails and expanding the system to growth areas are major objectives.
- The nation's population is growing older, and the aging trend is more pronounced in Whitefish than the rest of the State. It is important to design facilities for the aging population with varying levels of mobility.
- Broken sidewalks, poorly maintained trails, and proximity to vehicular traffic influence the real and perceived safety for park users.

1.3.2. Engineering Standards

The *City of Whitefish Engineering Standards*[1] establish the minimum requirements for the construction of new and/or upgrading of existing facilities both in the public right-of-way and for private development, including transportation and transportation related facilities. The following sections discuss standards which are relevant to roadways, traffic, and safety for all users. The majority of standards focused on these topics are contained in Chapter 6: Streets.

TRAFFIC IMPACT STUDIES (6.1.2)

Developments which will contribute two hundred (200) or more new vehicle trips per day to the City street system must complete a Traffic Impact Study (TIS). The TIS study area must include all transportation facilities impacted by traffic generated by the project including transit, bicycle, and pedestrian. As part of the existing conditions analysis, the TIS should provide information about existing sidewalks, bike lanes, and trails, as well as an analysis of past crashes and current traffic operations. Any planned transportation improvements, access management changes, and traffic calming measures, if needed to deter cut through traffic and reduce speeds, should be included in the TIS. In reviewing the City's most current *Bicycle and Pedestrian Master Plan*, the applicant should also identify how a pedestrian or bicyclist from the proposed development will access nearby existing or planned non-motorized infrastructure. The TIS should offer recommendations to maximize access to non-motorized facilities through completion of non-motorized infrastructure within or adjacent to the development.

INTERSECTIONS AND DRIVEWAYS (6.1.3 AND 6.1.12)

Streets must intersect at 90° angles except where topography precludes, and in no case shall be less than 75°. No more than two streets may intersect at one point and hilltop intersections are only permitted if reasonable alternatives do not exist. Driveways onto arterial streets are also discouraged unless there are no other alternatives. The maximum intersection approach grade must not exceed five percent for a distance of 60 feet to provide for adequate starting, stopping and stacking distances.

SIDEWALKS AND PATHS (6.1.8 AND 6.1.10)

All developments must have delineated walkways to allow pedestrians to safely travel from any part of the development to the boundaries of the development. Developments abutting existing or proposed roadways are required to have walkways within the public right-of-way parallel with the roadways. Unless approved by the City, sidewalks are required on both sides of the street in all residential and commercial subdivisions. The minimum width of a walkway is five feet. Residential sidewalks must be separated from the street by a boulevard or open space with a minimum width of six feet (eight feet is the preferred width for boulevard tree planting). ADA compliant handicap ramps must be installed at all pedestrian crossings and parking spaces must be a minimum of 20 feet from crosswalks.

Bicycle paths are part of the City's *Connect Whitefish Bicycle and Pedestrian Plan* and must be a minimum of 10 feet, however, this minimum width may be reduced to 8 feet when constructed through critical areas or with approval.

Standard details are provided for sidewalks, pedestrian ramps, detectable warning device installation, and bicycle/pedestrian paths. Typical sections for local, collector, and arterial streets are also provided.

TRAFFIC CALMING (6.1.16)

Traffic calming may be achieved by changing the physical environment to reduce the negative effects of motor vehicle use, altering driver behavior and improving conditions for non-motorists, or by addressing specific neighborhood concerns. Calming is typically used on local streets to discourage non-local traffic and is rarely seen on roadways functionally classified higher than collectors. Traffic calming projects which involve installing "hard" improvements must meet several criteria before being considered for implementation, because they can be disruptive to the residents in the surrounding area, difficult to fund and maintain, and difficult to remove once installed. Traffic calming elements can be incorporated into the initial design of subdivision or can be retrofitted into existing subdivisions. A list of acceptable traffic calming measures is provided in the appendix of the Standards.

STREET LIGHTING (CHAPTER 7)

Decorative street lighting is required on all public and private streets, public and private parking lots and along all shared use paths (SUPs). All decorative streetlights must be compliant with the City's Outdoor Lighting Standards (Section 11-3-25 of the Whitefish City Code). The code establishes lighting standards to protect and promote the public health, safety and welfare, the quality of life, and the ability to view the night sky. In certain cases, deviations from the standards are allowable when recommended by the City Council to protect the safety of the residents of Whitefish.

1.3.3. City Code

The *City Code of Whitefish*[2], as reviewed, contains ordinances up to 24-08, which passed on July 15, 2024. The following section summarizes relevant parts of the code pertaining to transportation safety contained in Title 6: Motor Vehicles and Traffic.

SPEED LIMITS (6-1-5)

Speed limits are posted to protect the public by informing drivers of the authorized, allowable speed. Common speed limits are typically statutory as stated in Montana Code Annotated (MCA) 61-8-303. The following speed limits apply to all streets, alleys, highways, or bridges in the City, except for those streets where the limits have been altered by City Council:

- 15 mph when passing any school zone, during noon hour or during any school recess, or during any period while children are going to or leaving school, or within one-half (1/2) hour of the opening or closing hours of such school;
- 15 mph when light conditions or atmospheric conditions, or other interference or obstruction to the view render it impossible to see a distance of at least one hundred fifty feet (150') ahead;
- 35 mph on all through streets and arterial highways, except on specific segments of Spokane Avenue and Second Street where the maximum speed shall be 25 mph;
- 15 mph in or on all alleys in the City;
- 25 mph at all other places and under all other conditions.

Speed limits are posted only after a traffic and safety engineering study has been conducted and (where applicable) approved by the Transportation Commission. Concerns about posted speed limits are handled either by MDT or by local City or County governments, depending on jurisdiction. MDT handles requests when the roadway is State or Federally funded. For City streets, the City Council may determine and declare, upon the basis of an engineering and traffic investigation, a reasonable and safe speed limit consistent with the roadway context and conditions.

State law (MCA 61-8-303) dictates that the minimum speed limit for streets in urban districts is 25 mph. The law permits local authorities to alter certain speed limits (MCA 61-8-310) on the basis of an engineering and traffic investigation. The minimum speed limit in urban districts is not identified as a speed limit that localities have the authority to alter under current law.

ALTERNATE SIDE PARKING (6-2-3)

Per City Ordinance 18-24, parking restrictions are in place from October 1st through April 30th of each year to assist with roadway maintenance activities such as snow removal, leaf pick-up, and sweeping. Vehicles must be moved in accordance with the alternate side parking ordinance between the hours of 5:00 am to 5:00 pm:

- On the even calendar days, park on the even side of the street (typically north and west)
- On the odd calendar days, park on the odd side of the street (typically south and east)

USE OF HANDHELD ELECTRONIC COMMUNICATIONS DEVICES (6-4)

On June 20, 2011, the Whitefish City Council unanimously approved Ordinance 11-10 banning the use of hand-held cell phones while driving within City limits. The ban took effect on September 20, 2011, to allow a grace period for people to learn about the law and obtain hands-free technology. The use of hands-free devices, including Bluetooth, earpieces, speaker phones, or voice activated technologies, is allowed under the ordinance.

The law applies to people within City limits who are "operating a motor vehicle, motorcycle, quadricycle, or a bicycle on a public highway." Other hand-held communication devices such as laptops or cell phones using push to talk technologies, GPS and navigational systems, and any other mobile communications devise are also banned.

The ordinance allows for a $100 fine for first-time offenses and $300 for each repeat offense. Informational signs detailing the law are posted at the town's entrances.

ELECTRIC BICYCLES (6-5)

On July 17, 2017, the Whitefish City Council approved Ordinance 17-21 regulating the use of electric bicycles on City SUPs and bike lanes. The ordinance defines three types of electric bicycles based on the motor's ability to propel the bicycle through pedal or throttle assist:

- **Type 1:** A bicycle equipped with a motor that provides assistance only when the rider is pedaling, and ceases to provide assistance when the bicycle reaches the speed of 20 mph.
- **Type 2:** A bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 mph.
- **Type 3:** A bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 mph, and is equipped with a speedometer.

Under the regulations, a person may operate a Type 1 or Type 2 electric bicycle on any SUP or bicycle lane established by the City in a reasonable and prudent manner up to a maximum assist speed of 20 mph. Type 3 electric bicycles are not allowed on City SUPs or bike lanes. Violators will be found guilty of a misdemeanor punishable by a fine not to exceed $500 and will also be deemed to have committed a municipal infraction and shall be assessed a civil penalty.

SIDEWALKS (7-1A)

The construction and maintenance of sidewalks is the responsibility of the abutting property owner. Whenever a sidewalk is deemed by the public works department to be unfit or unsafe for public travel, or otherwise dangerous to public safety, the abutting property owner is required to immediately repair the sidewalk.

To assist property owners in repairing sidewalks meeting the criteria for repair or replacement, the City of Whitefish adopted Resolution 19-12[3] which establishes a sidewalk cost-sharing program. Upon execution of a sidewalk cost-sharing agreement, the City will pay 50 percent of the per-square foot cost of constructing or repairing a sidewalk while the property owner is responsible for the remaining 50 percent.

SNOW AND ICE REMOVAL (7-2-2)

Property owners/tenants are responsible for keeping all abutting sidewalks and SUPs free and clear of all accumulations of ice, snow, slush or other impediments and clean and safe for pedestrians, providing a minimum five-foot (5') clearance for pedestrian and bicycle traffic and to prevent continuance and accumulation of the same upon such sidewalks and SUPs. In Business Districts, snow and ice should be cleared each morning and when conditions render passage of pedestrians dangerous, unsafe, or difficult.

In Residential Districts, owners/tenants must clear snow and ice within 24 hours. If the owner/tenant fails to remove accumulated snow and ice, the City Manager may provide such removal and charge the owner the sum of the costs incurred plus a 20 percent administration fee.

The City has also established Emergency Snow Routes which are the first routes to be cleared in the event of hazardous wintertime conditions. Overnight snow falls, measured by the Supervisor at 4:00 AM, of four inches or more initiates City snow plowing efforts. In order of priority, the City first plows Emergency Routes, then collector and commercial streets, residential streets, cul-de-sacs and parking lots, and finally alleys.[4] The City of Whitefish Parks and Recreation Department maintains all sidewalks along City property in addition to City bicycle/pedestrian trails.

SKATEBOARDS (7-2-3)

It is unlawful for any person to ride skateboards at any time on any public sidewalk, street, alley, or parking lot within the confines of the Whitefish Business District more specifically described as follows:

- Baker Avenue from Railway Street to the Whitefish River Bridge
- Central Avenue from Depot Street to Fourth Street
- Depot Street from Central Avenue to Spokane Avenue
- Railway Street from Lupfer Avenue to Spokane Avenue
- Spokane Avenue from Depot Street to Fourth Street
- First Street from Lupfer Avenue to Spokane Avenue
- Second Street from Spokane Avenue to Lupfer Avenue
- Third Street from Spokane Avenue to Lupfer Avenue
- Fourth Street from Lupfer Avenue to Spokane Avenue
- Whitefish City Library, including the grounds and all parking designated for use by library patrons or employees

2.0. CRASH RECORD OVERVIEW

For this effort, the MDT Traffic and Safety Engineering Bureau provided crash data for the 5-year period from January 1, 2018, to December 31, 2022. The data included all crashes occurring within Whitefish City limits over the 5-year analysis period. This information includes data from crash reports submitted by Montana Highway Patrol (MHP) officers and local City, County, Tribal, and Federal law enforcement officials. The crash reports are a summation of information from the scene of the crash provided by the responding officer. Some of the information contained in the crash reports may be subjective.

Crash records were analyzed to determine contributing factors, high-risk areas, and behavioral characteristics. User behavior, such as the use of proper safety equipment (i.e., seatbelts or helmets), impairment, and adherence to traffic laws, is analyzed only when a crash is reported. There are likely many other instances in which these and other improper behaviors occur without resulting in a reported crash. The purpose of this analysis is only to analyze the circumstances of reported crashes to identify trends and contributing factors so that the City, in coordination with local stakeholders, can address these issues and improve safety on the community's roadways.

2.1. Data Challenges and Limitations

Although historic crash data can help identify trends in behavioral and circumstantial contributors to crashes within the Whitefish area, there are several challenges and limitations that should be acknowledged and considered when drawing conclusions from the data.

- **Underreported Data:** Many crashes, especially those where individuals and vehicles are unharmed, do not get reported to the police. Underreporting can limit the ability to properly and effectively manage road safety, since crash analyses can only be based on reported crash data. Similarly, near-miss occurrences often are not reported due to lack of property damage or injury. Although near-misses do not result in a reportable crash, these experiences can indicate significant safety issues that should be proactively addressed so a crash does not occur in the future.
- **Unknown Data:** For many crash records, various fields are left blank by the reporting officer. Occasionally, a report will have "unknown" listed rather than a blank field. Without this information, it may be difficult to capture a complete understanding of what happened before, during, and after a crash.
- **Inconsistent Data:** Inconsistencies in reporting, either by the reporting officer or by the individual entering data into the MHP or State database, can also lead to misrepresentation of crash details. Although protocols have been established and training for completing crash reports is provided to law enforcement, there may still be inconsistencies or errors in the reporting.
- **Abbreviated Data:** Often times the abbreviated crash data provided by MDT does not provide a full account of the crash circumstances. Without reading the detailed crash reports by the investigating officer which contain narratives of the crash occurrence, statements from the individuals involved and witnesses, crash diagrams, citations, and officer opinions as to cause of the collision, a clear picture of the crash may be unattainable.

Beyond the standard data challenges and limitations encountered when conducting crash data analyses, additional discrepancies and inconsistencies were discovered through coordination with the Whitefish Police Department (WPD) and MDT. Crash records obtained from MDT included 530 crashes over the 5-year period. WPD supplied crash records for the period covering January 1, 2017, through December 31, 2023, which indicated 829 total crashes and 652 crashes over the 2018-2022 period corresponding to MDT data. Comparison of these datasets reveals a difference of more than 100 crashes over 5 years. Slight differences in reported crash volumes may be due to crashes that occur on public versus private

property (since crashes on private property are not reported by MDT) or due to differences in selection boundaries (with MDT crashes selected strictly based on City boundaries, while WPD may respond to and prepare crash reports for crashes occurring outside of City limits). Additionally, MDT shared that substantial staffing turnover occurred during the 5-year analysis period, which resulted in a significant knowledge loss among data entry staff. Furthermore, all crash records received from local jurisdictions around the State are entered manually into MDT's crash record database. With a volume of over 10,000 crashes per year paired with staffing turnover, the risk of data loss or inconsistencies is high.

Due to data use and privacy issues, only incident response types and recorded crash times could be obtained from the WPD dataset for this effort. Accordingly, the MDT crash records were used for the majority of the analysis provided in this report due to the additional level of detail available. Where applicable, WPD data was compared to available MDT data to identify potential differences.

Furthermore, the analysis in this report primarily considers the data contained in simplified crash records provided by MDT. Review of crash narratives for more than 500 crashes that occurred in Whitefish over the 5-year analysis period was determined to be time prohibitive. However, crash narratives were reviewed for fatal and suspected serious injury crashes and pedestrian or bicycle involved crashes to understand contributing circumstances and identify underlying trends. Additional details regarding these crashes are provided in **Section 6.1**.

3.0. CRASH CHARACTERISTICS

MDT's crash records included a total of 530 crashes reported within the Whitefish City limits over the 5-year analysis period extending from January 1, 2018, to December 31, 2022. The following sections summarize crash details and other characteristics associated with these crashes that occurred over the analysis period. Where applicable, crash data supplied by WPD is shown for comparison and analysis purposes. The characteristics summarized in this section were evaluated as reported by the responding officer, and no efforts have been made to correct inconsistencies or fill in missing fields.

3.1. Crash Period

Crash data were evaluated based on the period of time when the crash occurred, as summarized in the following sections. This analysis helps identify temporal trends such as day of the week, month, or hour of the day as well as providing a comparison year over year.

YEAR

The number of crashes reported per year by both MDT and WPD is presented in **Figure 3.1**. MDT data indicated a decline in crashes between 2018 and 2021, with a large spike in crashes in 2022. WPD records were provided for a 7-year period (2017 to 2023) and indicated an increasing trend in reported crashes between 2017 and 2019 and a decrease in crashes in 2020 and 2021. After a spike in crashes in 2022, the number of reported crashes returned to 2020/2021 levels in 2023. Overall, fewer crashes were reported in MDT's dataset than the WPD dataset.

As a comparison, visitation data from Glacier National Park (GNP) was obtained. **Figure 3.1** shows the visitation numbers at the West Entrance of GNP for the years 2019 – 2023. Many visitors using the GNP West Entrance stay in Whitefish, so this is a helpful comparison to understand general visitor activity in the area. The GNP data shows a sharp decline in visitation in 2020 due to the COVID-19 pandemic, and a brief spike in 2021 followed by another sharp decline in 2022. Interestingly, the highest number of crashes occurred in 2022, while the lowest visitation numbers also occurred in 2022.

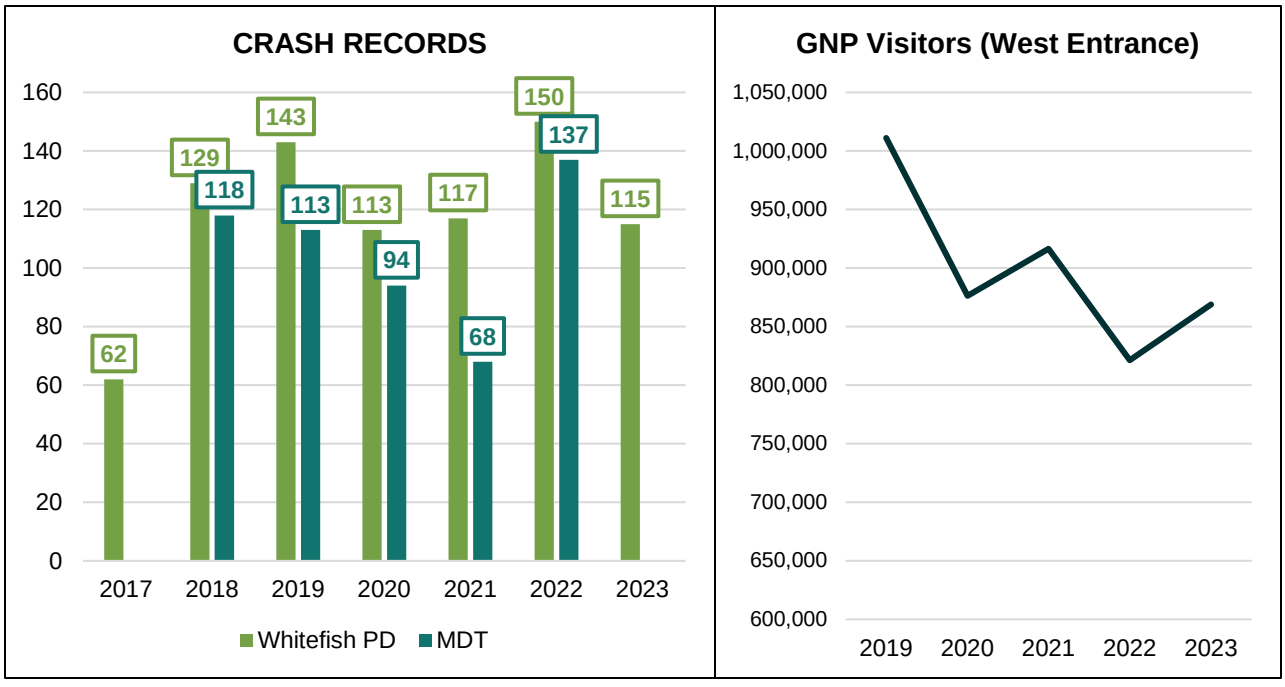


Figure 3.1: Crashes and Visitation by Year

DAY OF THE WEEK

A higher number of crashes occurred on weekdays (82 percent) compared to weekends. This suggests a possible trend with regular commuting patterns and generally higher traffic exposure on weekdays. WPD data also reported 82 percent of crashes occurring on weekdays but recorded the most crashes on Thursdays, while MDT recorded the most crashes on Wednesdays. The distribution of crashes based on the day of the week on which the crash occurred is presented in **Figure 3.2**.

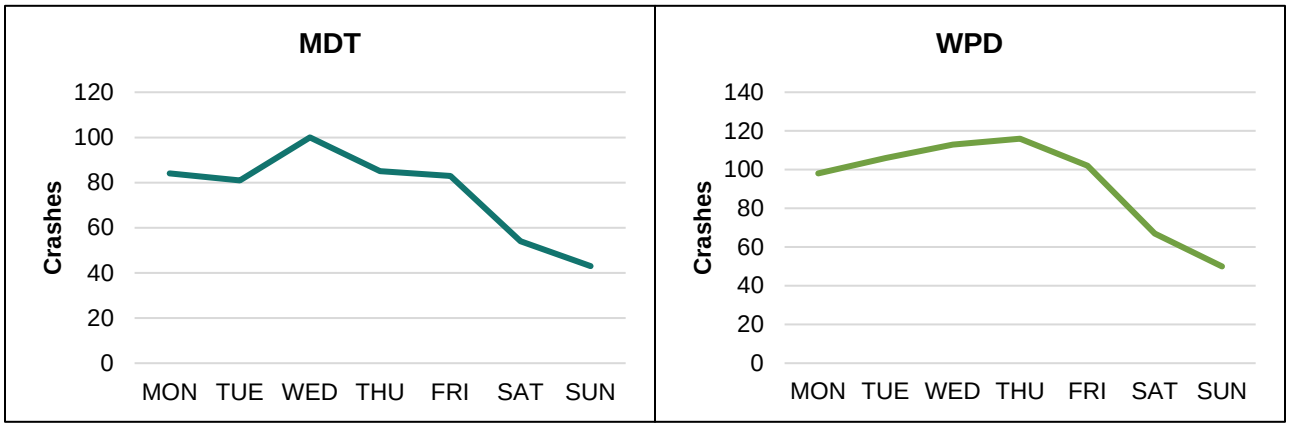


Figure 3.2: Crashes by Day of the Week (2018-2022, MDT/WPD)

MONTH

Figure 3.3 shows the distribution of reported crashes based on the month of the year in which the crash occurred. Approximately 29 percent of crashes occurred in the summer months (June through August), while 35 percent occurred in the winter months (December through February). WPD data exhibited similar trends, reporting that 30 percent of crashes occurred in the summer months, while 35 percent of crashes occurred in winter months. For both datasets, crashes were lowest in the spring and fall, which are shoulder seasons for visitation in Whitefish. The MDT dataset recorded the highest number of crashes in January, while the WPD dataset recorded the highest number of crashes in February.

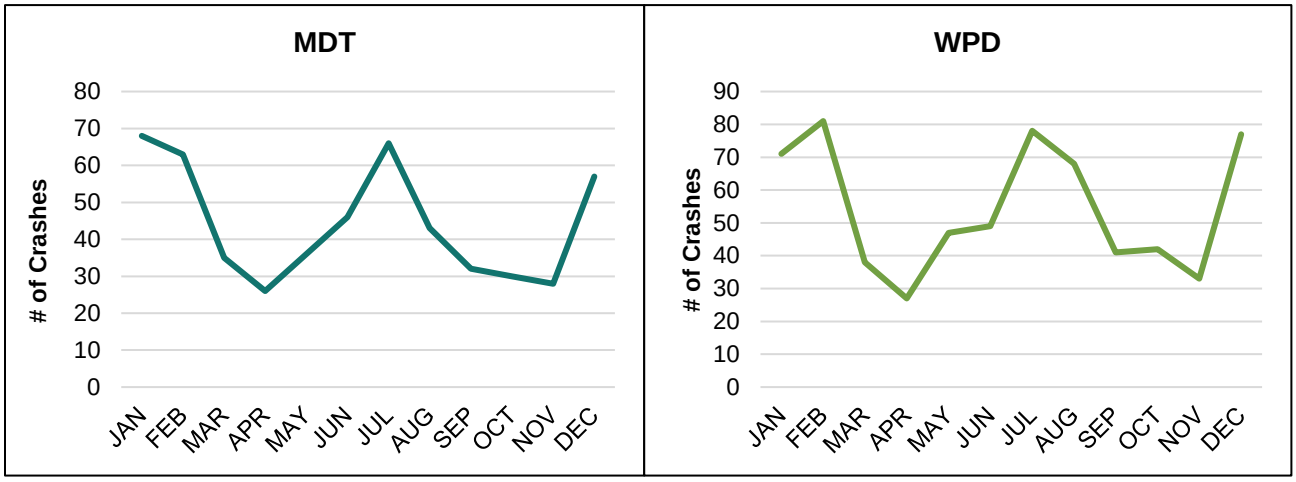


Figure 3.3: Crashes by Month (2018-2022, MDT/WPD)

TIME OF DAY

The time-of-day distribution for crashes is presented in **Figure 3.4**. Prominent peaks can be seen at 3 points throughout the day, with 1 around 8:00 AM, another around 12:00 PM, and the other between 3:00 PM and 5:00 PM, with higher peaks building over these 3 periods of the day. These timeframes likely correspond to morning and evening commutes, lunchtime hours, and school start and release times when traffic volumes are typically higher and roadways are generally more congested. The most crashes occurred during the 4:00 PM hour according to both the MDT and WPD datasets. Crashes in the evening, late night, and early morning hours were fairly rare, with about 18 and 12 percent of crashes reported as occurring between 7:00 PM and 7:00 AM in the MDT and WPD datasets, respectively.

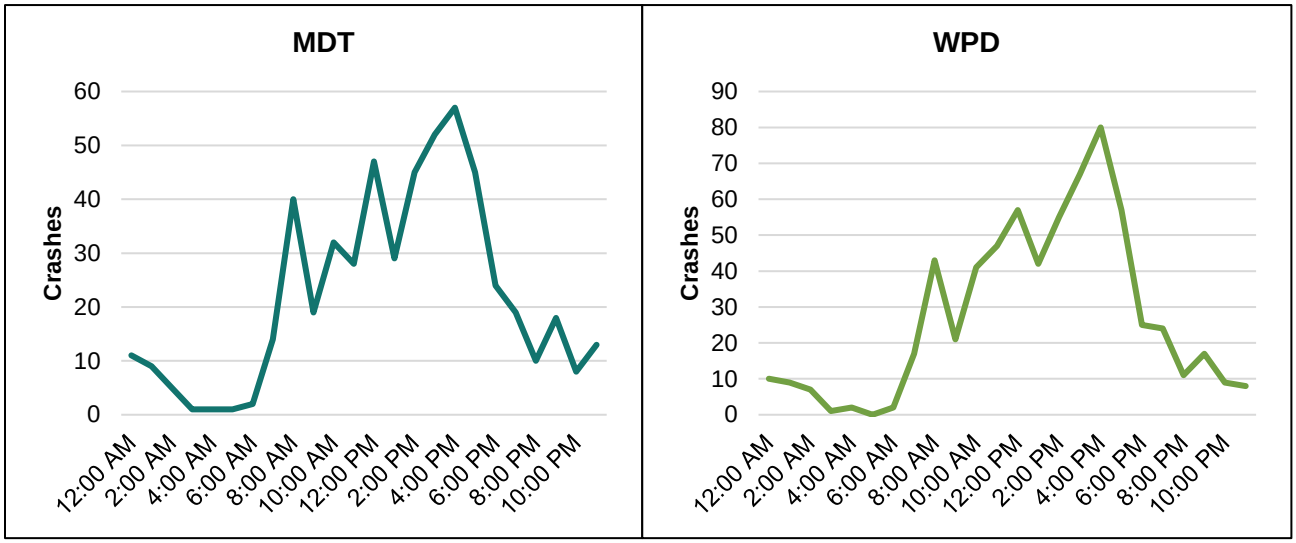


Figure 3.4: Crashes by Hour (2018-2022, MDT/WPD)

3.2. Severity

Crash severity is categorized based on the most severe injury resulting from the crash. For example, if a crash results in a possible injury and a suspected serious injury, the crash is reported as a suspected serious injury crash. A suspected serious injury is defined as an observed injury, other than a fatality, which would prevent the injured individual from walking, driving, or normally continuing the activities they were capable of performing before the injury. The term “suspected” references an officer’s observation at the time of the crash without follow-up confirmation of the nature of the person’s injury. The term “severe injuries” is used to refer to the combined total of fatal and suspected serious injuries.

During the 5-year analysis period, a total of 530 crashes occurred involving 1,109 individuals. As shown in **Figure 3.5**, about 16 percent of those crashes resulted in some level of injury, and less than 1.5 percent were severe. There were 2 fatal crashes, resulting in 2 total fatalities, and 5 suspected serious injury crashes, resulting in 6 total suspected serious injuries. A total of 109 of the 1,109 individuals involved in crashes, about 10 percent, were injured to some degree (suspected minor or possible injury) as a result of a crash. Approximately 84 percent of crashes were reported as causing property damage only (PDO) or as unknown severity.

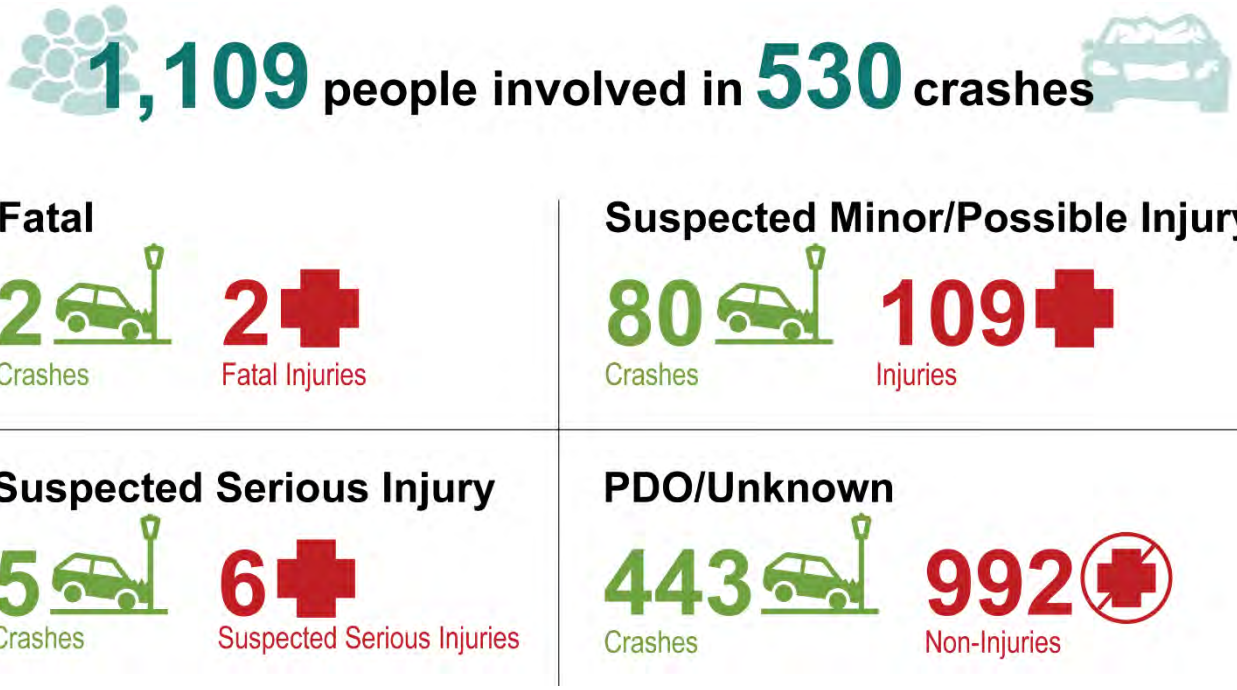


Figure 3.5: Crash Severity (2018-2022, MDT)

Crash data supplied by WPD provides the incident response type which can be evaluated as a representation of severity. The incident response type indicates how officers respond to a motor vehicle accident (MVA), including the use of lights or sirens, urgency, and the level of medical support required. **Figure 3.6** shows a comparison of the MDT-reported crash severity to the incident response type reported by WPD. Although not directly comparable, both datasets indicate a higher proportion of non-injury crashes in the Whitefish area.

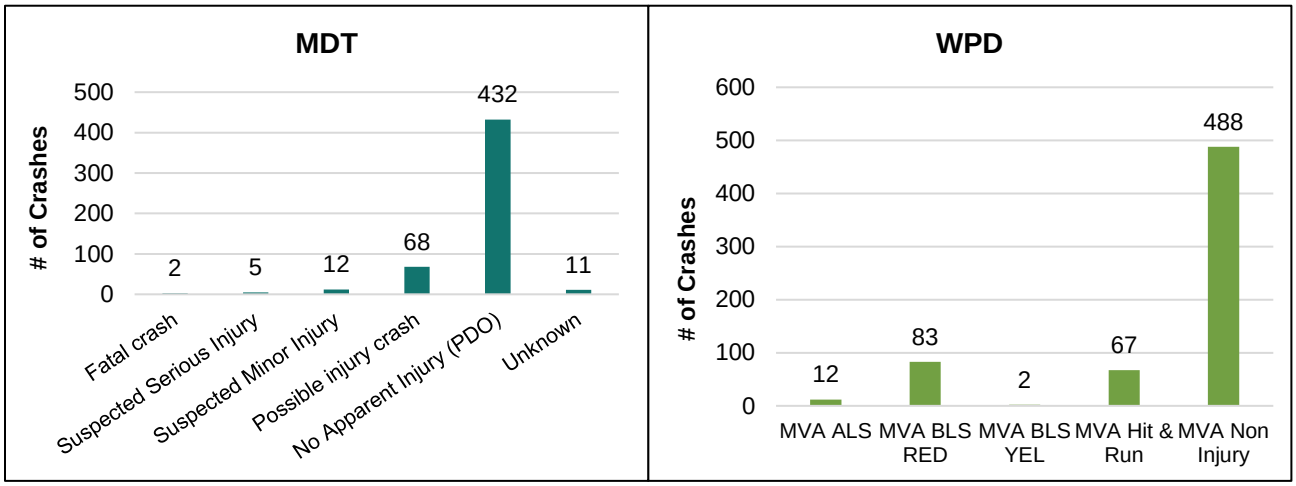


Figure 3.6: Severity Comparison (2018-2022, MDT/WPD)

MVA ALS *= Motor Vehicle Accident (MVA) – Advanced Life Support (ALS);* ***MVA BLS RED*** *= MVA - Basic Life Support (BLS) – Respond with lights & sirens;* ***MVA BLS YEL*** *= MVA BLS – Respond obeying speed limits & traffic laws;* ***MVA Hit & Run*** *= Hit & Run Crash;* ***MVA Non-Injury*** *= PDO/Non-Injury MVA*

3.3. Location

INTERSECTION RELATION

With respect to physical location, approximately 20 percent of all crashes occurred at an intersection and an additional 33 percent of crashes were related to an intersection (i.e., rear-end crashes). About 4 percent of crashes occurred at a driveway or other access type, while 43 percent occurred at a non-junction location, as illustrated in **Figure 3.7**.

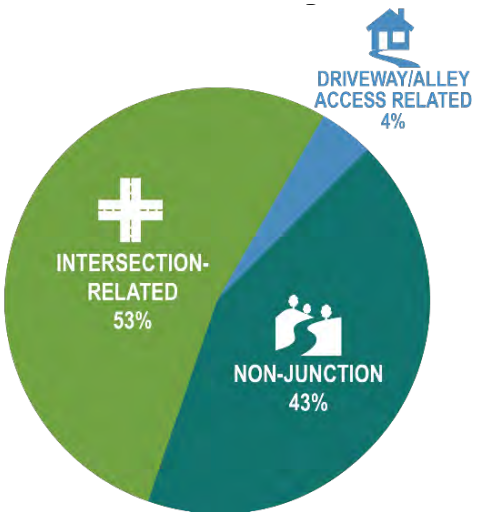


Figure 3.7: Intersection Relation

In terms of severity, 5 out of 7 severe crashes occurred at an intersection or were related to an intersection. Two severe crashes, 1 fatal and 1 serious, occurred at non-junction locations.

Although fewer crashes occurred directly at intersections than non-junction locations, there were more intersection crashes that resulted in severe injuries. In urban areas, non-junction crashes tend to occur on local, neighborhood streets with lower speed limits, helping to reduce the risk of injury when a crash does occur. Intersection crashes in urban areas can be more severe due to the angle at which crashes occur (right-angle or head-on).

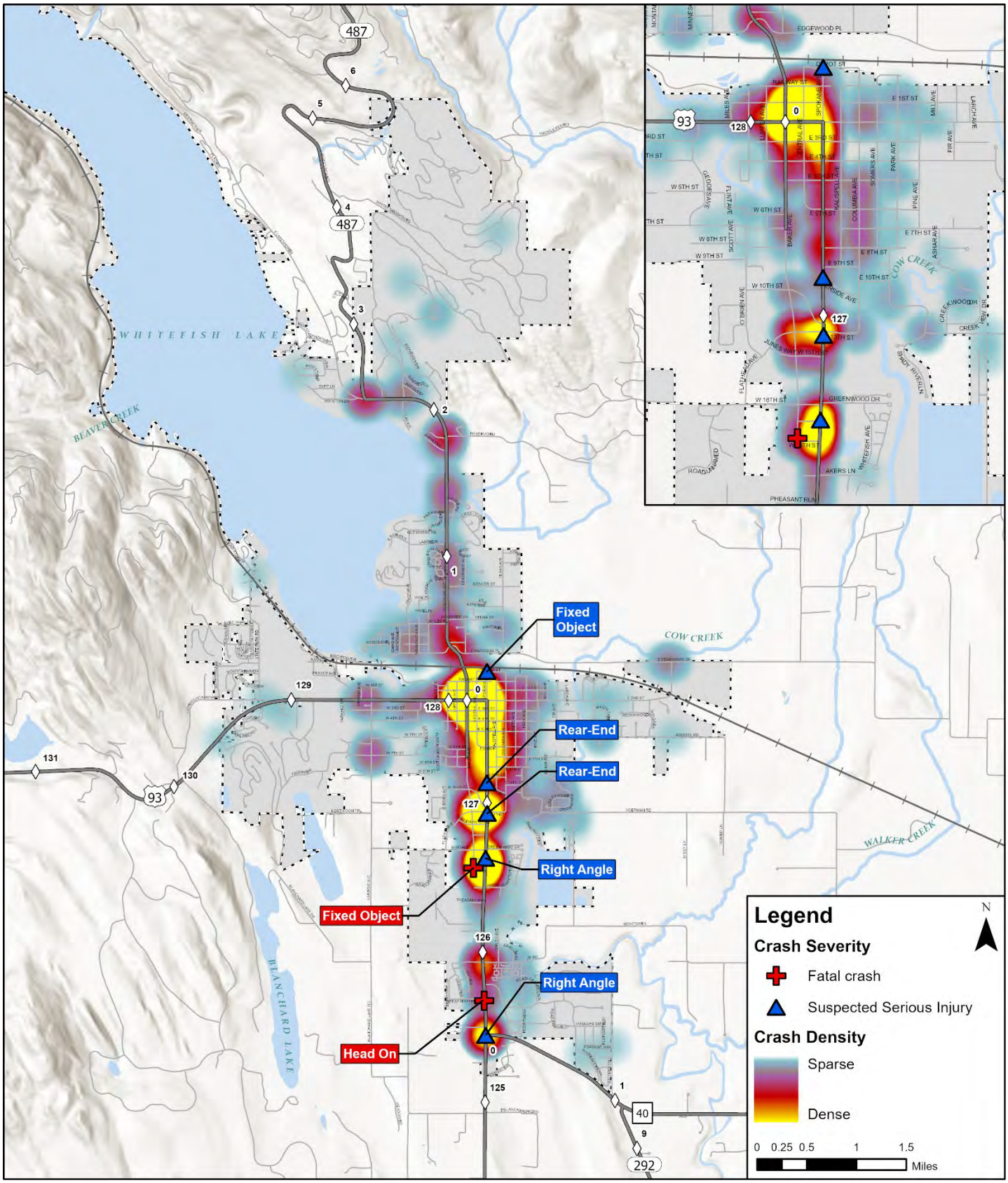


Figure 3.8: Crash Density and Severity (2018-2022 MDT)

3.4. Crash Type

Crashes can be categorized as either single-vehicle or multi-vehicle crashes. Multi-vehicle crashes accounted for 83 percent of all reported crashes with a total of 439 crashes. The most common multi-vehicle crashes were rear-end (37 percent), right-angle (15 percent), and sideswipe crashes (13 percent) which are all typical crash types of congested urban areas. Single-vehicle crashes represented 17 percent of crashes with 91 total crashes. Fixed-object crashes were the most commonly reported single-vehicle crash type accounting for 48 percent of those crashes, and 9 percent of crashes overall. Fixed objects involved in crashes included utility poles/sign supports, guardrail and bridge rails, curbs, ditches, trees, and fences. Wild animal, rollover, and pedestrian involved crashes each accounted for 5 percent of single-vehicle crashes. **Figure 3.9** presents the distribution of both multiple- and single-vehicle crashes within the study area.

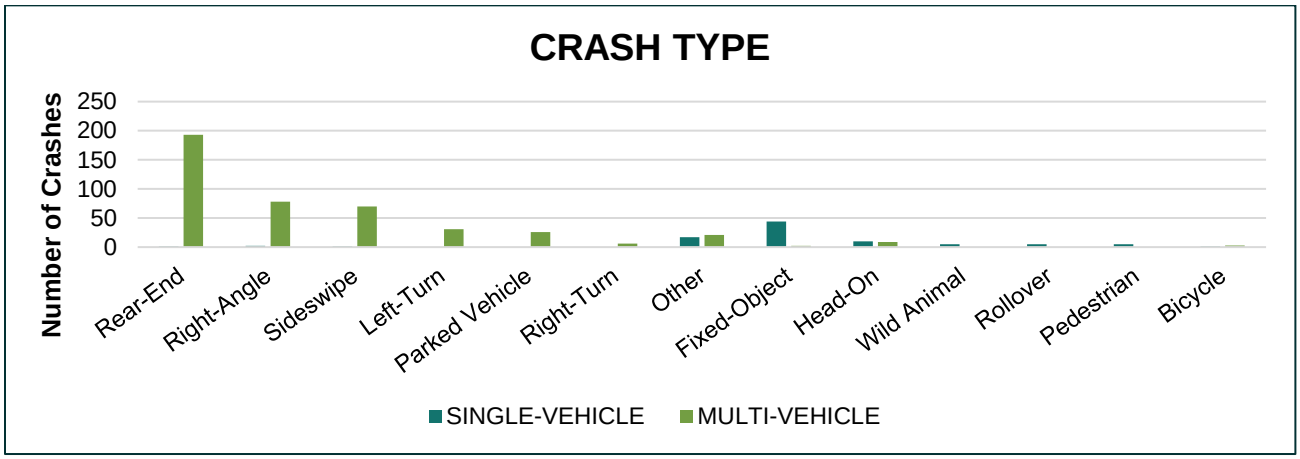


Figure 3.9: Crash Type

VULNERABLE ROAD USER CRASHES

Of the 530 crashes that occurred during the 5-year analysis period, just under 2 percent involved vulnerable road users. A total of 4 bicycle and 5 pedestrian related crashes occurred within the analysis period. None of the crashes were reported to involve severe injuries. Of all the people involved in crashes, 47 or about 4 percent were categorized as non-motorists. Interestingly, many of the non-motorists were reportedly involved in other crash types (besides pedestrian or bicycle involved crashes) such as rear-end, right-angle, or sideswipe crashes. This indicates that a non-motorist may have been the cause of a crash but not directly in the collision. For example, a rear-end crash may occur when a vehicle stops for a pedestrian in a crosswalk, but the following vehicle does not see the pedestrian and does not expect the vehicle in front to stop. Similarly, a sideswipe could occur if a vehicle swerves around a bicyclist into a vehicle in the neighboring lane.

The crash reports for the pedestrian or bicycle involved crashes were reviewed to understand the circumstances surrounding these crashes. Although none of the crashes were reported to have resulted in severe injuries, 2 of the pedestrians were said to have left the scene with unknown injuries after being sent over a bridge rail, 1 of which was impaled by a tree in the fall. Additionally, 1 of the crashes coded as pedestrian involved did not appear to involve a pedestrian according to the crash narrative provided. Many of the non-motorist involved crashes involved vehicles not yielding to the non-motorists. In some cases, a bicyclist attempted to accelerate through an intersection, traveling in the crosswalk in front of an on-coming vehicle without allowing the driver of the vehicle to react to the non-motorist and slow/yield.

3.5. Road Characteristics

At the location of a crash, the data point is matched spatially to the roadway on which the crash occurred, and select characteristics of the route are drawn from various MDT databases and tied to each crash record. A summary of the route characteristics for each crash is provided in the following sections.

ROUTE OWNERSHIP

Understanding the owner of the roadway can help identify jurisdictions that are responsible for the maintenance and improvement of the route. Approximately 72 percent of crashes occurred on routes owned and maintained by the City of Whitefish, while the remaining 28 percent occurred on MDT-owned routes, such as US 93, Baker Avenue, and Wisconsin Avenue. Where a crash occurs at the intersection of State and local routes, such as US 93/19th Street, the crash location may be coded as a crash on either a City street or an MDT route. Of the 7 severe crashes, 5 occurred on MDT on-system routes (US 93) while the other 2 occurred on locally owned routes. These findings point out the importance of interagency coordination since it is not just a single agency that is responsible for the roadways where crashes occur.

FUNCTIONAL CLASSIFICATION

The transportation system is made up of a hierarchy of roadways classified by parameters such as traffic volumes, speed, geometric configuration, spacing in the community's transportation grid, and adjacent land uses. The method by which these roles are defined is widely known as functional classification, which designates roadways as interstates, principal arterials, minor arterials, collector streets, and local streets. The majority of crashes occurred on local streets (38 percent) and principal arterials (28 percent), as shown in Figure 3.10. The City of Whitefish is not served by any interstate highways, therefore none of the crashes occurred on this roadway type.

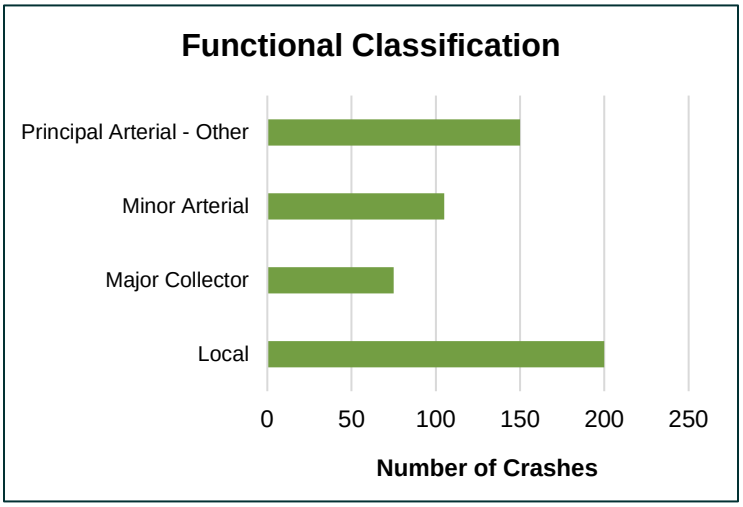


Figure 3.10: Roadway Functional Classification

TRAFFIC VOLUMES

Traffic volumes for the roadway on which a crash occurred can point to the level of exposure to vehicle traffic. Higher traffic volumes typically indicate a heightened risk of conflict and therefore a higher frequency of crashes. **Figure 3.11** shows a heat map of crashes overlaid with annual average daily traffic (AADT) counts for 2022. These counts are collected by MDT for primary routes across the State and represent the average number of vehicles traveling a certain route on an average day. As shown in the figure, the highest crash densities occur on higher volume roadways, such as US 93, Wisconsin Avenue, and Baker Avenue. By comparison, there were fewer crashes on US 93 west of Karrow Avenue, indicating potential high-risk characteristics associated with US 93 from MT 40 through the downtown area.

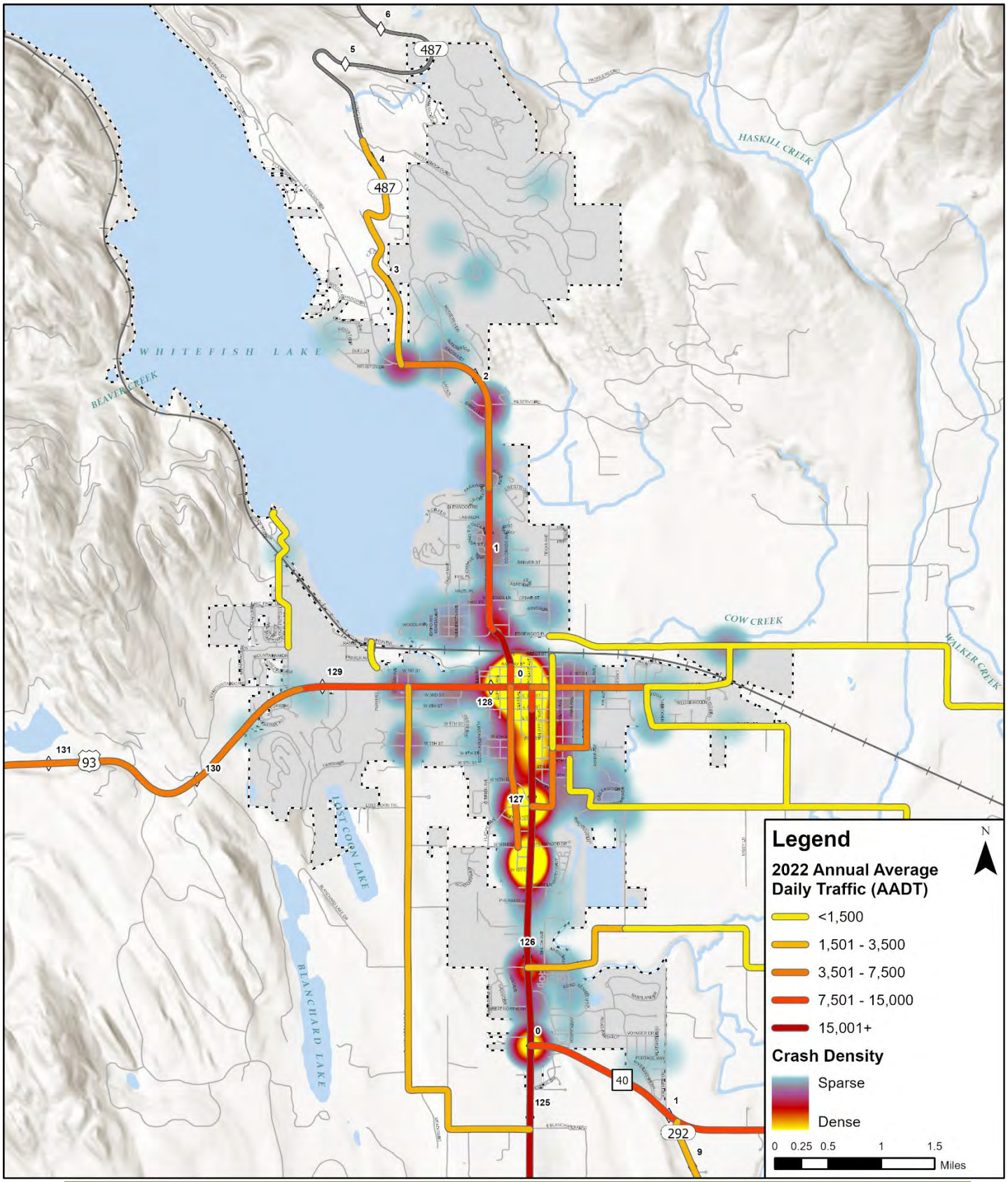


Figure 3.11: Crash Density vs. Roadway Volume

SPEED

The speed limit of the roadway on which crashes occurred is provided in the MDT crash data. While the posted speed limit doesn't necessarily indicate the speed at which a vehicle was traveling at the time of the crash, it is generally a good indication. Approximately 60 percent of crashes occurred on roadways with a posted speed limit of 25 miles per hour (mph) or less, which is a standard speed limit for local and collector streets. Approximately 2 percent of crashes occurred on roadways with speed limits greater than 60 mph which is typical of rural highways.

Figure 3.12 shows the number of crashes occurring on roadways with various speed limits. Although a greater number of crashes occurred on lower speed roadways (30 mph or less), the crashes tended to be less severe, resulting in lower crash severities. By comparison, crash severity was much higher on high-speed roadways (greater than 60 mph) even though a smaller number of crashes occurred.

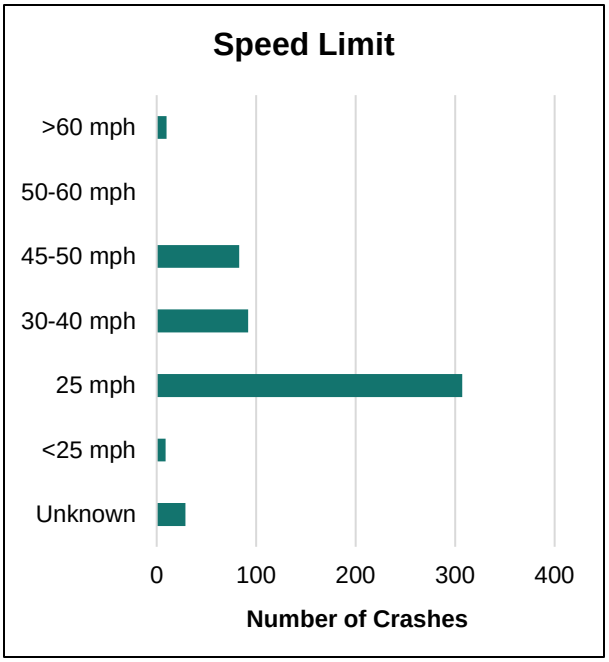


Figure 3.12: Speed Limit

3.6. Other Factors

In addition to characteristics described in previous sections, other factors contribute to the occurrence and severity of a crash. These factors may include weather conditions, road surface conditions, lighting conditions, or the type of vehicle involved in the crash. The following sections summarize these circumstances for crashes over the 5-year analysis period.

ENVIRONMENTAL CONDITIONS

Figure 3.13 illustrates the percentages of crashes that occurred under various weather, road surface, and lighting conditions over the 5-year crash period. The majority of crashes occurred when the weather was clear (53 percent) or cloudy (28 percent). Approximately 15 percent of crashes occurred when it was snowing, and 3 percent occurred when it was raining. Although the majority of crashes occurred when the road surface was dry (58 percent), about 40 percent occurred under adverse road conditions. About 18 percent of crashes occurred on snow-covered roads, 12 percent on ice, or frost-covered roads, and 11 percent on wet roads. Crashes occurring under adverse road or weather conditions could indicate a lack of maintenance of roadway facilities or a lack of skill, experience, or care driving in adverse conditions, however, this finding is inconclusive. All but 1 of the severe crashes occurred under clear weather conditions on dry roads. One of the suspected serious injury crashes, a rear-end collision, occurred on a snowy day with wet roads.

Overall, 77 percent of crashes in Whitefish occurred during daylight conditions. About 20 percent of crashes occurred when it was dark outside, with about 75 percent of those crashes occurring in locations where street lighting was present. The remaining 2 percent of crashes occurred at dawn or dusk. Of the 7 severe crashes, 5 occurred under daylight conditions. One of the fatal crashes occurred under dark lighting conditions without street lighting and 1 suspected serious injury crash occurred at dawn. Both crashes were fixed-object crashes at or related to an intersection.

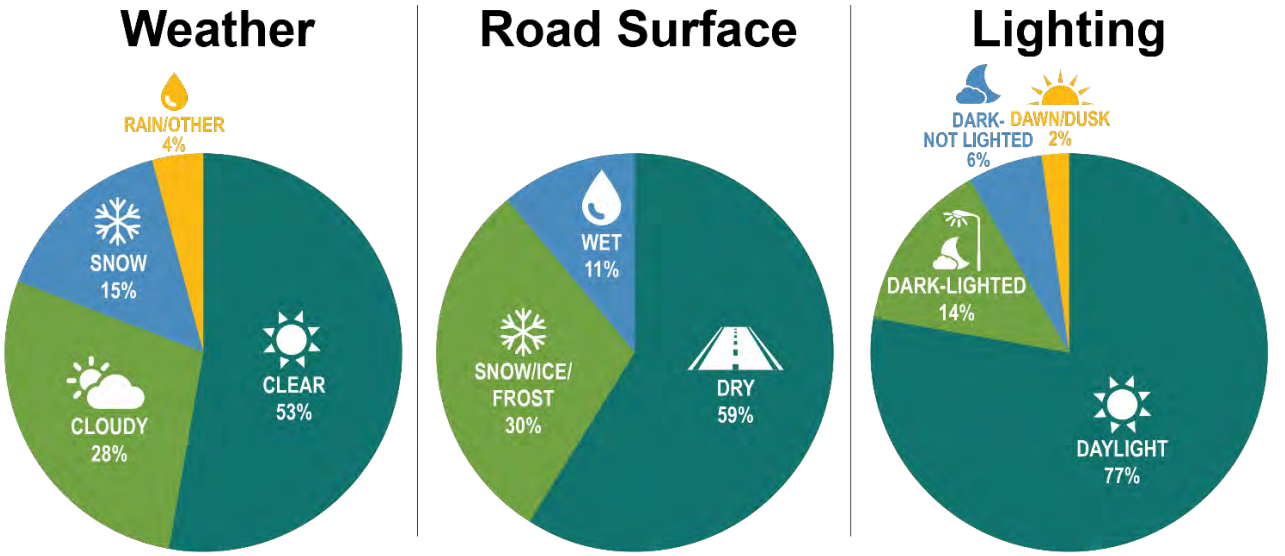


Figure 3.13: Weather, Road, and Lighting Conditions

VEHICLE TYPE

When a crash is reported, the responding officer typically documents details about the types of vehicles involved in each crash. In total, 997 vehicles were involved in the 530 crashes within the study area over the 5-year analysis period, accounting for multiple vehicles involved in a single crash. Vehicle classification data was provided for 44 percent of vehicles, while the remaining 56 percent were categorized as unknown vehicle type.

Excluding unknown vehicle types, the majority of reported vehicles involved in crashes (86 percent) were passenger vehicles, including cars, vans, pickups, and SUVs. A total of 7 medium and heavy trucks were involved in crashes (2 percent), and 1 motorcycle was involved in a crash over the 5-year period. Additionally, 50 vehicles involved in crashes were classified as “other” which may include farm equipment or heavy machinery. Of the 12 vehicles involved in severe crashes in the study area, 3 were SUVs, 1 was a passenger car, 2 were pickups, and the other 6 were listed as unknown. The crash data also indicates that no school buses were involved in crashes, and 14 crashes involved commercial vehicles.

DRIVER CONDITION

Driver conditions at the time of the crash can point to driver behavior issues that may need to be addressed. The crash records indicate whether each crash involved fatigued, distracted, and/or impaired drivers. These behaviors are determined and reported based upon the reporting officer’s assessment or driver admission. The crash records indicate that 0.5 percent of drivers were fatigued at the time of the crash and approximately 1.4 percent of drivers were distracted at the time of the crash. However, 96 percent of crashes were coded as distracted driver related (see **Section 7.3.3**). Distractions can include cell phones, passengers, GPS units, stereos or radios, eating and drinking, distractions outside the vehicle, and anything else that takes the driver’s attention away from the task of safe driving.

Impaired driving is defined as operating a vehicle while under the influence of drugs or alcohol. In Montana, driving under the influence is when the driver’s blood alcohol concentration (BAC) is 0.08 percent or higher, as indicated by grams (g) of alcohol per 100 milliliters (ml) of blood or grams of alcohol per 210 liters of breath. Impairment of marijuana in Montana is defined as exceeding a 5 nanogram (ng)/ml threshold for tetrahydrocannabinol (THC) in blood for anyone operating a motor vehicle. Within the study area, approximately 8 percent of crashes (44 crashes) were determined to have involved an impaired driver. Both of the fatalities in the study area involved an impaired driver.

CONTRIBUTING CIRCUMSTANCES

Responding officers can indicate whether there was a road or environmental circumstance that contributed to the crash occurring. Up to 3 contributing environmental and 3 contributing road condition factors can be listed for each crash. In the majority of cases, contributing circumstances are not reported by local enforcement officers, however, when reported can indicate whether the crash was due to driver error or a circumstance outside the driver's control. Over the 5-year analysis period, contributing circumstances were only included in about 15 percent of crash reports; in all other crashes, these fields were left blank. Blank fields may or may not indicate that weather or road conditions were a contributing factor to crashes.

In terms of environmental circumstances, weather conditions were a contributing factor in 8 percent of crashes while glare was a factor in 2 percent of crashes. Animals in the roadway or physical obstructions were noted as factors in less than 1 percent of crashes. In terms of roadway circumstances, road surface conditions, such as wet, icy, or snow-covered surfaces, were a factor in 14 percent of crashes. An obstruction in the roadway was listed as the contributing circumstance in 2 crashes. The environmental and roadway contributing circumstances were listed as "none" in about 4 percent of crashes overall.

CONTRIBUTING ACTIONS

Up to 4 driver contributing actions can be reported for each driver involved in a crash. These are actions that occurred which led to the occurrence of a crash. When the driver had no contributing action, all fields are left blank or "no contributing action" is listed in 1 or more fields. When calculating the top contributing actions by drivers, the sum of the occurrences of each contributing action in all 4 fields was divided by the total number of reported records in the first field. When reporting the number of unreported contributing actions, the number of blank records in the first field was divided by the total number of driver records. Since a driver can have up to 4 contributing actions, the percentages do not add up to 100 percent. **Figure 3.14** shows the top contributing factors in crashes within the 5-year analysis period.

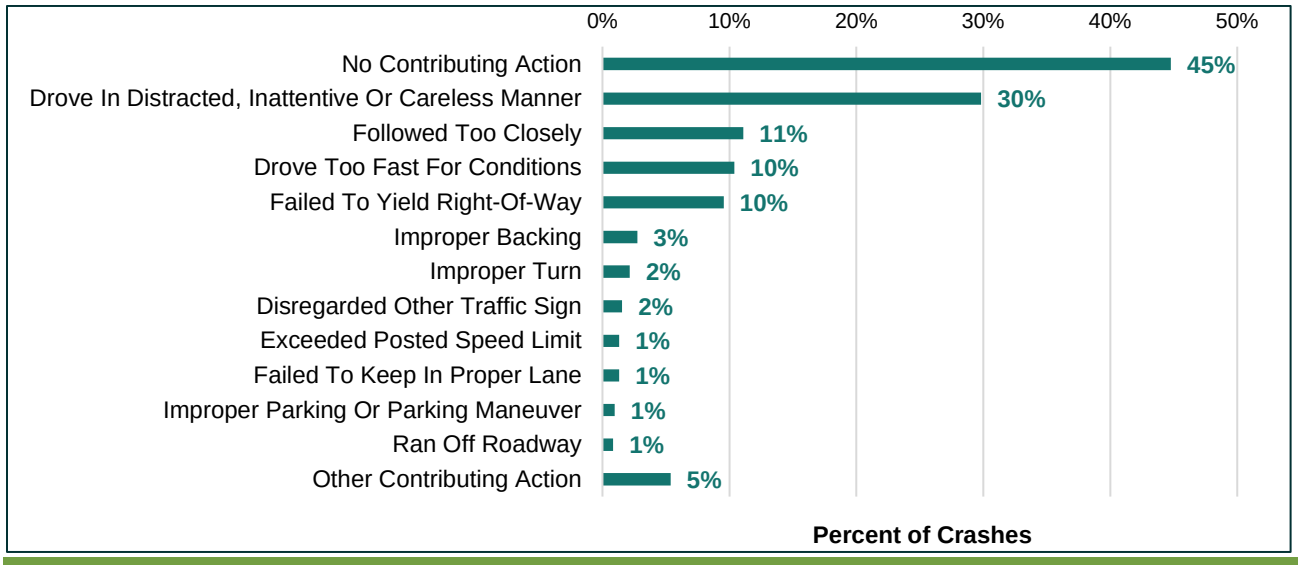


Figure 3.14: Driver Contributing Actions

The most common contributing action was driving in a distracted, inattentive, or careless manner, accounting for 30 percent of drivers. Following too closely, driving too fast for conditions, and failure to yield right-of-way were each listed as contributing actions for about 10 percent of drivers. About 45 percent of drivers were found to have no contributing action in the crash. About 6 percent of driver records were left blank for contributing actions.

4.0. DEMOGRAPHICS

An important component of the crash data analysis includes consideration of demographics in terms of both the demographics of the individuals involved in crashes as well as the demographic characteristics of the Whitefish area as a whole. This analysis helps identify disparities of people involved in crashes as well as potential disadvantaged populations that may be disproportionately affected by crashes or at a higher risk of involvement in crashes due to economic or social circumstances. The following sections include an analysis of demographic details provided in crash data as well as an analysis of demographics data sourced through the US Census Bureau.

4.1. Demographics of Individuals Involved in Crashes

Understanding the characteristics of individuals involved in crashes may help identify populations for educational campaign focus or identify groups chronically involved in crashes that may need special consideration during project design. The following sections discuss the available person demographics reported in the crash data. Race and ethnicity information is not provided in the crash data.

GENDER

Overall, about 41 percent of individuals involved in crashes were female including 43 percent of drivers. Males accounted for 48 percent of all individuals involved in crashes, including 53 percent of drivers. For approximately 11 percent of people involved in crashes, the gender type was listed as unknown. Males accounted for both fatalities and 3 of the 6 suspected serious injuries.

AGE

The age distribution for drivers involved in crashes generally follows a typical bell curve, but skews slightly older, as shown in **Figure 4.1,** with the highest proportion of involved individuals in the 22- to 35-year age range. In general, the distribution of age groups between male and female were very similar. About 1 percent of drivers were aged 16 years and younger. The legal driving age in Montana is 14.5, and 1 driver involved in a crash was under that age. Approximately 14 percent of drivers involved in crashes were over the age of 65, and about 2.5 percent of drivers were over the age of 80.

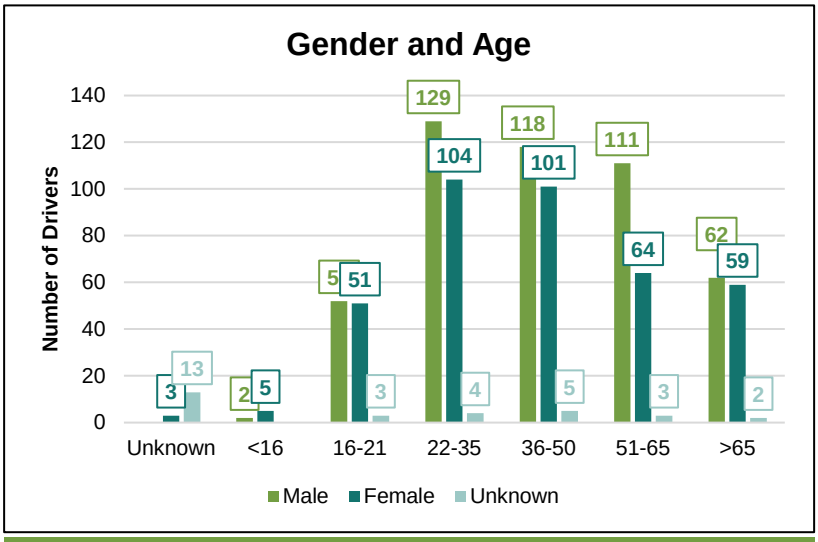


Figure 4.1: Driver Demographics

DRIVER'S LICENSE STATE

Although not specifically a demographic characteristic, the state in which a driver's license is registered can generally indicate whether a driver is a visitor or resident. The driver's license state was listed for about 94 percent of drivers involved in crashes. Of those reported, 84 percent of driver's licenses, or 736, were from the State of Montana. Drivers with licenses from California (13), Washington (12), Florida (10), and Alabama (10) made up the next highest shares of drivers involved in crashes within Whitefish over the 5-year period. In general, most drivers involved in crashes are from Montana, though that number likely includes non-residents who live outside Whitefish.

4.2. Demographics of Whitefish

Table 4.1 present various demographic and economic characteristics as reported by the 2020 Decennial Census or 2018-2022 American Community Survey (ACS). The data are estimates based on annual samples of the population and are based on self-reported demographic and economic characteristics. The table indicates that the population in Whitefish identifies as primarily white, while about 2 percent of the population is of a minority race, with Asian and American Indian being the most prevalent. The table also shows that the population is evenly distributed by the 5 age groups presented.

Residents under the age of 21 make up 11 percent of the population and account for 13 percent of drivers involved in crashes. People aged 65 and over make up 22 percent of the population but only 14 percent of drivers involved in crashes. These statistics indicate that older and younger drivers are not disproportionately involved in crashes in the Whitefish area. Drivers aged 21 through 34 make up 27 percent of drivers involved in crashes in the Whitefish area, despite composing only 19 percent of the population. In terms of gender, females comprise 51 percent of the population while males make up 49 percent. However, 53 percent of drivers involved in crashes were male, indicating a slight disparity.

In Whitefish, about 10 percent of the population is reported as living with a disability. About 4 percent report an auditory/hearing difficulty, 3 percent report a vision difficulty, and 4 percent report an ambulatory/mobility difficulty. To ensure equal participation in transportation for these residents, specific accessibility measures may be needed such as accessible pedestrian signals, curb ramps, and sidewalks. Overall, about 9 percent of the population reportedly walks or bikes to work on a daily basis. Although less than 2 percent of all crashes specifically involved pedestrians or bicyclists, safe accommodations for these users is important to help promote the use of these modes. The use of active transportation modes may be a lifestyle choice or may be a necessity due to lack of access to a vehicle, since about 5 percent of workers in Whitefish do not have a vehicle.

The majority of the Whitefish population is employed, with about 3 percent of residents being reported as unemployed. Reported income levels in Whitefish are generally higher than other parts of the State, however, nearly 7 percent of the population is reported as living below the poverty line. These lower-income residents may also rely on the use of active transportation modes and may be disproportionately affected by crashes.

Table 4.1: Select Demographic Characteristics

Demographics	Population	Percent
Race/Ethnicity (2020 Census)		
White Alone	7,113	91.8%
Black or African American Alone	25	0.3%
American Indian and Alaska Native Alone	45	0.6%
Asian Alone	59	0.8%
Native Hawaiian and Other Pacific Islander Alone	6	0.1%
Some Other Race Alone	77	1.0%
Two or More Races	426	5.5%
Total Population (2020)	**7,751**	**100%**
Age (2018 – 2022 ACS)		
<21	1,517	19%
21-34	1,533	19%
35-49	1,657	20%
50-64	1,598	20%
65+	1,793	22%
Total Population (2022)	**8,098**	**100%**

Demographics	Population	Percent
Gender (2018 – 2022 ACS)		
Male	4,004	49%
Female	4,094	51%
Total Population (2022)	**8,098**	**100%**
Disability Status (2018 – 2022 ACS)		
Hearing Difficulty	325	4%
Vision Difficulty	209	3%
Cognitive Difficulty	234	3%
Ambulatory Difficulty	347	4%
Self-Care Difficulty	89	1%
Independent Living Difficulty	185	2%
Total Civilian Non-Institutionalized Population (2022)	**7,938**	**100%**
Total Population with a Reported Disability (2022)	***823***	***10%***
Means of Transportation to Work (2018 – 2022 ACS)		
Drove Alone	2,998	66.1%
Carpooled	145	3.2%
Public Transportation	9	0.2%
Walked	290	6.4%
Bicycle	118	2.6%
Other Means	18	0.4%
Worked from Home	962	21.2%
Total Workers 16 Years and Over (2022)	**4,536**	**100%**
Workers in Households with No Vehicle Available (2022)	***--***	***4.9%***
Employment Status (2018 – 2022 ACS)		
Employed	4,590	97%
Unemployed	119	3%
Population in Labor Force (2022)	**4,709**	**100%**
Economic Characteristics (2018 – 2022 ACS)		
Median Household Income	$69,919	--
Population Below Poverty Level	--	6.8%

Source: 2020 Decennial US Census, and 5-year American Community Survey estimates (2018 – 2022)

Also of interest to the community is the change in activity between seasons due to tourism. In the summer, Whitefish is popular tourist destination due to its close proximity to GNP and ample recreation opportunities at Whitefish Lake and in nearby public lands. In the wintertime, Whitefish Mountain is a popular destination for winter recreationists, although to a lesser extent than summertime tourism. Data from the ACS indicates that 25 percent of Whitefish homes are reportedly vacant for the majority of the year, and about 72 percent of those homes are for seasonal/recreational use.

4.3. Transportation Equity

To address underinvestment in disadvantaged communities, the USDOT developed the Justice40 Initiative (J40). The initiative helps transportation agencies identify and prioritize projects that benefit communities facing barriers to affordable, equitable, reliable, and safe transportation. In accordance with J40, the USDOT developed the Equitable Transportation Community (ETC) Explorer which provides data that allows agencies to understand how a community is experiencing transportation disadvantage based on five components of disadvantage including the following.

- **Transportation Insecurity** occurs when people are unable to get to where they need to go to meet the needs of daily life regularly, reliably, and safely. A growing body of research indicates that transportation insecurity is a significant factor in persistent poverty.
- **Environmental Burden** measures factors such as pollution, hazardous facility exposure, and water pollution. These environmental burdens can have far-reaching consequences such as health disparities, negative educational outcomes, and economic hardship.
- **Social Vulnerability** is a measure of socioeconomic conditions that have a direct impact on quality of life including lack of employment, educational attainment, poverty, housing tenure, access to broadband, and housing cost burden as well as identifying household characteristics such as age, disability status and English proficiency.
- **Health Vulnerability** assesses the increased frequency of health conditions that may result from exposure to air, noise, and water pollution, as well as lifestyle factors such as poor walkability, car dependency, and long commute times.
- **Climate and Disaster Risk Burden** reflects sea level rise, changes in precipitation, extreme weather, and heat which pose risks to the transportation system. These hazards may affect system performance, safety, and reliability. As a result, people may have trouble getting to their homes, schools, stores, and medical appointments.

The ETC Explorer calculates the cumulative impacts of each disadvantage component across each census tract and uses percentile rankings to determine each census tracts' component score against all other census tracts both nationally and on a statewide basis. USDOT considers a census tract to be experiencing transportation disadvantage if the overall index score places it in the top 65 percent of all US census tracts.

Figure 4.2 illustrates the ETC Explorer results for the Whitefish area identifying disadvantaged census tracts, based on both national and statewide comparisons. As shown in the figure, none of the census tracts in the Whitefish area are identified as transportation disadvantaged on either a statewide or national basis. However, when evaluating the individual disadvantage indicators, some of the census tracts exceed the 65th percentile and therefore qualify as disadvantaged for specific indicators. **Table 4.2** summarizes these findings. Values highlighted in red surpass the 65th percentile, indicating potentially disadvantaged communities within the census tract. On a national scale, most of the Whitefish area is identified as disadvantaged due to transportation insecurity due to factors such as auto-dependency, lack of access to public transportation, or long walking distances between key destinations such as medical services, grocery stores, parks, schools, and higher education.

Table 4.2: USDOT ETC Explorer - Transportation Disadvantages

Census Tract	Transportation Insecurity	Environmental Burden	Social Vulnerability	Health Vulnerability	Climate and Disaster Risk	Overall Disadvantage
National Rank						
3.01	93.9%	20.9%	53.8%	10.0%	4.5%	35.3%
3.02	85.3%	5.5%	11.4%	49.0%	23.2%	23.8%
4.02	51.5%	21.7%	35.5%	69.0%	33.7%	25.9%
4.03	86.9%	27.8%	17.7%	25.9%	13.1%	23.0%
4.04	80.9%	39.1%	24.1%	33.6%	18.0%	35.1%
State Rank						
3.01	45.6%	56.6%	39.3%	26.4%	19.2%	13.4%
3.02	41.8%	45.0%	2.8%	79.9%	70.8%	35.5%
4.02	28.0%	59.4%	16.4%	88.4%	80.2%	51.6%
4.03	49.7%	67.0%	10.4%	56.0%	50.0%	36.6%
4.04	39.0%	74.8%	7.5%	64.2%	58.5%	37.3%

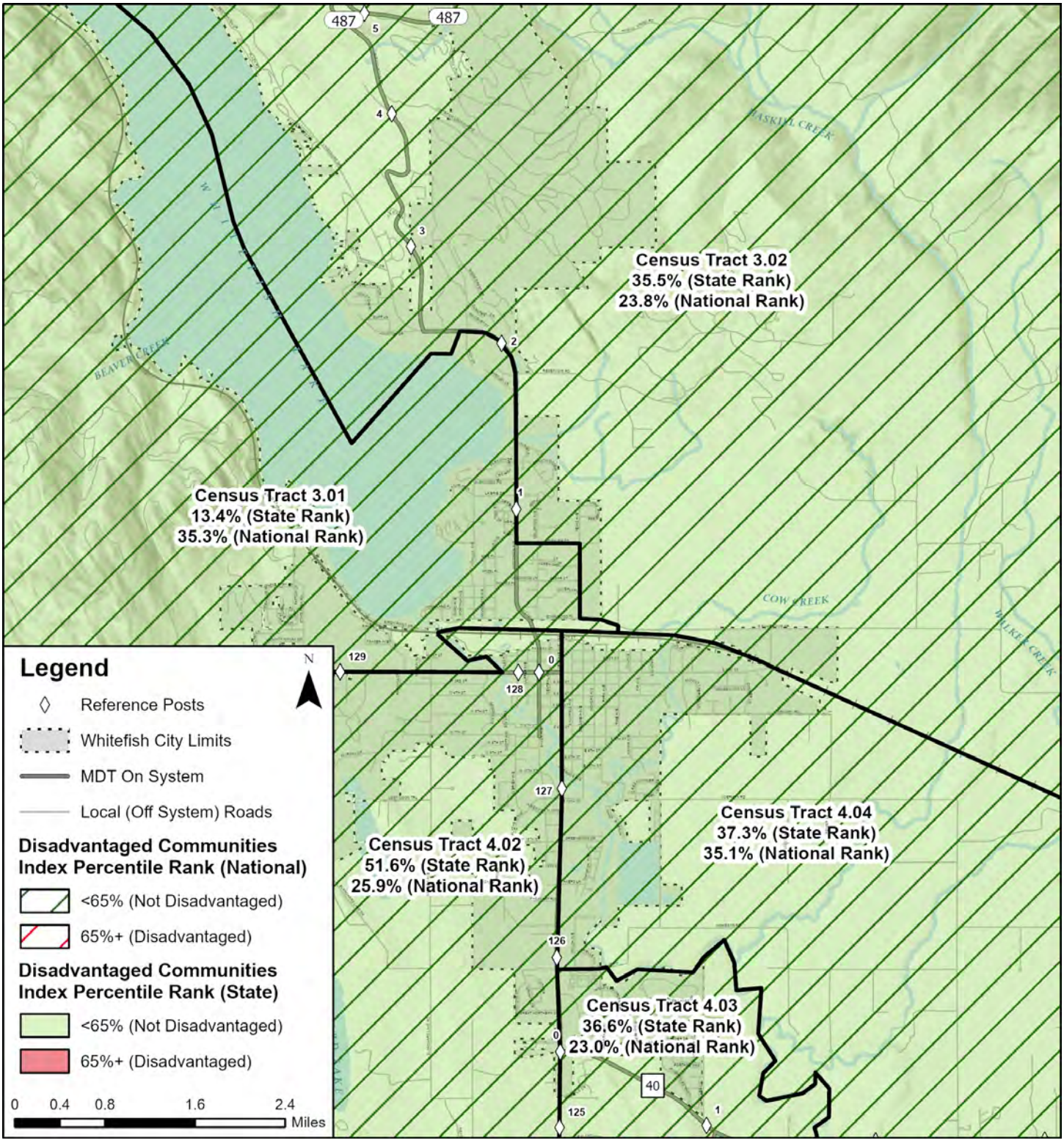


Figure 4.2: USDOT Transportation Disadvantages

5.0. HIGH-INJURY NETWORK

A high injury network (HIN) is a screening methodology that identifies areas within the transportation system with the greatest safety concerns. Jurisdictions across the country use various methodologies to develop local HINs depending on the availability of data in their jurisdiction. A HIN was created for the Whitefish area by weighing the frequency of crashes and severity of injuries resulting from crashes. This method helps identify and prioritize locations with high crash occurrences or especially severe crashes.

In general, the frequency of crashes and severe injuries in Whitefish is low, with no more than 1 fatal or suspected serious injury crash having occurred in a given area. For this reason, it is important to take into consideration the safety performance in comparison to the number of total crashes and severe injuries to better understand potential crash trends and safety concerns. Crash circumstances may affect whether crashes occurred due to problematic infrastructure conditions, repeated improper driver behaviors, or chance circumstances that could not have otherwise been prevented.

5.1. Intersections

The intersection HIN analysis calculated the safety score at each intersection by selecting crashes within 250 feet of each intersection. **Figure 5.1** shows intersections with the highest safety scores. All maps show 2022 AADT volumes for select roadways to provide a comparison of crash frequency/severity to traffic volumes. In general, a higher frequency of crashes is expected at intersections with higher volumes due to increased exposure; an intersection with a high frequency with comparatively low traffic volumes could be cause for concern.

Table 5.1 presents characteristics of the intersections with the highest intersection safety scores. The highest scoring intersection was Baker Avenue and 19th Street which is configured as a 90-degree curve with driveways intersecting the curve. This intersection was the location of a crash resulting in 1 fatality and 1 suspected serious injury in addition to several other minor crashes. Flashing chevrons have been installed at the intersection in recent years to help mitigate safety concerns. Of the other 10 highest scoring intersections, 5 are signalized and 5 are two-way stop-controlled (TWSC).

Table 5.1: Highest Scoring Intersections

Rank	Intersection	Control Type	# of Crashes	# of Severe Injuries
Top 15%				
1	Baker Avenue / 19th Street	None	6	2
2	US 93 / Great Northern Drive	TWSC	4	1
3	US 93 / Commerce Street	Signal	19	1
4	US 93 / MT 40	Signal	19	1
5	Baker Avenue / 2nd Street	Signal	21	0
6	Spokane Avenue / 13th Street	Signal	16	1
7	Spokane Avenue / 10th Street	TWSC	16	0
8	Spokane Avenue / 19th Street	TWSC	17	0
9	Baker Avenue / 1st Street	TWSC	17	0
10	Spokane Avenue / 3rd Street	TWSC	13	0
11	US 93 / JP Road	Signal	12	0

**TWSC = Two Way Stop Controlled*

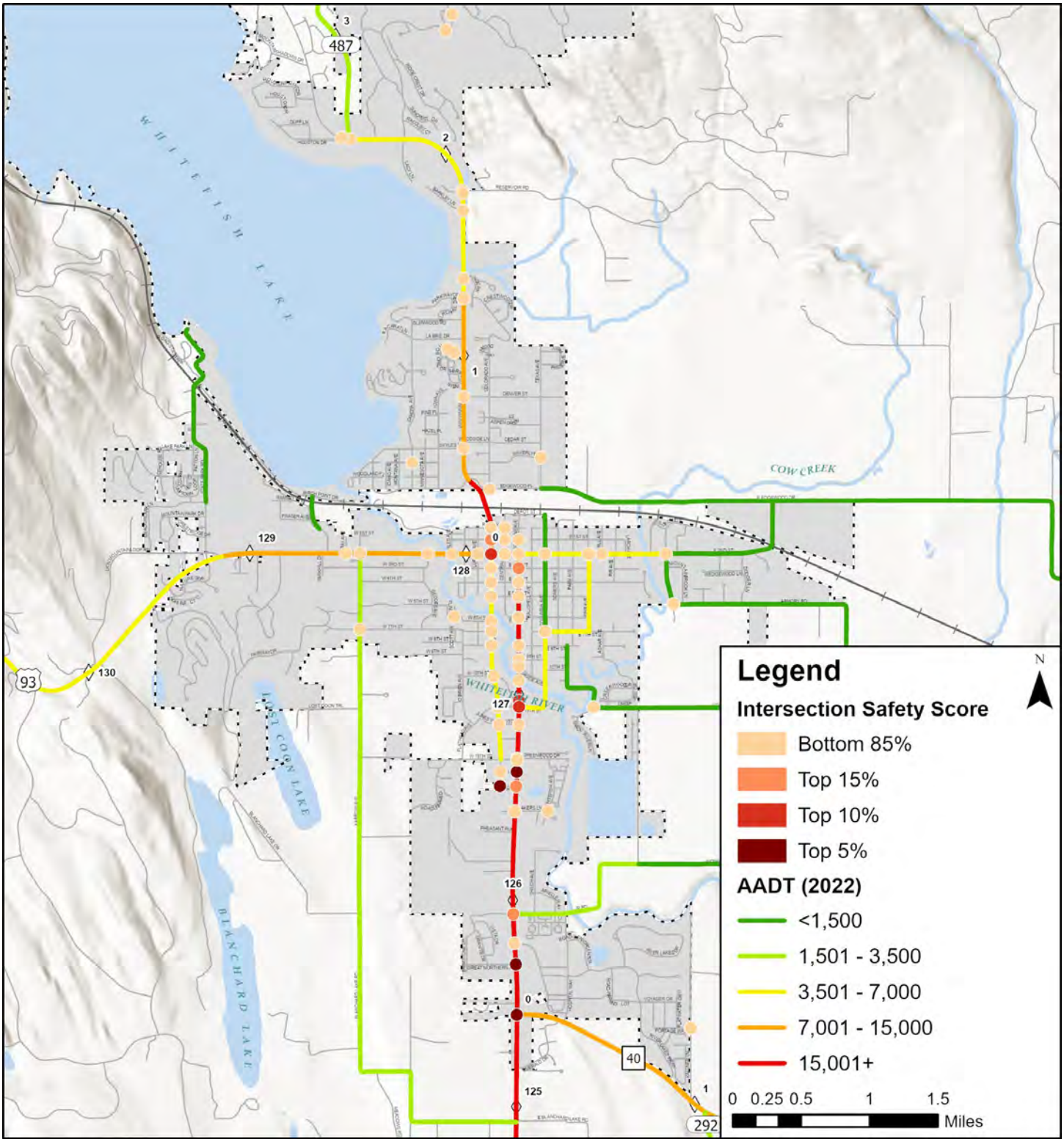


Figure 5.1: Intersection Safety Scores

5.2. Roadway Segments

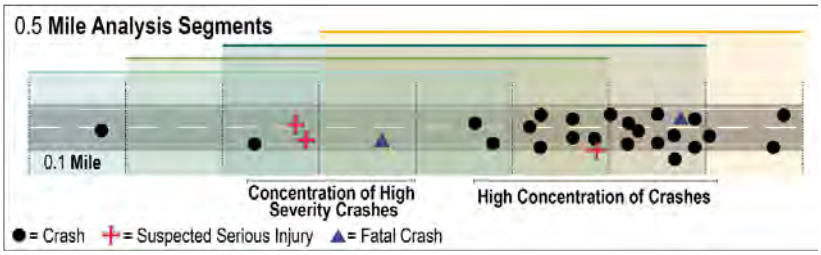


Figure 5.2: Sliding Window Method

The roadway segment HIN analysis evaluated the roadway network using a sliding window method, as recommended by the *Highway Safety Manual*, to effectively compare roadway segments of equal length. The sliding window method evaluates crashes and injuries occurring in 0.5-mile segments (i.e., “windows"), and then slides the window along the roadway 0.1-mile at a time, as demonstrated in **Figure 5.2**. The crashes included in the intersection HIN were included in the roadway segment HIN due to their dominance in the crash dataset. This method helps identify locations with the highest concentrations of crashes and/or severe injuries and reduces the possibility of splitting locations with high concentrations of crashes into separate segments.

Figure 5.3 shows segments with the highest safety scores, and **Table 5.2** tabulates the characteristics of the segments with the highest scores. In general, all of the top-scoring segments are on roadways with higher traffic volumes and consequently higher risk of collisions.

Table 5.2: Highest Scoring Segments

Rank	Roadway	Extent	Length (mi)	# of Crashes	# of Severe Injuries
Top 5%					
1	Baker Avenue	10th Street – 19th Street	0.5	27	2
2	US 93	MT 40 – JP Road	0.5	39	2
3	19th Street	Baker Avenue – Spokane Avenue	0.1	21	0
4	US 93	Akers Lane – Whitefish River	0.6	70	2
5	Baker Avenue	5th Street – Viaduct	0.5	56	0
6	Spokane Avenue	6th Street – Depot Street	0.5	52	1
7	2nd Street	Somers Avenue – Miles Avenue	0.5	47	0
8	Spokane Avenue	Whitefish River – 4th Street	0.5	38	0
9	1st Street	O’Brien Avenue – Spokane Avenue	0.25	31	0
10	Central Avenue	5th Street – Depot Street	0.4	29	0

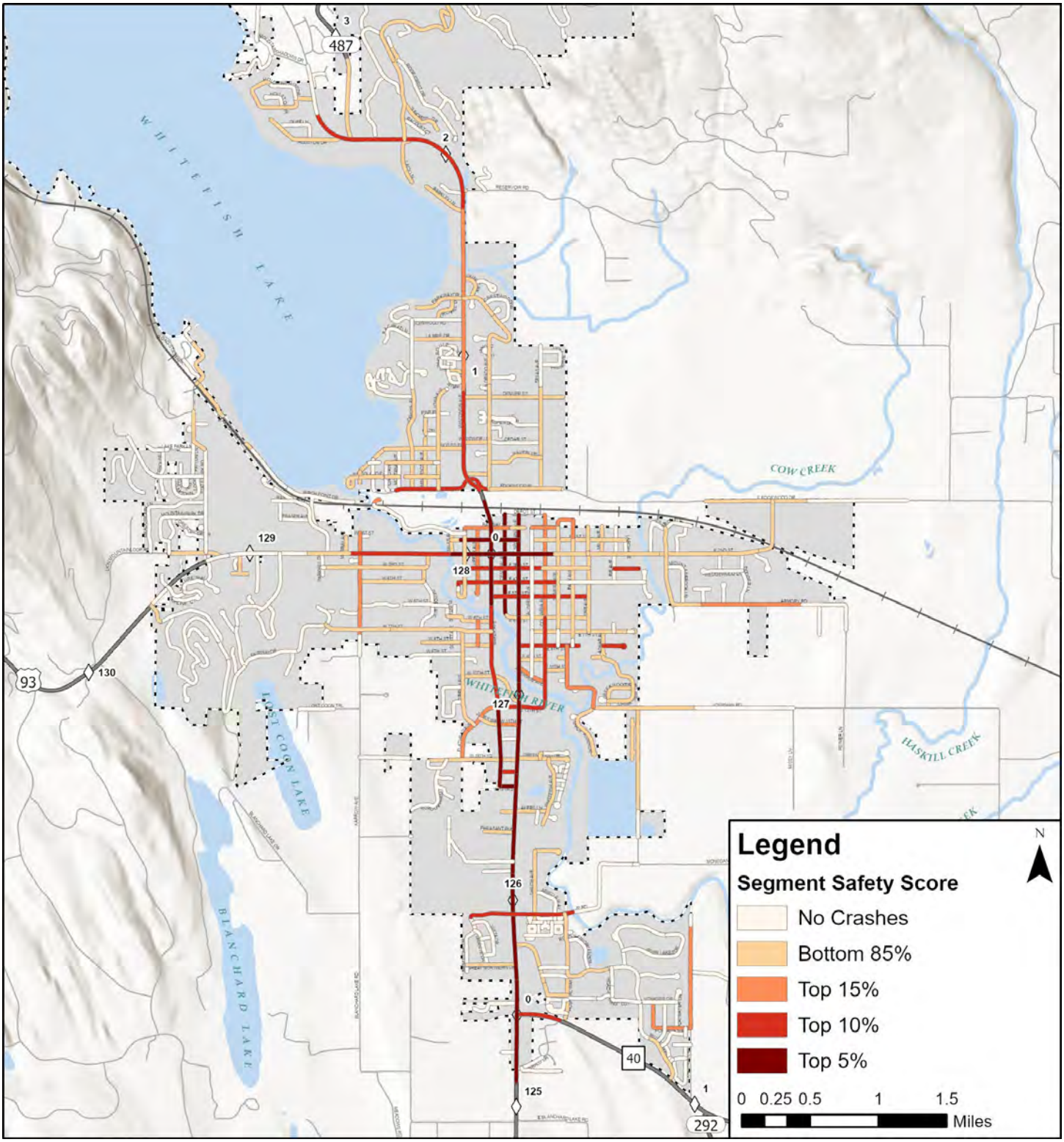


Figure 5.3: Segment Safety Scores

6.0. ADDITIONAL SAFETY DATA REVIEW

In addition to investigating the crash data provided by MDT, several other data sources were reviewed to understand other factors in crashes and general safety concerns. The data sources described in this section include more detailed crash narratives written by responding officers, MHP issued citations, MDT collected animal carcasses, and comparative data from other jurisdictions.

6.1. Crash Narrative Review

While analyzing and reporting the crash data contained in the previous sections, it was determined that more information was needed to understand the circumstances surrounding fatal and suspected serious injury and non-motorist involved crashes to determine if there are any discernable commonalities and trends relating to the crashes. Accordingly, crash narratives including descriptions from individuals involved and responding officers were reviewed for these crashes. Based on these narratives, the following trends and observations were made.

- In both of the 2 fatal crashes, the driver that caused the collision was determined to be impaired. All individuals who suffered fatal and suspected serious injuries in those crashes were not wearing seatbelts. Road and environmental conditions were not believed to be factors in the crashes.
- Two of the suspected serious injury crashes were rear-end crashes that occurred in stop-and-go traffic. One crash involved a driver accelerating too fast, the other involved a distracted driver looking away from the roadway. Another suspected serious injury crash involved a driver running a red light and striking an oncoming vehicle. The other 2 suspected serious injury crashes involved the driver losing control of the vehicle due to speed in 1 crash and due to an alleged vehicle malfunction in the other crash.
- Two bicycle crashes involved children riding bikes in crosswalks. In one instance, the driver yielded to a group of bicyclists but began moving before all the bicyclists had crossed. The other crash involved the bicyclist attempting to “beat” the approaching vehicle through the crossing but misjudged the gap and did not allow the driver time to react. Another bicycle crash involved a bicyclist being struck while riding on the sidewalk and crossing a commercial driveway. The final bicycle crash involved a bicyclist failing to stop at a stop sign after mistakenly thinking eye contact had been made with the conflicting driver.
- One of the pedestrian crashes was not located and another crash coded as a pedestrian crash did not actually involve a pedestrian, according to the crash narrative. No discernable trends were identified for the remaining pedestrian crashes. One involved a vehicle striking a stationary pedestrian while executing a turn in a parking lot. Another involved a driver overcorrecting a turn and jumping the vehicle onto the sidewalk, striking 2 pedestrians. The final pedestrian crash involved a pedestrian attempting to cross an intersection without activating the pedestrian signal. Although both the pedestrian and vehicle slowed for one another, both proceeded through the intersection at the same time resulting in a collision.

6.2. Citation Data Review

Citation data was obtained from the MDT Traffic and Safety Engineering Bureau for the same 5-year analysis period (2018-2022). This data includes citations issued primarily by MHP for violations reflecting State and Federal traffic codes. City codes, such as the unlawful use of cell phones while driving, are not reflected in this dataset. **Figure 6.1** shows the locations of citations issued within Whitefish. As shown, the citations were primarily issued on highways, though some citations on local streets are also observed. The stretch of US 93 between MT 40 and Park Knoll Lane exhibits the highest concentration of citations issued. In the northbound direction, the speed limit on US 93 drops from 65 mph to 45 mph at MT 40 and

exhibits the reverse in the southbound direction. This area between Whitefish City limits and the higher density downtown area is notorious for speeding according to community members.

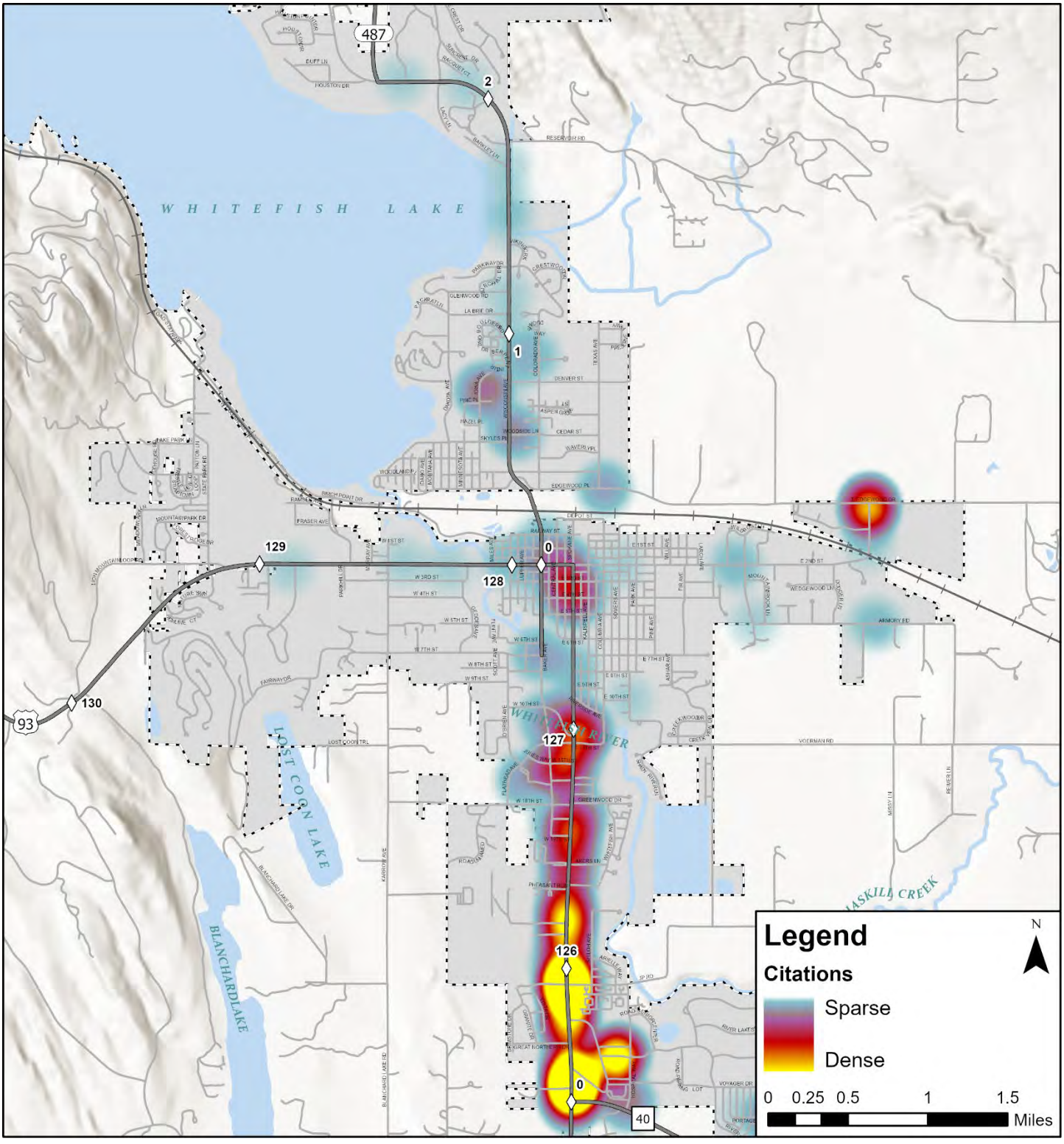


Figure 6.1: Density of Citations Issued

Table 6.1 summarizes the types of violations issued over the 5-year period. The table also denotes unlawful behaviors that could directly contribute to a crash or have the potential to result in severe injuries if a crash were to occur. A total of 343 citations were issued with the greatest number being related to proper vehicle registration or failure to carry liability insurance. The next most common violation types included failure to use a seatbelt and speeding, accounting for 20 and 18 percent of citations, respectively. Of the 343 citations, 16 were reportedly issued as the result of a crash. The citations involved careless or reckless driving (6), speeding (2), following too closely (2), driving under the influence/alcohol possession (2), and license, registration, or reporting related violations (3).

Table 6.1: Types of Violations Issued (2018-2022, MDT)

Violation Type	Potential to Contribute to Crash/Severe Injury	Number of Citations	Percent of Citations
Registration/Insurance Violation		72	21%
Seatbelt Violation	X	68	20%
Speed Related Violation	X	62	18%
License Related Infraction		40	12%
Driving Under the Influence	X	25	7%
Failure to Obey Signs/Signals	X	16	5%
Other Violation		16	5%
Other Drug/Alcohol Related	X	14	4%
Commercial Vehicle Violation		13	4%
Careless/Reckless Driving	X	11	3%
Improper Following/Passing	X	6	2%
TOTAL	--	**343**	**100%**

Figure 6.2 summarizes when the citations were issued, including the year, day of the week, and time of day. As shown, there was a significant decrease in the number of citations issued in 2020, but the number of citations issued per year has steadily increased in years since. Sundays were the most common day for citations, with weekend days (Friday through Sunday) composing the majority of citations. The greatest number of citations were issued during the 4 PM hour. Other common times included the early evening hours (7 – 9 PM), late night hours (11 PM – 1 AM), and early morning hours (4 AM – 7 AM). The number of citations issued is generally lower during typical commuting and working hours.

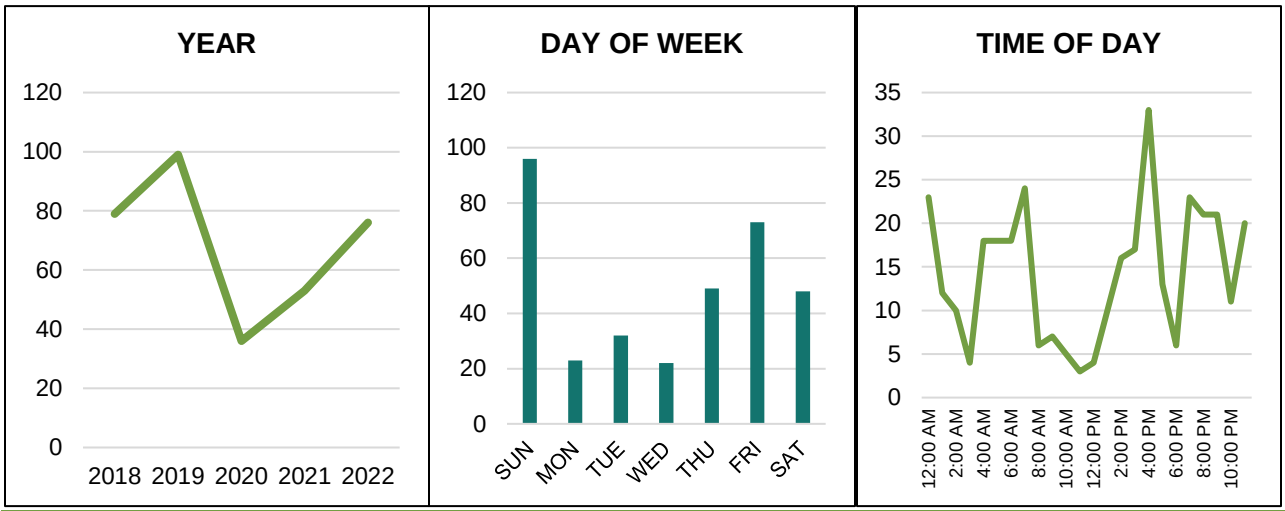


Figure 6.2: Citation Temporal Trends

6.3. Carcass Data Review

Data from the MDT Maintenance Animal Incident Database between January 1, 2018, and December 31, 2022, indicates that a minimum of 74 animal carcasses were collected and documented along MDT routes within the study area. The database contains information on carcasses collected by MDT maintenance personnel on MDT-maintained routes only. However, not all carcass collection is reported consistently or on a regular schedule. This makes the information useful for pattern identification, but it is not statistically valid.

All 74 of the collected carcasses were whitetail deer. **Figure 6.3** summarizes the time period in which the carcasses were collected over the 5-year period. **Figure 6.4** shows the locations of collected deer carcasses. Carcass locations do not necessarily correspond to a reported crash occurrence or crash location. The locations of reported wild animal crashes are also shown on the map for comparison purposes.

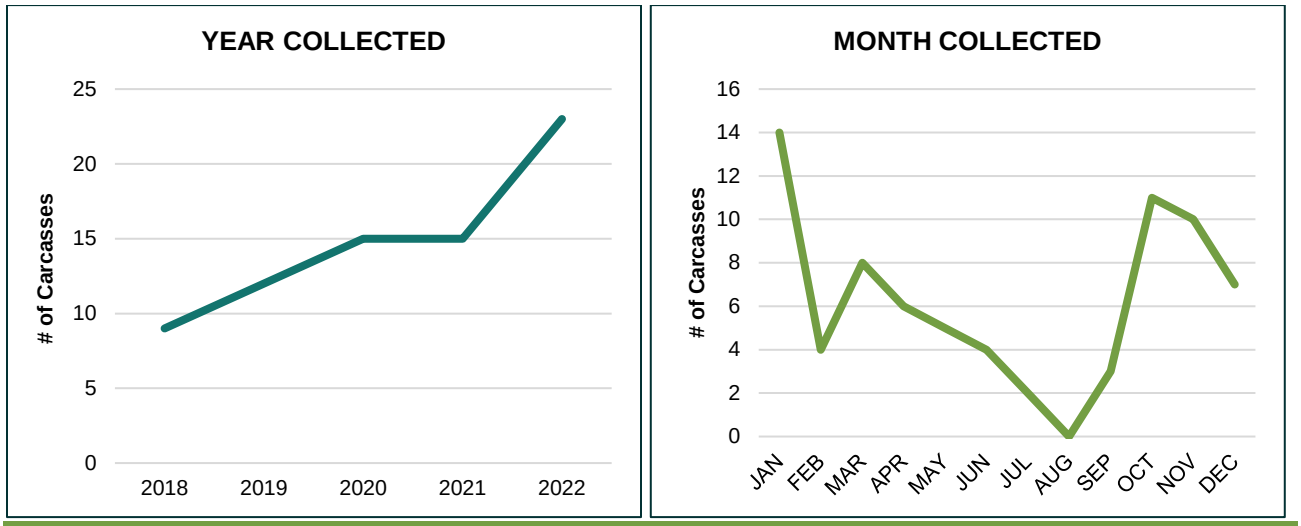


Figure 6.3: Carcass Collection Time Periods

Figure 6.3 shows that the number of collected carcasses has steadily increased each year since 2018. The carcasses were most commonly collected in the late fall and early winter months (October through January) and least commonly collected in the summer months (June through August). Concentrations of carcasses were collected on US 93 near JP Road, near the Whitefish River crossings, near the Whitefish Lake Golf Club, and on Lakeshore Drive approximately between Reservoir Road and Big Mountain Road.

Carcass data for City streets was not available for review, however, input from local stakeholders indicates that deer are commonly seen around Whitefish. The City is interested in developing an urban deer management program to cull wildlife in the City to help reduce vehicle-wildlife conflicts. Overall, there were only 5 wild animal crashes reported within the study area, while at least 74 carcasses were collected over the same time period. Interestingly, the locations of the wild animal crashes are mostly outside the hot spots of deer carcasses collected, with one exception. The available carcass and wild animal crash data is likely an underrepresentation of actual conflicts. Reports of carcasses being found outside the roadway or scavenged by community members or other animals indicate that vehicle-wildlife collisions may have occurred but were not reported. In these cases, carcasses would not be included in the MDT database. Input from WPD indicates very few vehicle/wild animal strikes are reported because there is no requirement to obtain a crash report for insurance purposes in Montana.

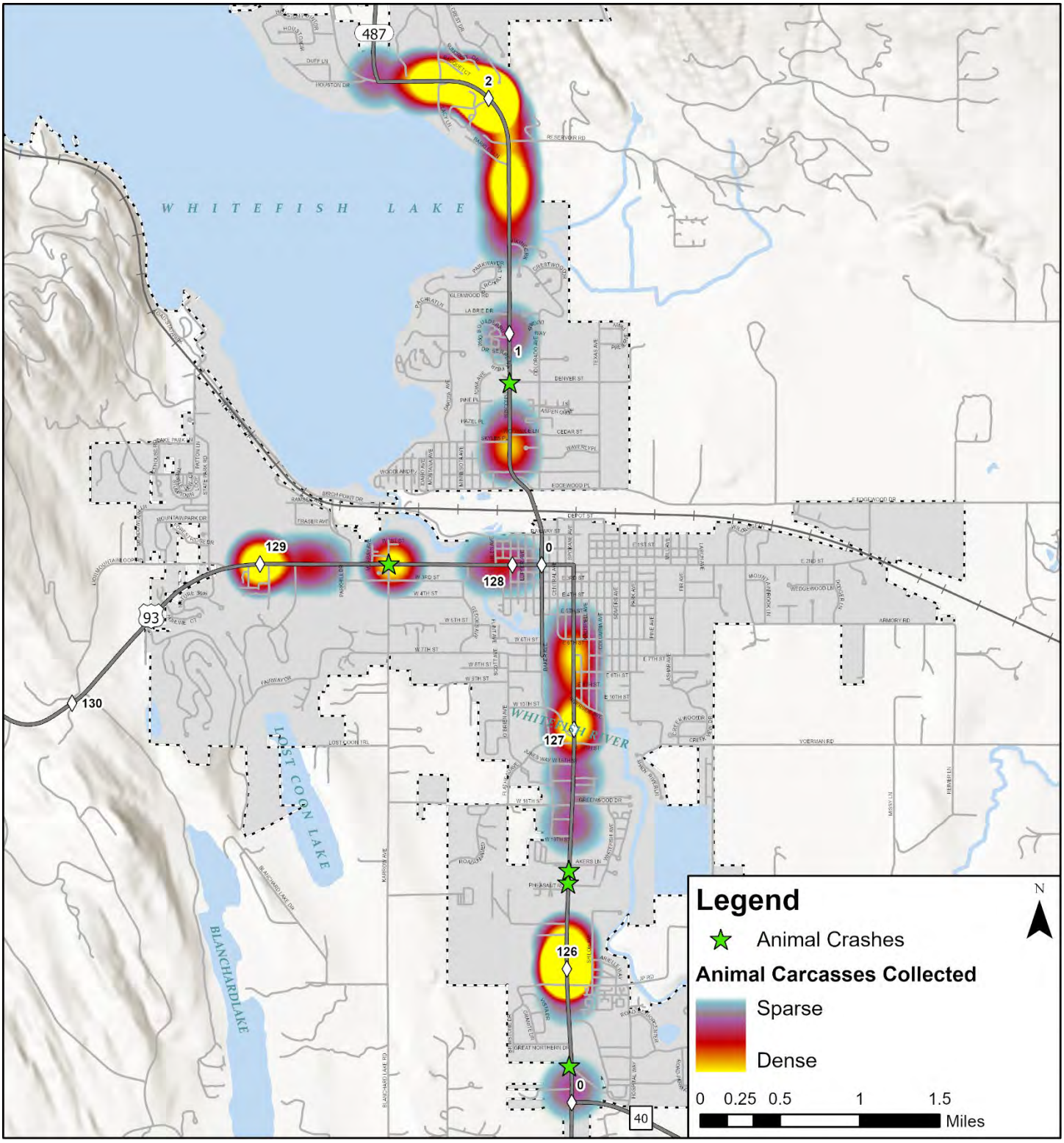


Figure 6.4: Deer Carcass Collection Density

7.0. FOCUS AREAS

Identifying the types of crashes predominantly contributing to community safety problems can help in effectively expending resources. The American Association of State Highway Transportation Officials (AASHTO) *Strategic Highway Safety Plan: A Comprehensive Plan to Substantially Reduce Vehicle-Related Fatalities and Injuries on the Nation's Highways*[5] identified 22 safety focus areas on a national level. The development of focus areas represents a standard approach to roadway safety by evaluating high-risk populations, crash types, infrastructure/hazards, behavior, and transportation modes. MDT has further refined the list of 22 focus areas to include 16 focus areas that are relevant to Montana. Those focus areas are listed below.

- Animal Crashes
- Bicycle Involved
- Drowsy Drivers
- Impaired Drivers
- Inattentive Drivers
- Intersection Crashes
- Large Truck Involved
- Motorcycle Involved
- Native Americans
- Older Driver Involved
- Pedestrian Involved
- Run-off-the-Road
- Speed Related
- Train Involved
- Unrestrained Vehicle Occupants
- Young Driver Involved

7.1. Comparison of All Focus Areas

In order to determine which of the focus areas are the most prevalent in the Whitefish area, the number of total and severe injury crashes occurring within each focus area over the 5-year analysis period from 2018 to 2022 were totaled. For ease of analysis and comparison purposes, the "Pedestrian Involved" and "Bicycle Involved" focus areas were combined to be the "Non-Motorist Involved" focus area, the "Native Americans" focus area was excluded in analysis due to lack of reliable data, and the "Train Involved" focus area was excluded due to lack of recorded crashes. Additionally, 2 more focus areas, "Summer Crashes" and "Winter Crashes," were added due to the heightened interest in the impact of tourism on safety in the Whitefish community. The sum of all focus areas is greater than the total number of crashes because a single crash may fall within multiple focus areas. For example, a crash involving a young, inattentive driver at an intersection would be counted in 3 focus areas.

In addition to total occurrences, it is also important to consider the number of severe crashes within each focus area. For example, although fewer crashes involved unrestrained occupants, a high number of severe injuries resulted in a high severity rate for this focus area. Although it is desirable to reduce the total number of crashes, the SS4A program highlights the importance of decreasing the number of severe injuries. **Figure 7.1** compares the total number of crashes as well as the number of severe crashes in each focus area over the past 5 years (2018 – 2022).

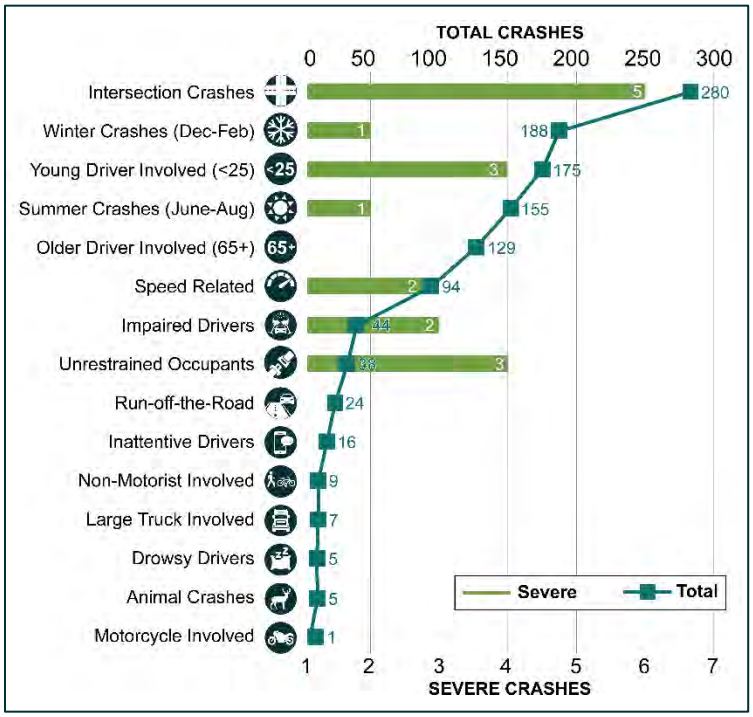


Figure 7.1: Crash Totals by Focus Area

Table 7.1 tabulates the total crashes, percent of all crashes, injuries, and total people involved for each focus area. A single crash may have multiple contributing factors, and thus a single crash or injury could appear within multiple focus areas.

Table 7.1: Focus Area Comparison

Focus Area	Total Crashes	% of All Crashes	Fatality	Suspected Serious Injury	Minor Injury	Possible Injury	PDO/ Unknown	Total People
Intersection Crashes	280	53%	1	5	4	65	545	620
Winter Crashes (Dec-Feb)	188	35%	0	1	3	24	344	372
Young Driver Involved (<25)	175	33%	1	3	4	34	380	422
Summer Crashes (Jun-Aug)	155	29%	0	1	5	29	306	341
Older Driver Involved (65+)	129	24%	0	0	2	26	286	129
Speed Related	94	18%	1	2	2	10	170	185
Impaired Drivers	44	8%	2	1	3	10	69	85
Unrestrained Vehicle Occupants	39	7%	2	2	1	10	37	52
Run-off-the-Road	24	5%	0	0	3	3	29	35
Inattentive Drivers	15	3%	0	0	2	1	21	24
Non-Motorist Involved	9	2%	0	0	0	3	16	19
Large Truck Involved	7	1%	0	0	0	0	15	15
Drowsy Drivers	5	1%	0	0	1	0	4	5
Animal Crashes	5	1%	0	0	0	0	6	6
Motorcycle Involved	1	0%	0	0	1	0	0	1
TOTAL DATASET	**530**	**100%**	**2**	**6**	**16**	**93**	**992**	**1,109**

As shown in **Table 7.1**, the top 5 focus areas by total crashes include Intersection Crashes, Winter and Summer Crashes, and Younger or Older Driver Involved Crashes. In terms of severity, the Unrestrained Vehicle Occupants and Impaired Drivers each involved two fatalities.

7.2. Public Input

During the early stages of the *Whitefish SS4A Action Plan* development process, the planning team engaged with multiple community members to understand perceived safety concerns. Community members shared perspectives based on safety issue encounters that are not necessarily reflected in crash data due to near-miss circumstances, underreporting, or general avoidance due to unsafe conditions. Through a series of stakeholder meetings, field reviews, and public meetings, community members were presented with baseline crash analysis data and asked to identify their top safety concerns from the list of previously identified focus areas.

Figure 7.2 summarizes the input received at the public meeting, which echoes similar input received from stakeholders and community members engaged in other settings. As shown in the figure, the top focus areas identified by the public were Non-Motorist Involved, Intersection Crashes, Inattentive Drivers, and Speed Related crashes. These focus areas largely reflect the community values in Whitefish, as

demonstrated through past planning efforts, and somewhat overlap with the top focus areas based on total crashes and severity.

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)	0

Figure 7.2: Public Feedback - Priority Focus Areas

7.3. Analysis of Key Focus Areas

Based on the baseline data analysis and public feedback, it was determined that 4 focus areas would be selected to investigate in further detail. The focus areas aligning with the public's top interests (Non-Motorist Involved, Intersection Crashes, Inattentive Drivers, and Speed Related) were selected as the focus areas that could have the greatest impact on safety within the community. There is ample overlap between all focus areas; for example an impaired driver crash at an intersection resulting in a fatality would fall into at least two categories. Strategies addressing these 4 key focus areas will likely help address crash trends identified in other focus areas. The following sections contain a more detailed analysis of the community's key focus areas to assist with the identification of strategies and projects to address concerns.

7.3.1. Non-Motorist Involved Crashes

A total of 4 bicycle crashes and 5 pedestrian crashes were included in the MDT crash database. However, when crash reports were reviewed, it was found that 1 of the crashes coded as a pedestrian crash did not, in fact, involve pedestrians. It was also discovered that there was a severe injury pedestrian involved crash in January 2020 that prompted the City of Whitefish to pursue an RRFB at the Baker Avenue crosswalk south of 5th Street. This particular crash was reported by WPD but was not contained in the MDT crash dataset provided to the planning team, despite occurring within the analysis period. It is unknown why this crash was not included in MDT database.

Upon closer examination, an additional 23 crashes were reported to have involved non-motorists in some capacity, based on the person-type characteristics associated with the crash records. Available details indicate some of these records may be miscoded, however, the records are reported as received, with no attempt to change or modify the records. As noted in **Section 3.4**, it is plausible that a non-motorist could have been a contributing factor in a crash but not physically impacted in the collision. For example, a rear-end crash may occur when a vehicle stops abruptly for a pedestrian in a crosswalk, or a sideswipe could occur if a vehicle swerves around a bicyclist into a vehicle in the neighboring lane.

Figure 7.3 shows the crashes specifically coded as pedestrian and bicycle crashes, the crash records indicating non-motorists were involved, and the existing non-motorized facilities in the area. Key takeaways regarding the 32 reported non-motorist involved crashes are summarized below.

- Besides crashes specifically coded as pedestrian and bicycle crashes, the top crash types were rear-end (25 percent), sideswipe (19 percent), parked vehicle (6 percent), head-on (6 percent), and right-angle (6 percent).
- The majority of crashes caused property damage only (75 percent), and 16 percent resulted in possible injuries.
- Environmental factors did not appear to play a major role in crashes. About 6 percent of crashes occurred when it was raining and 19 percent occurred when the roads were wet, icy, or frost-covered. All other crashes (75 percent) occurred on dry roads under clear or cloudy conditions. About 16 percent of the crashes occurred when it was dark outside, and in 80 percent of those crashes street lighting was present.
- The majority of crashes occurred during the summer (June – August [53 percent]) when the weather is nice and non-motorists are most active. However, a fair amount occurred during the late winter/early spring (March – May [28 percent]) as well.
- Crashes were reported at all hours of the day, with the crashes most frequently occurring midday (12 PM – 2 PM, [34 percent]) and during the school pick-up/evening commute (3 PM – 6PM, [31 percent]).
- About half of the crashes reportedly occurred at non-junction locations, though geo-spatial data appears to indicate the crashes occurred primarily at intersections. The intersections along 1st Street between Spokane Avenue and O'Brien Avenue and the Spokane Avenue/13th Street intersection appeared to be hot spots. The Edgewood Place/Colorado Avenue intersection and shared use path crossing was the site of multiple crashes, including 2 crashes which involved non-motorists not yielding before proceeding through the intersection.
- Crashes occurred primarily on routes with lower functional classifications (local routes [34 percent] and collectors [19 percent]). About one third of the crashes occurred on principal arterials (US 93 and Highway 487).
- The speed limit on the roadways where the crashes occurred was 35 mph or less in all but 1 crash (in 2 crashes the speed limit was listed as unknown). Driving too fast for conditions was reported as a contributing action for 2 of the people involved in the crashes, with both coded as non-motorists as opposed to drivers of vehicles.
- The crash records indicated that a dedicated non-motorized facility (shared use path [66 percent] or marked bicycle lane [6 percent]) was available in 72 percent of the crashes. Geo-spatial data appears to indicate that this reporting may be slightly overrepresented, though at a minimum, it appears that all crashes occurred where there was a sidewalk or another dedicated facility.
- About 17 percent of the drivers and non-motorists involved in the crashes were reported to have been maneuvering in a distracted, inattentive, or careless manner at the time of the crashes. About 60 percent of those individuals were drivers and 40 percent were non-motorists. One driver was specifically coded as being distracted by an electronic communication device.

Based on these findings, it appears that pedestrians and bicyclists are active in the Whitefish area and have been both directly and indirectly involved in several crashes. The areas where these crashes are occurring are not particularly high-speed facilities, and generally have dedicated pedestrian and bicycle infrastructure, suggesting that driver awareness of non-motorists is perhaps lacking. Likewise, non-motorists were also coded as being inattentive, and the crash narratives (**Section 6.1**) suggested that in some incidents non-motorists did not give drivers enough time to see, react, and respond to their

movements. Due to the slower environments in which these crashes involving non-motorists occurred, injuries were rare.

In reviewing these trends, it is important to keep in mind that national research has demonstrated consistent underreporting of crashes involving pedestrians and bicyclists, with as many as 44-75 percent of pedestrian crashes and 7-46 percent of bicyclist crashes missing from police-reported crash data.[6] Collisions involving non-motorists are not always reported by those involved, especially if no injury or property damage occurs. Pedestrian and bicyclist injuries may also be misreported. For example, if a bicyclist appears uninjured at the crash scene, a crash report might not be filed. However, later, the bicyclist might realize they are injured and visit the emergency room, where the event is only captured in emergency department data.[7]

The general absence of reported pedestrian and bicycle crashes in the Whitefish area does not indicate a lack of safety concerns. This observation was further emphasized by the public and SS4A Task Force members, who indicated that the lack of non-motorist crashes could be due to both near-misses as well as a general avoidance of walking and bicycling due to perceived or experienced unsafe conditions. For these reasons, pedestrian and bicyclist safety is a top priority for the Whitefish SS4A Task Force.

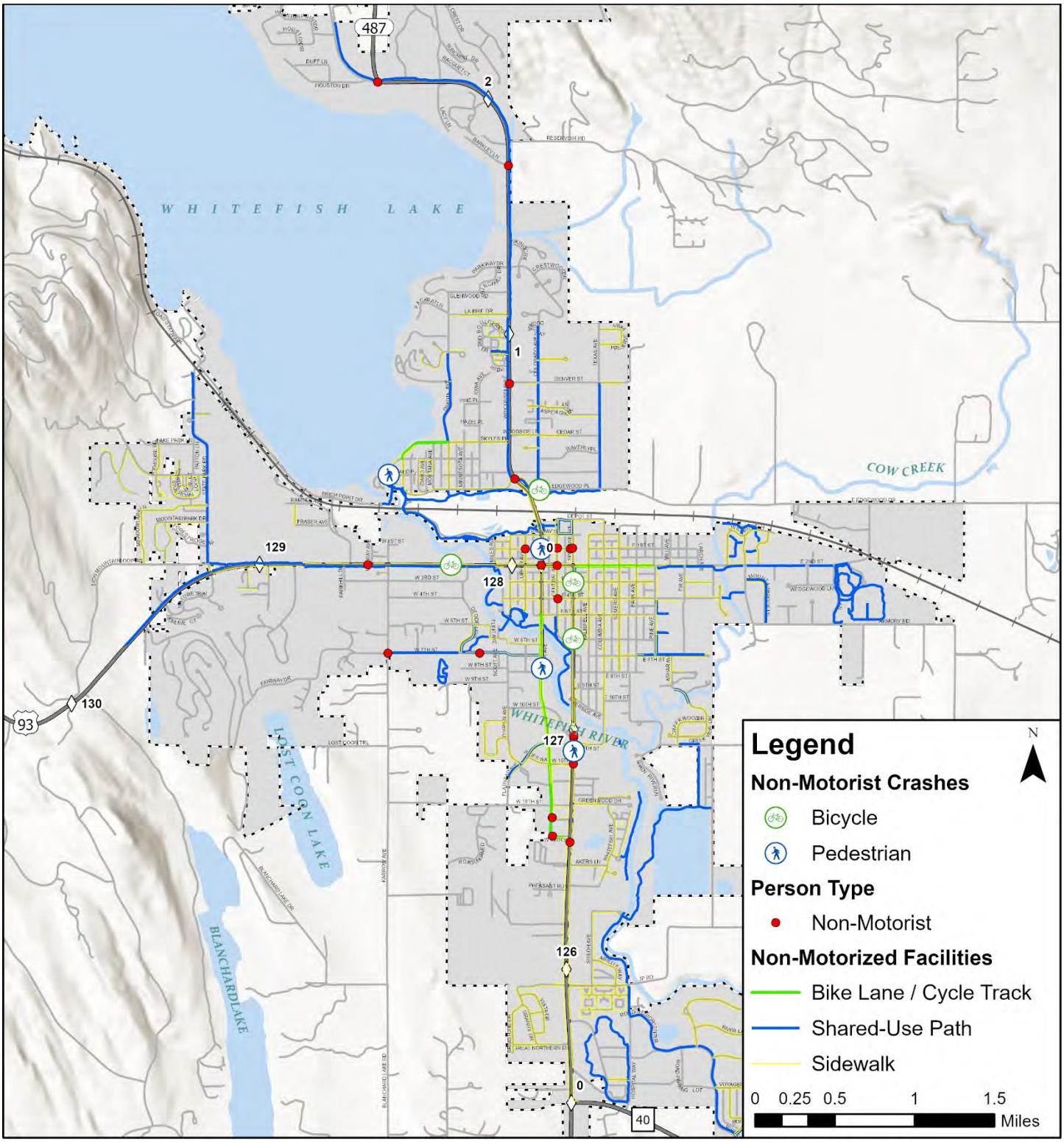


Figure 7.3: Non-Motorist Involved Crashes

7.3.2. Intersection Crashes

Over half of all the crashes in Whitefish over the 5-year analysis period occurred at an intersection (105) or were related to an intersection (175). **Figure 7.4** shows the locations of intersection and intersection related crashes. The following summarizes some key takeaways regarding the 280 reported intersection crashes.

INTERSECTION CRASHES

- The most common crash types included right-angle (44 percent), left-turn opposite-direction (17 percent), rear-end (13 percent), and sideswipe (9 percent).
- A fatality resulted from 1 of the intersection crashes and 3 resulted in suspected serious injuries. Overall, 81 percent of the intersection crashes resulted in property damage only.
- Adverse weather conditions played a minor role in intersection crashes, with 13 percent occurring while it was snowing or blowing snow and 3 percent occurring in the rain. Similarly, 24 percent of crashes occurred on snowy, icy, or frost-covered roads while 14 percent occurred on wet roads.
- Overall, 83 percent of intersection crashes occurred during daylight hours while 16 percent occurred at night, primarily at intersections with street lighting present.
- Intersection crashes occurred most commonly during the winter months (November to February [41 percent]) but also experienced a spike in the summer months (June to August [30 percent]). Crashes were most common during the afternoon and evening (12:00 PM to 6:00 PM [55 percent]).
- Drivers involved in intersection crashes were split equally between males and females. Drivers skewed slightly more heavily to working age (22-50 [53 percent]) compared to all crashes within the study area (40 percent).
- About 9 percent of intersection crashes involved an impaired driver. Top contributing actions included distracted/inattentive driving (29 percent), failure to yield right-of-way (24 percent), driving too fast for conditions (9 percent), and following too closely (6 percent).
- About 60 percent of vehicles involved in intersection crashes were moving straight ahead while 19 percent were making left turns and 13 percent were making right turns. About 7 percent were slowing or already stopped in traffic.
- The speed limit on the roadways where the intersection crashes occurred was primarily 25 mph (67 percent). About 40 percent occurred on local roads while 30 percent occurred on principal arterials.

INTERSECTION RELATED CRASHES

- The most common crash types included rear-end (57 percent), sideswipe (11 percent), right-angle (9 percent), and fixed-object (9 percent).
- None of the intersection related crashes resulted in a fatality and 1 resulted in suspected serious injuries. Overall, 77 percent of the intersection crashes resulted in property damage only.
- Adverse weather conditions played a slightly more significant role in intersection related crashes, with 19 percent of those crashes occurring while it was snowing or blowing snow and 2 percent occurring in the rain/freezing rain. Similarly, 36 percent of crashes occurred on snowy, icy, or frost-covered roads while 11 percent occurred on wet roads.
- Overall, 78 percent of intersection crashes occurred during daylight hours while 18 percent occurred at night. Street lighting was present at the crash site in about 80 percent of the nighttime crashes.
- Intersection related crashes occurred most commonly during the winter months (November to February [46 percent]) but also experienced a spike in the summer months (June to August [29

percent]). Crashes were most common during the school pick-up/evening commute timeframe (2:00 PM to 6:00 PM [42 percent]).

- Drivers involved in intersection related crashes were more commonly males (54 percent). Drivers also skewed slightly more heavily to working age (22-50 [55 percent]).
- About 4 percent of intersection related crashes involved an impaired driver. Top contributing actions included distracted/inattentive driving (31 percent), following too closely (16 percent), driving too fast for conditions (12 percent), and failure to yield right-of-way (6 percent).
- About 40 percent of vehicles involved in intersection related crashes were moving straight ahead, while 14 percent were making left turns and 11 percent were making right turns. About 28 percent were slowing or already stopped in traffic.
- About half of the intersection related crashes occurred on roadways with a speed limit of 25 mph (51 percent). About 29 percent occurred on local roads while 30 percent occurred on principal arterials.

Overall, crashes at intersections and intersection related crashes generally followed similar trends. Distinctions included more rear-end collisions associated with intersection related crashes while intersection crashes resulted in more angle crashes with higher severities. Also, a higher proportion of intersection related crashes occurred under adverse winter related road or weather conditions and involved drivers following too closely and driving too fast for conditions. In terms of location, there were no obvious distinctions between intersection and intersection related crashes. The downtown Whitefish area, the 13th Street and Baker/Spokane Avenues, US 93/19th Street, and US 93/MT 40 intersections were all hot spots for intersection crashes. These are all high-volume intersections with significant traffic volumes and turning movements.

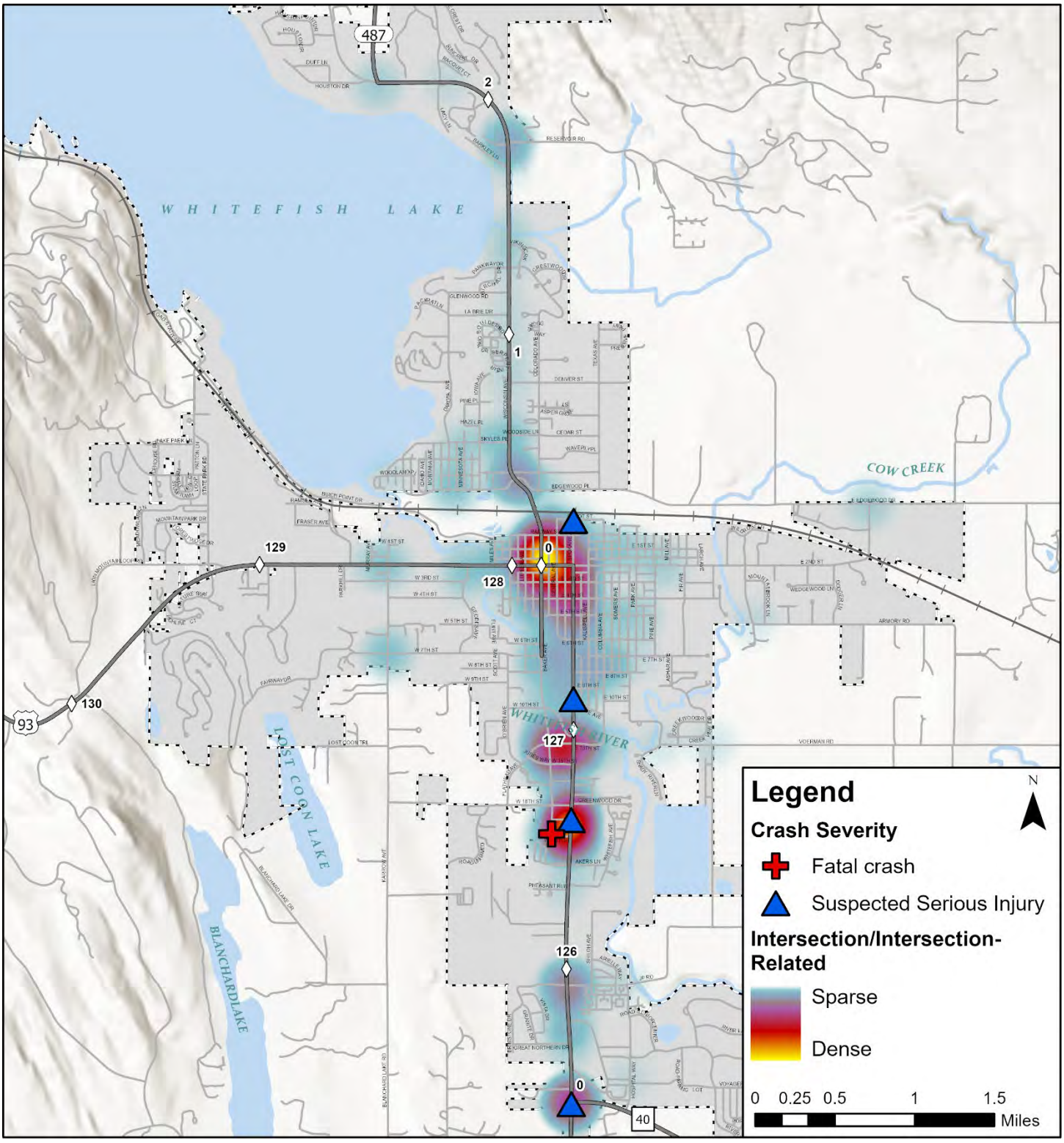


Figure 7.4: Intersection Crashes

7.3.3. Inattentive Drivers

The involvement of a distracted or inattentive driver can be coded in crash records in many ways. First, under the individual person records, the individual's actions at the time of the crash could be listed as "Drove in Distracted, Inattentive Or Careless Manner". A total of 210 individuals, including 205 drivers and 5 non-motorists, were reported as driving in this manner. On a crash basis, these distracted individuals were involved in 189 total crashes, indicating more than 1 distracted individual was involved in some crashes. Another attribute field in the crash records indicates whether the driver was specifically noted as a distracted driver. In this case, 16 individuals in 15 crashes were coded in this manner. Interestingly, 8 of these individuals did not have "Drove in Distracted, Inattentive Or Careless Manner" listed as a contributing action at the time of the crash.

Based on the large differences between these totals, it is difficult to determine how many of the crashes within Whitefish involved distracted or inattentive drivers. However, it is reasonable to conclude that distracted driving is prevalent in the Whitefish area and is a contributing factor in many of the area's crashes. **Figure 7.5** shows a heat map of crash locations reported to have involved an individual who had "Drove in Distracted, Inattentive Or Careless Manner" listed as a contributing action. The 15 crashes specifically denoting a distracted driver are shown as green dots. Key takeaways regarding the 189 crashes involving drivers reported as driving in a distracted, inattentive, or careless manner are summarized below. The filter used for this analysis includes careless drivers, which may not necessarily mean the driver was distracted. The cause of distraction is missing from 96 percent of crash records.

- About half of the distracted driver crashes occurred at non-junction locations (48 percent) while 15 percent occurred at intersections and 36 percent were related to intersections.
- The most common crash types resulting from distracted drivers included rear-end (48 percent), sideswipe (12 percent), right-angle (10 percent), and fixed-object (9 percent).
- None of the crashes involving distracted drivers were fatal, but 2 resulted in suspected serious injuries. Overall, 81 percent resulted in property damage only.
- The time of day and time of year trends for distracted driver crashes were very similar to those of all crashes within the study area with no major deviations.
- About one-third of the distracted driver crashes occurred on roads that were wet (12 percent), snowy (13 percent), or icy/frost-covered (8 percent). The weather was clear (61 percent) or cloudy (26 percent) for most crashes.
- About 8 percent of the distracted driver crashes also involved an impaired driver. Of all impaired drivers, 15 were reported as driving in a distracted, inattentive, or careless manner.
- There were no obvious trends regarding age of the distracted drivers, though it did skew slightly younger compared to overall crashes. About 22 percent of distracted drivers were under the age of 21 while only 13 percent of all drivers involved in crashes were under the age of 21.
- Other common contributing factors (besides distracted/inattentive driving) included following too closely (12 percent of drivers), driving too fast for conditions (6 percent), and failure to yield right-of-way (4 percent).
- About 18 percent of vehicles involved in distracted driver crashes were turning right or left while 9 percent were slowing, 8 percent were stopped in traffic, and another 9 percent were parked. About half of the vehicles were moving straight ahead (47 percent). The data does not relate individual vehicle records to individual drivers, therefore it is impossible to indicate which movement was made by the distracted driver versus the impacted driver. It is also impossible to indicate which driver was deemed at fault in the collision.
- Distracted driver crashes occurred most commonly in the downtown area, on 13th Street at the Baker and Spokane Avenue intersections, and on Spokane Avenue between 18th and 19th Streets.

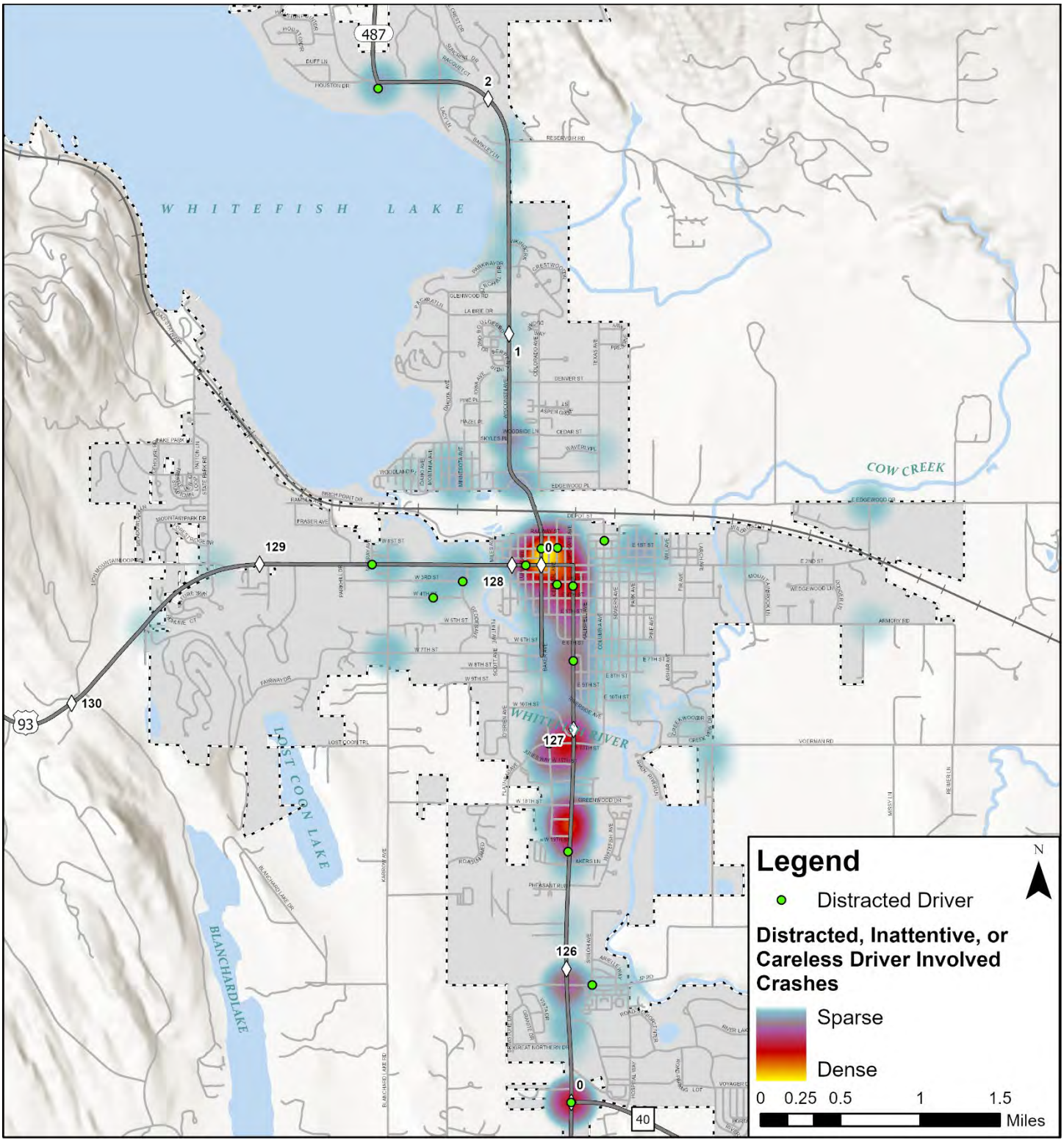


Figure 7.5: Inattentive Driver Involved Crashes

7.3.4. Speed Related

Crashes considered to be speed related were based on the reported driver actions at the time of the crash. Similar to how the distracted/inattentive drivers were classified, drivers who were speeding would have contributing actions listed as “Drove Too Fast For Conditions” or “Exceeded Posted Speed Limit”. In this case, 70 individuals, including 69 drivers and 1 non-motorist, were reported as driving in this manner. On a crash basis, these individuals were involved in 69 total crashes.

Speed was considered a contributing action in only about 13 percent of all crashes in Whitefish over the 5-year analysis period. Over the same period, 62 speed related violations were also recorded, accounting for 18 percent of all citations, as discussed in **Section 6.2**. **Figure 7.6** shows a heat map of crash locations with an individual who “Drove Too Fast For Conditions” or “Exceeded Posted Speed Limit” was listed as contributing action(s). The speed related citations are shown as yellow dots. Given available crash data, the following trends were observed regarding the 69 crashes involving drivers reported as driving too fast for conditions (63) or exceeding the posted speed limit (7).

- About one third of the speed related crashes occurred at non-junction locations while the other two-thirds occurred at an intersection (23 percent) or were related to an intersection (39 percent).
- The most common crash types involving speeding drivers were rear-end (30 percent), fixed-object (22 percent), sideswipe (14 percent), and right-angle (14 percent).
- One speed related crash resulted in a fatality, none resulted in suspected serious injuries, and 90 percent overall resulted in property damage only.
- Poor weather and road conditions appeared to be a factor in speed related crashes with 42 percent occurring when it was snowing or blowing snow, 43 percent occurring on snow covered roads, and 39 percent occurring on icy or frost-covered roads. Accordingly, 80 percent of the speed related crashes occurred in winter months (November through February) while only 3 percent occurred during summer months (June through August).
- About 71 percent of the speed related crashes occurred during daylight hours, while 26 percent occurred while it was dark outside (street lighting was present for half of the crashes that occurred at dark). Accordingly, about 74 percent of the crashes occurred during the hours of 8:00 AM and 5:00 PM, which generally corresponds with winter daylight hours.
- Males were over-represented in speed related crashes, accounting for 61 percent of offending drivers. The age distribution, however, was similar to that observed for all crashes in the study area.
- Five of the speed related crashes also involved an impaired driver. Contributing actions in crashes (besides speeding) included following too closely (6 percent) and distracted/inattentive driving (5 percent).
- Three quarters of the speed related crashes occurred on roadways with speed limits of 25 mph or less. None of the crashes occurred on roadways with speed limits greater than 45 mph.
- Unlike the citations which were primarily issued on US 93 south of 19th Street, the speed related crashes primarily occurred in the downtown area, on 13th Street at the Baker and Spokane Avenue intersections, and in the vicinity of US 93 and 19th Street. A handful of crashes also occurred on US 487 headed towards Big Mountain Resort. This difference may indicate a difference in the level of speed enforcement or could indicate that the issuance of citations is having a preventative effect on speed related crashes. Additionally, the reported citations are primarily on US 93 and were likely issued by MHP. Citations issued by WPD on local streets in the downtown core may not be included in the MDT citation dataset.
- Of the speeding drivers involved in crashes, 84 percent had Montana driver’s licenses. Similarly, 85 percent of drivers cited for speeding had Montana driver’s licenses.

Based on feedback from the public and SS4A Task Force, speeding is a high-priority safety concern even if it is not overly represented in the crash and citation data. The community perceives that vehicles travel too fast, which can make the roadway environment uncomfortable for non-motorists. Feedback from WPD indicates that vehicles typically abide by posted speed limits or travel just over the speed limit. This discrepancy between perception and reality could indicate that posted speeds are too high for the context and the desired comfort levels of non-motorist users, and that further investigation may be warranted.

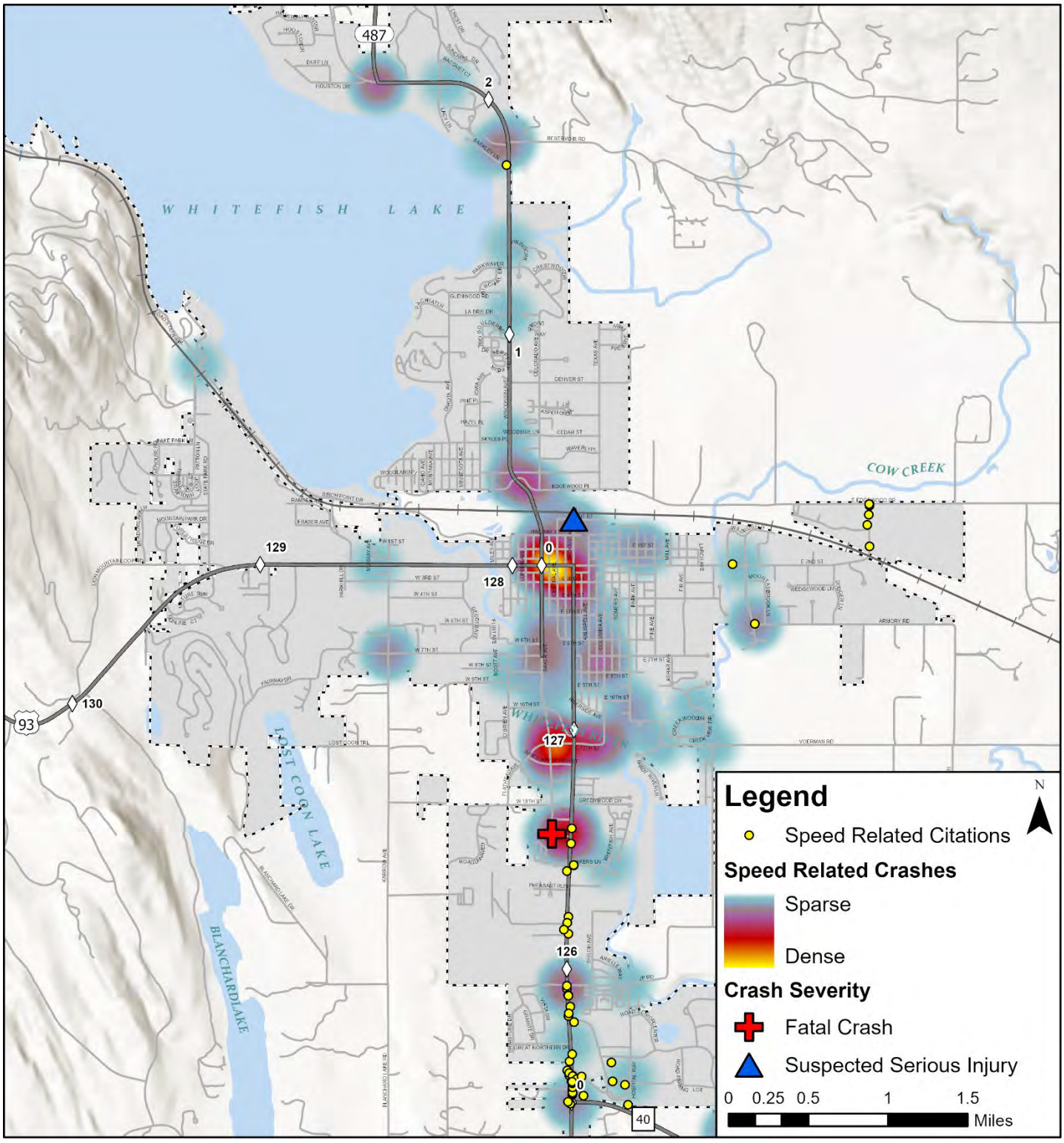


Figure 7.6: Speed Related Crashes

7.3.5. Relationship Between Focus Areas

Table 7.2 summarizes the relationships between each of the focus areas, in response to SS4A Task Force inquiries. For additional detail, the intersection crashes focus area was separated into Intersection and Intersection Related crashes. The N/A column represents the number of crashes within a given focus area that did not have any overlap with the other focus areas.

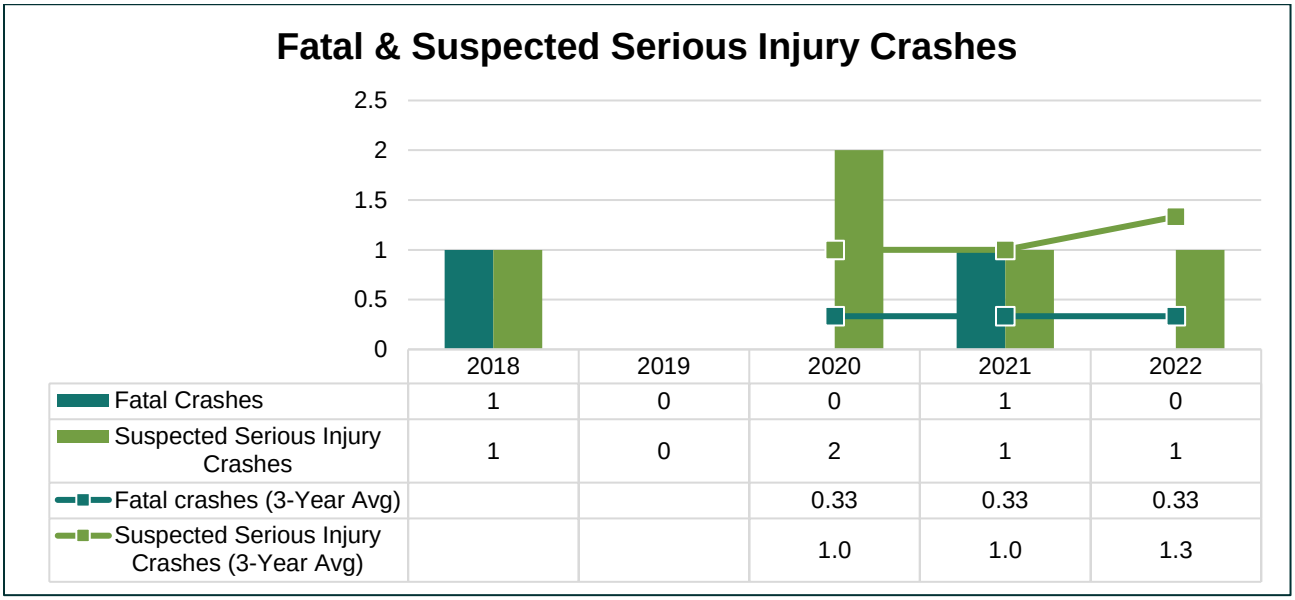
Table 7.2: Relationship Between Focus Areas

Focus Area	Inattentive	Non-Motorist	Speed	Intersection	Intersection Related	N/A	Total
Inattentive	--	11	4	29	68	77	**189**
Non-Motorist	11	--	1	6	8	6	**32**
Speed	4	1	--	16	27	21	**69**
Intersection	29	6	16	--	--	54	**105**
Intersection Related	68	8	27	--	--	72	**175**
N/A	77	6	21	54	72	--	**230**
Total	**189**	**32**	**69**	**105**	**175**	**230**	**530**

Based on this analysis, 34 percent of non-motorist crashes involved distracted drivers, while only 6 percent of distracted driver crashes involved non-motorists. Likewise, 28 percent of intersection crashes involved distracted drivers, while 15 percent of distracted drivers were involved in crashes at intersections. Speed and distraction did not appear to have a correlation and neither did speed and non-motorist crashes. However, 62 percent of the speed related crashes occurred at or were related to intersections while speed played a role in 30 percent of the intersection and intersection related crashes. Similarly, 44 percent of the non-motorist involved crashes occurred at or were related to intersections while 10 percent of the intersection/related crashes involved non-motorists.

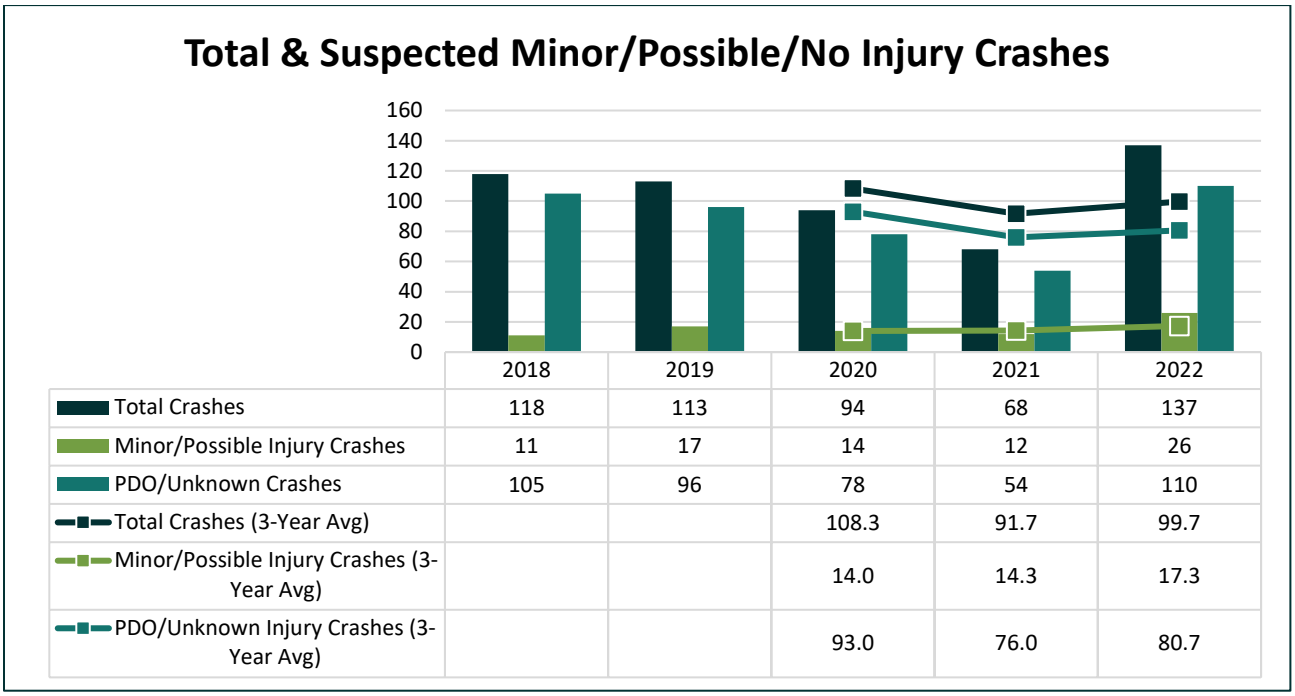
8.0. GOAL SETTING

It is common practice in safety performance tracking to set goals, or targets, based on multi-year rolling averages of fatalities and suspected serious injuries. The rolling average provides a better understanding of the overall data over time without eliminating outlier years with significant increases or decreases and provides a mechanism for accounting for regression to the mean or moving closer to an average value. If a particularly high or low number of fatalities and/or suspected serious injuries occur in 1 year, a return to a level consistent with the average in the previous year may occur. **Figures 8.1** and **8.2** show the total number of crashes by severity as well as 3-year rolling averages for each.



	2018	2019	2020	2021	2022
Fatal Crashes	1	0	0	1	0
Suspected Serious Injury Crashes	1	0	2	1	1
Fatal crashes (3-Year Avg)			0.33	0.33	0.33
Suspected Serious Injury Crashes (3-Year Avg)			1.0	1.0	1.3

Figure 8.1: Fatal and Suspected Serious Injury Crash Trends



	2018	2019	2020	2021	2022
Total Crashes	118	113	94	68	137
Minor/Possible Injury Crashes	11	17	14	12	26
PDO/Unknown Crashes	105	96	78	54	110
Total Crashes (3-Year Avg)			108.3	91.7	99.7
Minor/Possible Injury Crashes (3-Year Avg)			14.0	14.3	17.3
PDO/Unknown Injury Crashes (3-Year Avg)			93.0	76.0	80.7

Figure 8.2: Total and Suspected Minor/Possible/No Injury Crash Trends

The overarching goal of the SS4A program is to zero out roadway fatalities and serious injuries. Accordingly, a requirement of the grant program is for the entity receiving funding to make an official public commitment to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

(1) the target date for achieving zero roadway fatalities and serious injuries, OR
(2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

8.1. Recommended Fatality and Serious Injury Goals

Based on the findings in this report, fatal and suspected serious injury crashes are comparatively minimal in the Whitefish area already. In 3 of the 5 years studied, the community achieved zero fatalities, and in 2019, Whitefish achieved zero fatalities and suspected serious injuries. Accordingly, it is most realistic for the City of Whitefish to make a commitment to zero roadway fatalities and suspected serious injuries by a certain target date, rather than setting a percentage reduction goal. Committing to **zero fatalities and suspected serious injuries by 2030** is reasonable to allow the City enough time to acquire funding to implement the strategies and projects that will be recommended in this Action Plan to make progress towards the goal of zero.

8.2. Recommended Focus Area Goals

In addition to a commitment to zero roadway fatalities and serious injuries, the City of Whitefish desires to set other goals that can help the City track progress towards reducing crashes and improving overall safety and comfort for all transportation users. The goals are centered around the key focus areas of the Action Plan.

NON-MOTORIST INVOLVED FOCUS AREA

1. **Develop a non-motorist count program to continually measure the number of people who walk and bike for transportation purposes, with the goal to increase the number of people who walk and bike in Whitefish by 10 percent over the next 5 years.**

   The City of Whitefish desires a transportation system that is safe and comfortable for pedestrians, bicyclists, and other non-motorists to use on a daily basis. It is envisioned that progress towards creating a safe multimodal roadway environment will help encourage more people to walk, bike, and roll, thereby reducing the number of vehicles on the road and reducing the potential for conflicts. Increases in pedestrian and bicycle activity will be an indication of improved non-motorist safety and comfort.

INTERSECTION CRASHES FOCUS AREA

1. **Using the strategies defined in the SS4A Action Plan, complete at least 2 intersection safety improvement projects per year to improve safety at intersections identified on the HIN over the next 5 years.**

   To improve safety at intersections, the City of Whitefish will begin by targeting safety concerns at the highest scoring intersections on the HIN. Additional intersection safety improvement projects will be implemented as funding allows.

INATTENTIVE DRIVERS FOCUS AREA

1. **Reduce the number of crashes involving inattentive/distracted driving by 5 percent over the next 5 years.**

   Many crashes that occurred in the Whitefish area could have been prevented had the driver or non-motorist been focused on the task of safe transportation. Achievement of this goal will require investment in educational campaigns targeted at changing driver and non-motorist behavior as well as increased investment in targeted enforcement to curb distracted driving, especially the use of cell phones. To enable more accurate tracking, WPD officers should receive enhanced training to ensure contributing circumstances related to distracted driving are correctly reported.

SPEED RELATED FOCUS AREA

1. **Complete at least 2 speed related or traffic calming projects per year over the next 5 years to encourage slower speeds.**

   To address speed related crashes, a first step will be determination of whether current speed limits are appropriate for the context of the roadway. If the speed limit is determined to be too high, the City could pursue lowering speed limits on local roads. If the speed limit is determined to be appropriate but cars are traveling above the posted speeds, implementation of traffic calming projects could help reduce travel speeds in high-risk locations. High-risk locations may include non-motorized crossings, routes to schools, community gateway areas, or residential areas.

9.0. SUMMARY

This *Baseline Data Summary* for the Whitefish *SS4A Action Plan* identifies multimodal transportation safety problems within the City of Whitefish through a data-driven analysis of available crash, citation, carcass, and demographic data covering the 5-year period from January 1, 2018, to December 31, 2022. This analysis helps identify contributing factors in traffic fatalities and suspected serious injuries as well as other circumstances that inhibit the safety of residents and visitors alike.

This report summarizes data from crash reports submitted to the MHP from patrol officers and local law enforcement officials. The information from the crash reports is conveyed as recorded in the report, with no attempts to correct or modify the data. Separately, crash narratives for fatal and suspected serious injury crashes and non-motorist involved crashes were reviewed to understand contributing circumstances and identify potential underlying trends.

Additionally, comprehensive analyses were performed for 4 key focus areas including Non-Motorist Involved, Intersection, Inattentive Driver, and Speed Related crashes. This effort included a review of the spatial relationship between crashes and their location as well as a detailed analysis of contributing circumstances and crash trends relevant to each focus area that may not be otherwise be gleaned through a high-level review of all crash records.

While the data analysis helps the Whitefish SS4A Task Force and public understand the factors in crashes within the Whitefish area, it is noted that the community's perceived safety issues do not always align with the most prevalent crash trends. For this reason, public input was an important component of the SS4A planning process, and a concentrated effort was made to collect feedback to help identify transportation safety issues that may not otherwise be apparent in the crash data. A summary of public and stakeholder engagement efforts is contained in a separate *Engagement Summary* and interwoven through this report where relevant.

Analyses summarized in this report will assist the City of Whitefish and its partners in identifying and implementing projects or strategies to focus on the City's most high-risk and prevalent transportation safety issues. Findings will also help the City tailor any potential strategies to specific areas and contextual situations. A summary of generalized takeaways from the baseline safety analysis is provided below.

- Data indicated that 530 crashes involving 1,109 individuals occurred within the Whitefish City limits during the 5-year analysis period spanning 2018 to 2022. The area experienced a decline in the total number of crashes between 2018 and 2021, with a large spike in crashes in 2022. About 16 percent of crashes resulted in some level of injury and less than 1.5 percent were severe (2 total fatalities and 6 total suspected serious injuries).
- Temporal trends appear to indicate a possible trend with regular commuting patterns and generally higher traffic exposure on weekdays. Approximately 29 percent of crashes occurred in the summer months (June through August) while 35 percent occurred in the winter months (December through February), potentially corresponding to population fluctuations associated with seasonal tourism.
- Geospatial mapping shows higher concentrations of crashes in the downtown area and along US 93. These areas have greater traffic volumes and are typically more congested than other areas of the City, leading to greater traffic exposure and a higher risk of conflicts. Similarly, 5 out of 7 severe crashes occurred on US 93 which carries the highest traffic volumes and has the highest speed limits which contribute to both higher risks of conflicts as well as higher risks of injury when a crash occurs.

- Multi-vehicle crashes accounted for 83 percent of all reported crashes. The most common were rear-end, right-angle, and sideswipe crashes, which are all typical crash types in congested urban areas.
- Approximately 72 percent of crashes occurred on routes owned and maintained by the City of Whitefish, while the other 28 percent occurred on MDT-owned routes, such as US 93, Baker Avenue, and Wisconsin Avenue. Of the 7 severe crashes, 5 occurred on MDT routes (US 93) while the other 2 occurred on locally owned routes. These findings point out the importance of interagency coordination.
- About 40 percent of crashes occurred under adverse road conditions (snowy, icy, frost-covered, or wet roads). Crashes occurring under adverse road or weather conditions could potentially indicate a lack of maintenance of roadway facilities or a lack of skill, experience, or care driving in adverse conditions. About 20 percent of crashes occurred when it was dark outside, with about three-quarters of those crashes occurring in locations where street lighting was present.
- Four key focus areas (Non-Motorist Involved, Intersection Crashes, Inattentive Drivers, and Speed Related) were selected to investigate in greater detail to understand potential crash trends.
    - **Non-Motorist Involved:** Pedestrians and bicyclists are active in the Whitefish area and have been both directly and indirectly involved in multiple crashes. Findings suggest that driver awareness of non-motorists may be lacking, though non-motorist attentiveness also appears to be a concern. The general absence of reported pedestrian and bicycle crashes in the Whitefish area does not indicate a lack of safety concerns. Public and stakeholder engagement identified frequent near-misses and avoidance due to perceived or experienced unsafe conditions.
    - **Intersection Crashes:** Intersection related crashes tended to result in more rear-end collisions while intersection crashes resulted in more angle crashes with higher severities. A higher proportion of intersection related crashes occurred under adverse winter related road or weather conditions and involved drivers following too closely and driving too fast for conditions. The downtown Whitefish area, the 13th Street and Baker/Spokane Avenues, US 93/19th Street, and US 93/MT 40 intersections were all hot spots for intersection crashes. These locations are high-volume intersections with significant traffic volumes and turning movements.
    - **Inattentive Drivers:** Distracted driving is prevalent in the Whitefish area and a contributing factor in many of the area's crashes. The most common crash types resulting from distracted drivers included rear-end, sideswipe, right-angle, and fixed-object. Distracted drivers involved in crashes skewed slightly younger compared to overall crashes. Other common contributing factors (besides distracted/inattentive driving) included following too closely, driving too fast for conditions, and failure to yield right-of-way.
    - **Speed Related:** Speed was considered a contributing action in about 13 percent of all crashes, and speed related violations accounted for 18 percent of all citations. Poor weather and road conditions appeared to be a factor in speed related crashes, with drivers tending to travel too fast for the road conditions rather than exceeding the speed limit. Speeding is a high priority safety concern even if it is not overly represented in the crash and citation data. It is the perception of the community that vehicles travel too fast, which can make the roadway environment uncomfortable for non-motorists.

REFERENCES

[1] City of Whitefish, Engineering Standards, December 2019, https://www.cityofwhitefish.org/DocumentCenter/View/324/2019-Engineering-Standards-PDF

[2] City of Whitefish, City Code, July 15, 2024, https://codelibrary.amlegal.com/codes/whitefishmt/latest/overview

[3] City of Whitefish, Resolution No. 19-12: A Resolution of the City Council of the City of Whitefish, Montana, establishing a Sidewalk Cost-Sharing Program, June 17, 2019, https://www.cityofwhitefish.org/DocumentCenter/View/518/Sidewalk-Cost-Sharing-Agreement-Form-PDF

[4] City of Whitefish, Snow: Emergency & Priority Routes, https://www.cityofwhitefish.org/281/Snow

[5] American Association of State Highway and Transportation Officials, Strategic Highway Safety Plan: A Comprehensive Plan to Substantially Reduce Vehicle-Related Fatalities and Injuries on the Nation's Highways, February 2005.

[6] US DOT Pedestrian and Bicycle Information Center, Safety, https://www.pedbikeinfo.org/factsfigures/facts_safety.cfm

[7] Seth LaJeunesse, Smart Growth America, The absence of crashes does not equal the presence of safety, May 29, 2024, https://smartgrowthamerica.org/crash-reporting/

Appendix C

Planning-Level Cost Estimates

ENGINEER'S OPINION OF PROBABLE COSTS
WHITEFISH SAFE STREETS FOR ALL
WHITEFISH, MT
RPA Project #24600.000

Updated on 11/11/2024

			(Rounded Up) *(All values are in 2024 Dollars)*
PROJ - 1-A	Muldown Elementary Non-Motorist Enhancements	6th & Pine	$130,000.00
PROJ - 1-B		7th & Pine	$3,000.00
PROJ - 1-C		7th & Ashar	$110,000.00
PROJ - 2-A	Whitefish Middle School Non-Motorist Enhancements	1st & Spokane	$32,000.00
PROJ - 2-B		2nd & Kalispell	$4,000.00
PROJ - 2-C		1st Street	$460,000.00
PROJ - 2-D		2nd & Pine	$52,000.00
PROJ - 3-A	Whitefish High School/Memorial Park Non-Motorist Enhancements	Memorial Park	$1,200,000.00
PROJ - 3-B		High School	$550,000.00
PROJ - 4	6th Street Reconstruction		$2,600,000.00
PROJ - 5-A	Transit Stop Enhancements	Pine Lodge: Bus Stop in Travel Lane	$140,000.00
PROJ - 5-B		Pine Lodge: Bus Stop Outside Travel Lane	$350,000.00
PROJ - 5-C		Lodge at Whitefish Lake: Bus Stop in Travel Lane	$260,000.00
PROJ - 5-D		Lodge at Whitefish Lake: Bus Stop Outside Travel Lane	$1,200,000.00
PROJ - 6A	Spokane Avenue Undercrossing	Spokane Ave/6th-7th St Vicinity	$2,800,000.00
PROJ - 6B		7th Street	$750,000.00
PROJ - 7-A1	1st Street Intersections	1st & Baker (Relocate RRFB)	$10,000.00
PROJ - 7-A2		1st & Baker (Traffic Signal)	$400,000.00
PROJ - 7-A3		1st & Baker (Traffic Signal with Reconfiguration)	$1,600,000.00
PROJ - 7-B1		1st & Central (Pavement Markings)	$2,000.00
PROJ - 7-B2		1st & Central (Street Art)	$24,000.00
PROJ - 8-A	2nd Street Intersections	2nd & Lupfer	$160,000.00
PROJ - 8-B		2nd & Baker	$55,000.00
PROJ - 8-C		2nd & Central	$54,000.00
PROJ - 8-D		2nd & Spokane	$55,000.00
PROJ - 9-A	3rd Street Intersections	3rd & Baker	$220,000.00
PROJ - 9-B		3rd & Central	$2,000.00
PROJ - 9-C		3rd & Spokane	$6,000.00
PROJ - 10-A1	13th Street Intersections	13th & Baker (Pavement Markings)	$2,000.00
PROJ - 10-A2		13th & Baker (Study)	$130,000.00
PROJ - 10-A3		13th & Baker (Traffic Signal)	$310,000.00
PROJ - 10-A4		13th & Baker (Roundabout)	$3,200,000.00
PROJ - 10-B		13th & Spokane	$1,100,000.00
PROJ - 11-A1	US 93 Intersections	Option 1 Configuration	$21,900,000.00
PROJ - 11-A2		Option 2 Configuration	$29,900,000.00
PROJ - 12-A	Baker Avenue Enhancements	Baker & 4th	$160,000.00
PROJ - 12-B		Baker (5th St, North)	$6,000.00
PROJ - 12-C1		Baker (5th St, South, Repaint)	$110,000.00
PROJ - 12-C2		Baker (5th St, South, Separated w/ Barrier)	$1,700,000.00
PROJ - 12-C3		Baker (5th St, South, Separated w/ Boulevard)	$1,500,000.00
PROJ - 12-D		Baker Avenue	$300,000.00
PROJ - 12-E		Baker & 19th	$100,000.00
		TOTAL ALL PROJECTS =	***$73,647,000.00***

WHITEFISH SAFE STREETS FOR ALL
WHITEFISH, MT
RPA Project #24600.000

Robert Peccia & Associates, Inc.
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*102 Cooperative Way, Suite 300 * Kalispell * Montana * (406) 752-5025*
*1019 E. Main, Suite 101 * Bozeman * Montana (406) 284-2110*

Updated by AGP

All values are in 2024 Dollars

Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 1-A					
Assumptions					
4 bulb-outs, 2 crossings, not stop controlled (piano markings)					
1.01	**900**	SF	REMOVE EXISTING ASPHALT: All Depths	$1.00	$900.00
1.02	**100**	LF	REMOVE EXISTING CURB	$20.00	$2,000.00
1.03	**1,200**	SF	EXCAVATION AND EMBANKMENT: 12" Depth	$2.00	$2,400.00
1.04	**80**	LF	STORM TRENCH DRAIN	$500.00	$40,000.00
1.05	**280**	SF	ASPHALT PAVEMENT: 4" Thick (Type B – PG 58-28)	$4.00	$1,120.00
1.06	**140**	LF	CONCRETE CURB AND GUTTER	$60.00	$8,400.00
1.07	**300**	SF	CONCRETE SIDEWALK - 4" Thick	$15.00	$4,500.00
1.08	**4**	EA	DETECTABLE WARNING SURFACES	$500.00	$2,000.00
1.09	**1**	EA	SIGN - CROSSWALK "Yield for Ped"	$600.00	$600.00
1.10	**2**	EA	SIGN - LED "Yield for Ped"	$8,600.00	$17,200.00
1.11	**320**	SF	TOPSOIL - 6" Thick	$2.00	$640.00
1.12	**320**	SF	HYDROSEED	$1.00	$320.00
1.13	**80**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$640.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$80,720.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$24,300.00**
			Design Contingency	30%	**$24,300.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$48,600.00**
TOTAL OPINION OF PROBABLE COSTS:					**$130,000.00**

WHITEFISH SAFE STREETS FOR ALL
WHITEFISH, MT
RPA Project #24600.000

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Updated by AGP

All values are in 2024 Dollars

Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 1-B					
1.01	**3**	EA	SIGN - STANDARD (No Crossing During School Drop-off/Pick-up Hours)	$500.00	$1,500.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$1,500.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$500.00**
			Design Contingency	30%	**$500.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$1,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$3,000.00**

WHITEFISH SAFE STREETS FOR ALL
WHITEFISH, MT
RPA Project #24600.000

Robert Peccia & Associates, Inc.
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Updated by AGP

All values are in 2024 Dollars

Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 1-C					
Assumptions					
2 bulb-outs, 1 crossing, not stop controlled (piano markings)					
1.01	**450**	SF	REMOVE EXISTING ASPHALT: All Depths	$1.00	$450.00
1.02	**50**	LF	REMOVE EXISTING CURB	$20.00	$1,000.00
1.03	**600**	SF	EXCAVATION AND EMBANKMENT: 12" Depth	$2.00	$1,200.00
1.04	**40**	LF	STORM TRENCH DRAIN	$500.00	$20,000.00
1.05	**140**	SF	ASPHALT PAVEMENT: 4" Thick (Type B – PG 58-28)	$4.00	$560.00
1.06	**70**	LF	CONCRETE CURB AND GUTTER	$60.00	$4,200.00
1.07	**150**	SF	CONCRETE SIDEWALK - 4" Thick	$15.00	$2,250.00
1.08	**720**	SF	CONCRETE SIDEWALK - 6" Thick	$20.00	$14,400.00
1.09	**2**	EA	DETECTABLE WARNING SURFACES	$500.00	$1,000.00
1.10	**1**	EA	SIGN - CROSSWALK "Yield for Ped"	$600.00	$600.00
1.11	**2**	EA	SIGN - LED "Yield for Ped"	$8,600.00	$17,200.00
1.12	**160**	SF	TOPSOIL - 6" Thick	$2.00	$320.00
1.13	**160**	SF	HYDROSEED	$1.00	$160.00
1.14	**50**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$400.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$63,740.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$19,200.00**
			Design Contingency	30%	**$19,200.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$38,400.00**
TOTAL OPINION OF PROBABLE COSTS:					**$110,000.00**

WHITEFISH SAFE STREETS FOR ALL
WHITEFISH, MT
RPA Project #24600.000

Robert Peccia & Associates, Inc.
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*1019 E. Main, Suite 101 * Bozeman * Montana (406) 284-2110*

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 2-A					
1.01	**3**	EA	SIGN - FLASHING STOP	$2,000.00	$6,000.00
1.02	**2**	EA	SIGN - RADAR SPEED FEEDBACK	$6,500.00	$13,000.00
1.03	**120**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$960.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$19,960.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$6,000.00**
			Design Contingency	30%	**$6,000.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$12,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$32,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 2-B					
1.01	**4**	EA	SIGN - STANDARD (2 - 15 mph speed, 2 - parking restrictions)	$500.00	$2,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$2,000.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$600.00**
			Design Contingency	30%	**$600.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$1,200.00**
TOTAL OPINION OF PROBABLE COSTS:					**$4,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 2-C					
Assumptions					
City block is 360-ft					
1.01	**360**	LF	REMOVE EXISTING CURB	$20.00	$7,200.00
1.02	**12,780**	SF	EXCAVATION AND EMBANKMENT	$2.00	$25,560.00
1.03	**360**	LF	CONCRETE CURB AND GUTTER	$60.00	$21,600.00
1.04	**9,150**	SF	CONCRETE SIDEWALK - 4" Thick	$15.00	$137,250.00
1.05	**3,630**	SF	CONCRETE SIDEWALK - 6" Thick	$20.00	$72,600.00
1.06	**10**	EA	DETECTABLE WARNING SURFACES	$500.00	$5,000.00
1.07	**4,260**	SF	TOPSOIL - 6" Thick	$2.00	$8,520.00
1.08	**4,260**	SF	HYDROSEED	$1.00	$4,260.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$281,990.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$84,600.00**
			Design Contingency	30%	**$84,600.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$169,200.00**
TOTAL OPINION OF PROBABLE COSTS:					**$460,000.00**

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PROJ - 2-D					
Assumptions					
Uncontrolled intersection					
1.01	**1**	LS	DEMOLISH SELECT SITE ITEMS (Remove Overhead Beacon)	$8,000.00	$8,000.00
1.02	**1**	LS	SOLAR RRFB - NEW (2 Poles at Crossing and 2 Advanced Poles)	$24,000.00	$24,000.00
1.03	**50**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$400.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$32,400.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$9,800.00**
			Design Contingency	30%	**$9,800.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$19,600.00**
TOTAL OPINION OF PROBABLE COSTS:					**$52,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 3-A					
Assumptions					
Intersection: 4 bulb-outs, 4 crossings, stop controlled (piano markings), midblock crossing, bulb-out quantities 50% greater for full intersection					
1.01	**1,350**	SF	REMOVE EXISTING ASPHALT: All Depths	$1.00	$1,350.00
1.02	**150**	LF	REMOVE EXISTING CURB	$20.00	$3,000.00
1.03	**9,200**	SF	EXCAVATION AND EMBANKMENT: 12" Depth	$2.00	$18,400.00
1.04	**120**	LF	STORM TRENCH DRAIN	$500.00	$60,000.00
1.05	**420**	SF	ASPHALT PAVEMENT: 4" Thick (Type B – PG 58-28)	$4.00	$1,680.00
1.06	**200**	LF	CONCRETE CURB AND GUTTER	$60.00	$12,000.00
1.07	**7,850**	SF	CONCRETE SIDEWALK - 4" Thick	$15.00	$117,750.00
1.08	**9**	EA	DETECTABLE WARNING SURFACES	$500.00	$4,500.00
1.09	**2**	EA	SIGN - STANDARD	$500.00	$1,000.00
1.10	**480**	SF	TOPSOIL - 6" Thick	$2.00	$960.00
1.11	**480**	SF	HYDROSEED	$1.00	$480.00
1.12	**200**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$1,600.00
1.13	**1**	LS	MEMORIAL PARK - PARKING LOT (Portion of Memorial Park Vision Plan) (2023)	$800,000.00	$800,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$1,022,720.00**
MARK-UPS AND ADD-ONS			*(Does not include mark-ups on Memorial Park Vision Plan Estimates)*		
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$66,900.00**
			Design Contingency	30%	**$66,900.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$133,800.00**
TOTAL OPINION OF PROBABLE COSTS:					**$1,200,000.00**

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PROJ - 3-B					
Assumptions					
Intersection: 4 bulb-outs, 2 crossings, stop controlled (piano markings)					
1.01	**900**	SF	REMOVE EXISTING ASPHALT: All Depths	$1.00	$900.00
1.02	**100**	LF	REMOVE EXISTING CURB	$20.00	$2,000.00
1.03	**11,250**	SF	EXCAVATION AND EMBANKMENT: 12" Depth	$2.00	$22,500.00
1.04	**80**	LF	STORM TRENCH DRAIN	$500.00	$40,000.00
1.05	**280**	SF	ASPHALT PAVEMENT: 4" Thick (Type B – PG 58-28)	$4.00	$1,120.00
1.06	**140**	LF	CONCRETE CURB AND GUTTER	$60.00	$8,400.00
1.07	**10,350**	SF	CONCRETE SIDEWALK - 4" Thick	$15.00	$155,250.00
1.08	**5**	EA	DETECTABLE WARNING SURFACES	$500.00	$2,500.00
1.09	**840**	LF	FENCE - 4' CHAIN LINK	$50.00	$42,000.00
1.10	**2**	EA	SIGN - STANDARD	$500.00	$1,000.00
1.11	**20,420**	SF	TOPSOIL - 6" Thick	$2.00	$40,840.00
1.12	**20,420**	SF	HYDROSEED	$1.00	$20,420.00
1.13	**80**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$640.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$337,570.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$101,300.00**
			Design Contingency	30%	**$101,300.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$202,600.00**
TOTAL OPINION OF PROBABLE COSTS:					**$550,000.00**

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PROJ - 4					
1.01	**1**	LS	6TH STREET RECONSTRUCTION ($2,160,000 per MSN#29) (2022)	$2,575,000.00	$2,575,000.00
SUBTOTAL CONSTRUCTION COSTS:					**$2,575,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$2,600,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 5-A					
Assumptions					
Intersection: 1 bulb-out, 1 crossing, not stop controlled (piano markings), 2 bus stop markings					
1.01	**230**	SF	REMOVE EXISTING ASPHALT: All Depths	$1.00	$230.00
1.02	**30**	LF	REMOVE EXISTING CURB	$20.00	$600.00
1.03	**450**	SF	EXCAVATION AND EMBANKMENT: 12" Depth	$2.00	$900.00
1.04	**20**	LF	STORM TRENCH DRAIN	$500.00	$10,000.00
1.05	**70**	SF	ASPHALT PAVEMENT: 4" Thick (Type B – PG 58-28)	$4.00	$280.00
1.06	**40**	LF	CONCRETE CURB AND GUTTER	$60.00	$2,400.00
1.07	**80**	SF	CONCRETE SIDEWALK - 4" Thick	$15.00	$1,200.00
1.08	**130**	SF	CONCRETE PAD	$25.00	$3,250.00
1.09	**1**	EA	DETECTABLE WARNING SURFACES	$500.00	$500.00
1.10	**2**	EA	SIGN - STANDARD (Bus Stop)	$500.00	$1,000.00
1.11	**2**	EA	STREET LIGHT	$5,500.00	$11,000.00
1.12	**1**	EA	BUS SHELTER (Optional)	$35,000.00	$35,000.00
1.13	**80**	SF	TOPSOIL - 6" Thick	$2.00	$160.00
1.14	**80**	SF	HYDROSEED	$1.00	$80.00
1.15	**50**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$400.00
1.16	**2**	EA	PAVEMENT MARKING - BUS STOP	$750.00	$1,500.00
1.17	**200**	SF	EASEMENT	$40.00	$8,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$76,500.00**
MARK-UPS AND ADD-ONS					
			Easement Acquisition Services	$15,000.00	**$15,000.00**
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$23,000.00**
			Design Contingency	30%	**$23,000.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$61,000.00**

TOTAL OPINION OF PROBABLE COSTS:	$140,000.00

WHITEFISH SAFE STREETS FOR ALL
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PROJ - 5-B					
Assumptions					
Intersection: 2 bulb-out, 1 crossing, not stop controlled (piano markings), 2 bus stop markings, retaining wall					
1.01	**450**	SF	REMOVE EXISTING ASPHALT: All Depths	$1.00	$450.00
1.02	**50**	LF	REMOVE EXISTING CURB	$20.00	$1,000.00
1.03	**2,200**	SF	EXCAVATION AND EMBANKMENT: 12" Depth	$2.00	$4,400.00
1.04	**40**	LF	STORM TRENCH DRAIN	$500.00	$20,000.00
1.05	**140**	SF	ASPHALT PAVEMENT: 4" Thick (Type B – PG 58-28)	$4.00	$560.00
1.06	**70**	LF	CONCRETE CURB AND GUTTER	$60.00	$4,200.00
1.07	**1,450**	SF	CONCRETE SIDEWALK - 4" Thick	$15.00	$21,750.00
1.08	**130**	SF	CONCRETE PAD	$25.00	$3,250.00
1.09	**2**	EA	DETECTABLE WARNING SURFACES	$500.00	$1,000.00
1.10	**110**	LF	RETAINING WALL	$450.00	$49,500.00
1.11	**2**	EA	SIGN - STANDARD (Bus Stop)	$500.00	$1,000.00
1.12	**2**	EA	STREET LIGHT	$5,500.00	$11,000.00
1.13	**1**	EA	BUS SHELTER (Optional)	$35,000.00	$35,000.00
1.14	**680**	SF	TOPSOIL - 6" Thick	$2.00	$1,360.00
1.15	**680**	SF	HYDROSEED	$1.00	$680.00
1.16	**50**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$400.00
1.17	**2**	EA	PAVEMENT MARKING - BUS STOP	$750.00	$1,500.00
1.18	**200**	SF	EASEMENT	$40.00	$8,000.00
1.19	**1**	LS	UTILITY ADJUSTMENTS	$40,000.00	$40,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$205,050.00**
MARK-UPS AND ADD-ONS					
			Easement Acquisition Services	$15,000.00	**$15,000.00**
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$61,600.00**
			Design Contingency	30%	**$61,600.00**

SUBTOTAL MARK-UPS AND ADD-ONS:	**$138,200.00**
TOTAL OPINION OF PROBABLE COSTS:	**$350,000.00**

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PROJ - 5-C					
Assumptions					
1 existing crossing, not stop controlled (piano markings), 2 bus stop markings, 2 shelters					
1.01	**400**	SF	EXCAVATION AND EMBANKMENT: 12" Depth	$2.00	$800.00
1.02	**260**	SF	CONCRETE PAD	$25.00	$6,500.00
1.03	**2**	EA	SIGN - STANDARD (Bus Stop)	$500.00	$1,000.00
1.04	**2**	EA	STREET LIGHT	$5,500.00	$11,000.00
1.05	**2**	EA	BUS SHELTER (Optional)	$35,000.00	$70,000.00
1.06	**120**	SF	TOPSOIL - 6" Thick	$2.00	$240.00
1.07	**120**	SF	HYDROSEED	$1.00	$120.00
1.08	**2**	EA	PAVEMENT MARKING - BUS STOP	$750.00	$1,500.00
1.09	**400**	SF	EASEMENT	$40.00	$16,000.00
1.10	**1**	LS	UTILITY ADJUSTMENTS	$40,000.00	$40,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$147,160.00**
MARK-UPS AND ADD-ONS					
			Easement Acquisition Services	$15,000.00	**$15,000.00**
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$44,200.00**
			Design Contingency	30%	**$44,200.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$103,400.00**
TOTAL OPINION OF PROBABLE COSTS:					**$260,000.00**

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PROJ - 5-D					
Assumptions					
1 existing crossing, 2 new crossings, not stop controlled (piano markings), 2 bus stop markings, 2 shelters					
1.01	**1,000**	SF	REMOVE EXISTING ASPHALT: All Depths	$1.00	$1,000.00
1.02	**4**	EA	REMOVE EXISTING TREE	$1,000.00	$4,000.00
1.03	**3,200**	SF	EXCAVATION AND EMBANKMENT: 12" Depth	$2.00	$6,400.00
1.04	**1,000**	SF	ASPHALT PAVEMENT: 4" Thick (Type B – PG 58-28)	$500.00	$500,000.00
1.05	**1,800**	SF	CONCRETE SIDEWALK - 4" Thick	$15.00	$27,000.00
1.06	**260**	SF	CONCRETE PAD	$25.00	$6,500.00
1.07	**3**	EA	DETECTABLE WARNING SURFACES	$500.00	$1,500.00
1.08	**2**	EA	SIGN - STANDARD (Bus Stop)	$500.00	$1,000.00
1.09	**2**	EA	STREET LIGHT	$5,500.00	$11,000.00
1.10	**2**	EA	BUS SHELTER (Optional)	$35,000.00	$70,000.00
1.11	**480**	SF	TOPSOIL - 6" Thick	$2.00	$960.00
1.12	**480**	SF	HYDROSEED	$1.00	$480.00
1.13	**1**	LS	LANDSCAPING ALLOTMENT	$50,000.00	$50,000.00
1.14	**80**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$640.00
1.15	**2**	EA	PAVEMENT MARKING - BUS STOP	$750.00	$1,500.00
1.16	**400**	SF	EASEMENT	$40.00	$16,000.00
1.17	**1**	LS	UTILITY ADJUSTMENTS	$40,000.00	$40,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$737,980.00**
MARK-UPS AND ADD-ONS					
			Easement Acquisition Services	$15,000.00	**$15,000.00**
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$221,400.00**
			Design Contingency	30%	**$221,400.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$457,800.00**

TOTAL OPINION OF PROBABLE COSTS:	$1,200,000.00

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PROJ - 6A					
Assumptions					
50% design contingency due to the scale of project and numerous unknowns.					
1.01	**1**	LS	SPOKANE AVENUE UNDERCROSSING ($2,160,000 per MSN#29) (2022)	$2,800,000.00	$2,800,000.00
SUBTOTAL CONSTRUCTION COSTS:					**$2,800,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$2,800,000.00**

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PROJ - 6A					
Assumptions					
50% design contingency due to the scale of project and numerous unknowns.					
1.01	**1**	LS	7TH STREET EXTENSION ($577,000 per MSN#11) (2022)	$750,000.00	$750,000.00
SUBTOTAL CONSTRUCTION COSTS:					**$750,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$750,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 7-A1					
1.01	**2**	EA	RRFB - RELOCATE	$3,000.00	$6,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$6,000.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$1,800.00**
			Design Contingency	30%	**$1,800.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$3,600.00**
TOTAL OPINION OF PROBABLE COSTS:					**$10,000.00**
PROJ - 7-A2					
1.01	**1**	LS	TRAFFIC SIGNAL	$250,000.00	$250,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$250,000.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$75,000.00**
			Design Contingency	30%	**$75,000.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$150,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$400,000.00**
PROJ - 7-A3					

1.01	**1**	LS	TRAFFIC SIGNAL	$250,000.00	$250,000.00
1.02	**1**	LS	INTERSECTION RECONFIGURATION	$750,000.00	$750,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$1,000,000.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$300,000.00**
			Design Contingency	30%	**$300,000.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$600,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$1,600,000.00**

WHITEFISH SAFE STREETS FOR ALL
WHITEFISH, MT
RPA Project #24600.000

Robert Peccia & Associates, Inc.
*3147 Saddle Drive * Helena * Montana * (406) 447-5000*
*102 Cooperative Way, Suite 300 * Kalispell * Montana * (406) 752-5025*
*1019 E. Main, Suite 101 * Bozeman * Montana (406) 284-2110*

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 7-B1					
1.01	**150**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$1,200.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$1,200.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$400.00**
			Design Contingency	30%	**$400.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$800.00**
TOTAL OPINION OF PROBABLE COSTS:					**$2,000.00**
PROJ - 7-B2					
Assumptions:					
Lump sum includes 4 crossings.					
1.01	**1**	LS	STREET ART	$15,000.00	$15,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$15,000.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$4,500.00**
			Design Contingency	30%	**$4,500.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$9,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$24,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 8-A					
Assumptions					
Intersection: 4 bulb-outs, 2 crossings, not stop controlled (piano markings)					
1.01	**900**	SF	REMOVE EXISTING ASPHALT: All Depths	$1.00	$900.00
1.02	**100**	LF	REMOVE EXISTING CURB	$20.00	$2,000.00
1.03	**300**	SF	REMOVE EXISTING CONCRETE: All Depths	$10.00	$3,000.00
1.04	**1,200**	SF	EXCAVATION AND EMBANKMENT: 12" Depth	$2.00	$2,400.00
1.05	**80**	LF	STORM TRENCH DRAIN	$500.00	$40,000.00
1.06	**280**	SF	ASPHALT PAVEMENT: 4" Thick (Type B – PG 58-28)	$4.00	$1,120.00
1.07	**140**	LF	CONCRETE CURB AND GUTTER	$60.00	$8,400.00
1.08	**620**	SF	CONCRETE SIDEWALK - 4" Thick	$15.00	$9,300.00
1.09	**4**	EA	DETECTABLE WARNING SURFACES	$500.00	$2,000.00
1.10	**2**	EA	SIGN - STANDARD (Parking Restrictions)	$500.00	$1,000.00
1.11	**1**	LS	SOLAR RRFB - NEW (2 Poles at Crossing and 2 Advanced Poles)	$24,000.00	$24,000.00
1.12	**80**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$640.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$94,760.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$28,500.00**
			Design Contingency	30%	**$28,500.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$57,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$160,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 8-B					
1.01	**1**	LS	TRAFFIC SIGNAL TIMING STUDY	$50,000.00	$50,000.00
1.02	**4**	EA	SIGN - STANDARD (Yield to Peds)	$500.00	$2,000.00
1.03	**1**	LS	MDT SIGNAL ADJUSTMENTS	$1,000.00	$1,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$53,000.00**
MARK-UPS AND ADD-ONS			*(Does not include mark-ups on Traffic Signal Timing Study)*		
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$900.00**
			Design Contingency	30%	**$900.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$1,800.00**
TOTAL OPINION OF PROBABLE COSTS:					**$55,000.00**

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PROJ - 8-C					
1.01	**1**	LS	TRAFFIC SIGNAL TIMING STUDY	$50,000.00	$50,000.00
1.02	**150**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$1,200.00
1.03	**1**	LS	MDT SIGNAL ADJUSTMENTS	$1,000.00	$1,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$52,200.00**
MARK-UPS AND ADD-ONS			*(Does not include mark-ups on Traffic Signal Timing Study)*		
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$700.00**
			Design Contingency	30%	**$700.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$1,400.00**
TOTAL OPINION OF PROBABLE COSTS:					**$54,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 8-D					
1.01	**1**	LS	TRAFFIC SIGNAL TIMING STUDY	$50,000.00	$50,000.00
1.02	**4**	EA	SIGN - STANDARD (Yield to Ped)	$500.00	$2,000.00
1.03	**1**	LS	MDT SIGNAL ADJUSTMENTS	$1,000.00	$1,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$53,000.00**
MARK-UPS AND ADD-ONS			*(Does not include mark-ups on Traffic Signal Timing Study)*		
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$900.00**
			Design Contingency	30%	**$900.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$1,800.00**
TOTAL OPINION OF PROBABLE COSTS:					**$55,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 9-A					
Assumptions					
Intersection: 4 bulb-outs, 4 crossings, stop controlled (piano markings), bulb-out quantities 50% greater for full intersection					
1.01	**2,350**	SF	REMOVE EXISTING ASPHALT: All Depths	$1.00	$2,350.00
1.02	**150**	LF	REMOVE EXISTING CURB	$20.00	$3,000.00
1.03	**450**	SF	REMOVE EXISTING CONCRETE: All Depths	$10.00	$4,500.00
1.04	**3,000**	SF	EXCAVATION AND EMBANKMENT: 12" Depth	$2.00	$6,000.00
1.05	**120**	LF	STORM TRENCH DRAIN	$500.00	$60,000.00
1.06	**420**	SF	ASPHALT PAVEMENT: 4" Thick (Type B – PG 58-28)	$4.00	$1,680.00
1.07	**200**	LF	CONCRETE CURB AND GUTTER	$60.00	$12,000.00
1.08	**1,900**	SF	CONCRETE SIDEWALK - 4" Thick	$15.00	$28,500.00
1.09	**8**	EA	DETECTABLE WARNING SURFACES	$500.00	$4,000.00
1.10	**2**	EA	STREET LIGHT	$5,500.00	$11,000.00
1.11	**150**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$1,200.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$134,230.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$40,300.00**
			Design Contingency	30%	**$40,300.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$80,600.00**
TOTAL OPINION OF PROBABLE COSTS:					**$220,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 9-B					
1.01	**150**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$1,200.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$1,200.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$400.00**
			Design Contingency	30%	**$400.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$800.00**
TOTAL OPINION OF PROBABLE COSTS:					**$2,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 9-C					
1.01	**4**	EA	SIGN - STANDARD (Ped Crossing)	$500.00	$2,000.00
1.02	**150**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$1,200.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$3,200.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$1,000.00**
			Design Contingency	30%	**$1,000.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$2,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$6,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 10-A1					
1.01	**150**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$1,200.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$1,200.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$400.00**
			Design Contingency	30%	**$400.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$800.00**
TOTAL OPINION OF PROBABLE COSTS:					**$2,000.00**
PROJ - 10-A2					
1.01	**1**	LS	INTERSECTION CONTROL EVALUATION	$100,000.00	$100,000.00
SUBTOTAL DIRECT COSTS:					**$100,000.00**
MARK-UPS AND ADD-ONS					
			Contingency	30%	**$30,000.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$30,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$130,000.00**
PROJ - 10-A3					

1.01	**1**	LS	TRAFFIC SIGNAL	$250,000.00	$250,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$250,000.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$30,000.00**
			Design Contingency	30%	**$30,000.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$60,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$310,000.00**

PROJ - 10-A4					
1.01	**1**	LS	ROUNDABOUT	$2,000,000.00	$2,000,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$2,000,000.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$600,000.00**
			Design Contingency	30%	**$600,000.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$1,200,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$3,200,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 10-B					
Assumptions					
Markings quantity doubled to account for larger intersection.					
1.01	**1**	EA	PEDESTRIAN SIGNAL - ONE LEG	$45,000.00	$45,000.00
1.02	**300**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$2,400.00
1.03	**1**	LS	MDT SIGNAL ADJUSTMENTS	$1,000.00	$1,000.00
1.04	**1**	LS	LANE MODIFICATIONS ($850,000 per TSM#2) (2022)	$1,000,000.00	$1,000,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$1,048,400.00**
MARK-UPS AND ADD-ONS			*(Does not include mark-ups on Transportation Plan Estimates)*		
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$14,600.00**
			Design Contingency	30%	**$14,600.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$29,200.00**
TOTAL OPINION OF PROBABLE COSTS:					**$1,100,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 11-A1					
1.01	**1**	LS	MT 40 TO JP ROAD - OPTION 1 ($2,362,000 per MSN #17, Option 1) (2022)	$2,800,000.00	$2,800,000.00
1.02	**1**	LS	JP ROAD TO AKERS LN ($7,253,000 per MSN #18) (2022)	$8,625,000.00	$8,625,000.00
1.03	**1**	LS	AKERS LANE TO E 13TH ST - OPTION 1 ($8,737,000 per MSN #19, Option 1) (2022)	$10,400,000.00	$10,400,000.00
SUBTOTAL CONSTRUCTION COSTS:					**$21,825,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$21,900,000.00**

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Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 11-A2					
1.01	**1**	LS	MT 40 TO JP ROAD - OPTION 2 ($5,886,000 per MSN #17, Option 2) (2022)	$7,000,000.00	$7,000,000.00
1.02	**1**	LS	JP ROAD TO AKERS LN ($7,253,000 per MSN #18) (2022)	$8,625,000.00	$8,625,000.00
1.03	**1**	LS	AKERS LANE TO E 13TH ST - OPTION 2 ($11,943,000 per MSN #19, Option 2) (2022)	$14,225,000.00	$14,225,000.00
SUBTOTAL CONSTRUCTION COSTS:					**$29,850,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$29,900,000.00**

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PROJ - 12-A					
Assumptions					
Intersection: 4 bulb-outs, 4 crossings, stop controlled (piano markings), bulb-out quantities 50% greater for full intersection					
1.01	**1,350**	SF	REMOVE EXISTING ASPHALT: All Depths	$1.00	$1,350.00
1.02	**150**	LF	REMOVE EXISTING CURB	$20.00	$3,000.00
1.03	**100**	SF	REMOVE EXISTING CONCRETE: All Depths	$10.00	$1,000.00
1.04	**1,600**	SF	EXCAVATION AND EMBANKMENT: 12" Depth	$2.00	$3,200.00
1.05	**120**	LF	STORM TRENCH DRAIN	$500.00	$60,000.00
1.06	**420**	SF	ASPHALT PAVEMENT: 4" Thick (Type B – PG 58-28)	$4.00	$1,680.00
1.07	**200**	LF	CONCRETE CURB AND GUTTER	$60.00	$12,000.00
1.08	**450**	SF	CONCRETE SIDEWALK - 4" Thick	$15.00	$6,750.00
1.09	**8**	EA	DETECTABLE WARNING SURFACES	$500.00	$4,000.00
1.10	**480**	SF	TOPSOIL - 6" Thick	$2.00	$960.00
1.11	**480**	SF	HYDROSEED	$1.00	$480.00
1.12	**150**	LF	PAVEMENT MARKING - 24" Wide White	$8.00	$1,200.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$95,620.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$28,700.00**
			Design Contingency	30%	**$28,700.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$57,400.00**
TOTAL OPINION OF PROBABLE COSTS:					**$160,000.00**

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PROJ - 12-B					
Assumptions					
Symbol and Sign at each intersection and traffic lane.					
1.01	**6**	EA	SIGN - STANDARD (Bike Lane/Sharrow)	$500.00	$3,000.00
1.02	**6**	EA	PAVEMENT MARKING - SYMBOL (Sharrow)	$100.00	$600.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$3,600.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$1,100.00**
			Design Contingency	30%	**$1,100.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$2,200.00**
TOTAL OPINION OF PROBABLE COSTS:					**$6,000.00**

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PROJ - 12-C1					
Assumptions					
1 Symbol at each intersection and lane, and ~250 ft spacing.					
1.01	**10,000**	LF	PAVEMENT MARKING - 4" Wide White (High Durability)	$5.00	$50,000.00
1.02	**34**	EA	PAVEMENT MARKING - SYMBOL (Bike Lane) (High Durability)	$500.00	$17,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$67,000.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$20,100.00**
			Design Contingency	30%	**$20,100.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$40,200.00**
TOTAL OPINION OF PROBABLE COSTS:					**$110,000.00**
PROJ - 12-C2					
Assumptions					
Separated bike lane: concrete barrier. Does NOT include potential ROW/Easements					
1.01	**5,000**	LF	BARRIER - CONCRETE	$200.00	$1,000,000.00
1.02	**10,000**	LF	PAVEMENT MARKINGS - 4" Wide	$2.00	$20,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$1,020,000.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$306,000.00**
			Design Contingency	30%	**$306,000.00**

SUBTOTAL MARK-UPS AND ADD-ONS:					**$612,000.00**
TOTAL OPINION OF PROBABLE COSTS:					**$1,700,000.00**
PROJ - 12-C3					
Assumptions					
Separated bike lane: boulevard. Does NOT include potential ROW/Easements					
1.01	**40,000**	SF	REMOVE EXISTING ASPHALT: All Depths	$1.00	$40,000.00
1.02	**5,000**	LF	REMOVE EXISTING CURB	$20.00	$100,000.00
1.03	**60,000**	SF	EXCAVATION AND EMBANKMENT: 12" Depth	$2.00	$120,000.00
1.04	**50,000**	SF	ASPHALT PAVEMENT: 4" Thick (Type B – PG 58-28)	$4.00	$200,000.00
1.05	**5,000**	LF	CONCRETE CURB AND GUTTER	$60.00	$300,000.00
1.06	**12**	EA	DETECTABLE WARNING SURFACES	$500.00	$6,000.00
1.07	**40,000**	SF	TOPSOIL - 6" Thick	$2.00	$80,000.00
1.08	**40,000**	SF	HYDROSEED	$1.00	$40,000.00
1.09	**5,000**	LF	PAVEMENT MARKING - 4" Wide	$2.00	$10,000.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$896,000.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$268,800.00**
			Design Contingency	30%	**$268,800.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$537,600.00**
TOTAL OPINION OF PROBABLE COSTS:					**$1,500,000.00**

WHITEFISH SAFE STREETS FOR ALL
WHITEFISH, MT
RPA Project #24600.000

Robert Peccia & Associates, Inc.
*3147 Saddle Drive * Helena * Montana * (406) 447-5000*
*102 Cooperative Way, Suite 300 * Kalispell * Montana * (406) 752-5025*
*1019 E. Main, Suite 101 * Bozeman * Montana (406) 284-2110*

Updated by AGP

All values are in 2024 Dollars

Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 12-D					
Assumptions					
Most of the curb along Baker will need to be replaced in order to get consistent sidewalk.					
1.01	**1,540**	SF	REMOVE EXISTING ASPHALT: All Depths	$1.00	$1,540.00
1.02	**680**	LF	REMOVE EXISTING CURB	$20.00	$13,600.00
1.03	**5,500**	SF	EXCAVATION AND EMBANKMENT	$2.00	$11,000.00
1.04	**440**	SF	ASPHALT PAVEMENT: 4" Thick (Type B – PG 58-28)	$4.00	$1,760.00
1.05	**1,070**	LF	CONCRETE CURB AND GUTTER	$60.00	$64,200.00
1.06	**5,500**	SF	CONCRETE SIDEWALK - 4" Thick	$15.00	$82,500.00
1.07	**4**	EA	DETECTABLE WARNING SURFACES	$500.00	$2,000.00
1.08	**2,520**	SF	TOPSOIL - 6" Thick	$2.00	$5,040.00
1.09	**2,520**	SF	HYDROSEED	$1.00	$2,520.00
SUBTOTAL DIRECT CONSTRUCTION COSTS:					**$184,160.00**
MARK-UPS AND ADD-ONS					
			Construction Misc. (Mobilization, Construction Surveys, Material Testing, Traffic Control, etc.)	30%	**$55,300.00**
			Design Contingency	30%	**$55,300.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$110,600.00**
TOTAL OPINION OF PROBABLE COSTS:					**$300,000.00**

WHITEFISH SAFE STREETS FOR ALL
WHITEFISH, MT
RPA Project #24600.000

Robert Peccia & Associates, Inc.
*3147 Saddle Drive * Helena * Montana * (406) 447-5000*
*102 Cooperative Way, Suite 300 * Kalispell * Montana * (406) 752-5025*
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Updated by AGP

All values are in 2024 Dollars

Item No.	Quantity	Unit	Unit Description	Unit Price (Figures)	Total Price (Figures)
PROJ - 12-E					
1.01	**1**	LS	INTERSECTION CONTROL EVALUATION / RECONFIGURATION	$75,000.00	$75,000.00
SUBTOTAL DIRECT COSTS:					**$75,000.00**
MARK-UPS AND ADD-ONS			Contingency	30%	**$22,500.00**
SUBTOTAL MARK-UPS AND ADD-ONS:					**$22,500.00**
TOTAL OPINION OF PROBABLE COSTS:					**$100,000.00**

Appendix D

Annual Safety Report Template

REPORT DATE

CITY OF WHITEFISH

SAFE STREETS FOR ALL

ACTION PLAN

20XX ANNUAL SAFETY REPORT

20XX Annual Safety Report

1.0. OVERVIEW AND PURPOSE

In 2023, the City of Whitefish was awarded funds from the Safe Streets and Roads for All (SS4A) discretionary grant program to complete an Action Plan identifying the most significant safety concerns in the community. The Action Plan was completed in 2025 and contains a comprehensive set of projects and strategies to address identified safety issues within the City limits.

The overarching goal of the SS4A program is to eliminate roadway fatalities and serious injuries. Accordingly, a requirement of the grant program is for the entity receiving funding to make an official public commitment to an eventual goal of zero roadway fatalities and serious injuries. In alignment with this requirement, and the community's commitment to improving roadway safety, the City of Whitefish has adopted a goal of zero fatalities and suspected serious injuries by 2030.

In support of the Safe Streets for All program and Vision Zero, the City of Whitefish has committed to a goal of ***zero fatalities and suspected serious injuries by 2030.***

Beyond this goal, the City of Whitefish aims to improve overall safety and comfort for all transportation users through implementation of the SS4A Action Plan and its associated strategies, projects, programs, and policies. To track this progress, the City of Whitefish has identified the following supporting goals which align with the key focus areas of the Action Plan: Non-Motorists, Intersection Crashes, Inattentive Drivers, and Speed Related Crashes.

- ✓ Develop a non-motorist count program to continually measure the number of people who walk and bike for transportation purposes, with the goal to **increase the number of people who walk and bike** in Whitefish by 10 percent over the next 5 years.
- ✓ Using the strategies defined in the SS4A Action Plan, complete at least 2 intersection safety improvement projects per year to **improve safety at intersections** identified on the High Injury Network (HIN) over the next 5 years.
- ✓ **Reduce** the number of crashes involving **inattentive/distracted driving** by 5 percent over the next 5 years.
- ✓ Complete at least 2 speed related or traffic calming projects per year over the next 5 years to **encourage slower speeds**.

As part of the City's commitment to improving safety in the community, this Annual Safety Report was created to provide additional transparency for tracking and addressing safety issues in Whitefish.

1.1. Planning Area

The SS4A planning effort focused on the area bounded by the 2024 Whitefish City limits. **Figure 1** provides a map of the planning area. Note that the land surrounding the Amtrak rail lines, including the Wisconsin Avenue viaduct, is not annexed into the City and therefore was not included in the analysis. It is expected that the planning area will expand, concurrently with future city annexations, so the safety comparison year-to-year may not use the exact same analysis boundary.

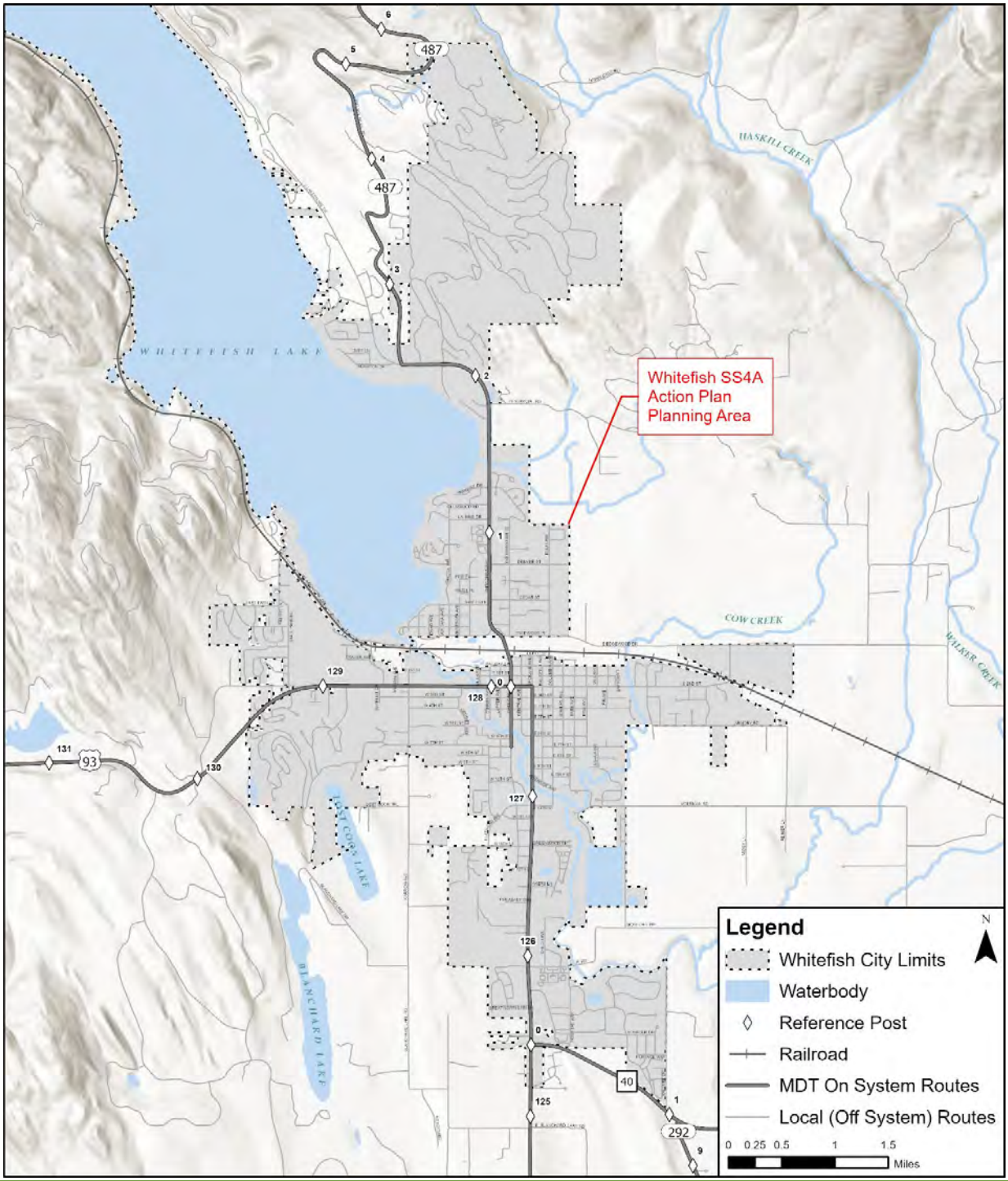

Figure 1: 2024 SS4A Planning Area

2.0. TRACKING PROGRESS

The SS4A Action Plan involved an analysis of five years of crash data spanning January 1, 2018 to December 31, 2022. Based on the analysis in the Action Plan, fatal and suspected serious injury crashes are already comparatively low in the Whitefish area. In three of the five years studied, the community achieved zero fatalities, and in 2019, Whitefish achieved zero fatalities and suspected serious injuries, as shown in **Table 1**. In the most recent analysis year, 20XX, there were X crashes, X fatal crashes resulting in X fatalities and X suspected serious injury crashes resulting in X suspected serious injuries within city limits.

In 20XX, there were X fatalities and X suspected serious injuries within city limits.

It is common practice in safety performance tracking to set goals, or targets, based on multi-year rolling averages of fatalities and serious injuries. The rolling average provides a better understanding of the overall data over time without eliminating outlier years with significant increases or decreases and provides a mechanism for accounting for regression to the mean or moving closer to an average value. If a particularly high or low number of fatalities and/or serious injuries occur in one year, a return to a level consistent with the average in the previous year may occur.

Table 1 presents the 3-year rolling averages for the total number fatalities and serious injuries in Whitefish. Over the five-year crash analysis period evaluated in the Action Plan, the rolling average hovered around 1.5 combined fatalities and serious injuries with some fluctuation year to year. Add additional commentary about trends for current reporting year. **Figure 2** presents the data visually.

Table 1: Fatalities and Serious Injuries in Whitefish

Person Injury Severity	2018	2019	2020	2021	2022	2023	2030 Goal
Fatal Injuries	1	0	0	1	0	X	0
Suspected Serious Injuries	2	0	2	1	1	X	0
Combined Fatalities & Serious Injuries	**3**	**0**	**2**	**2**	**1**	**X**	**0**
3-Year Rolling Average	**--**	**--**	***1.67***	***1.33***	***1.67***	***X***	***0***

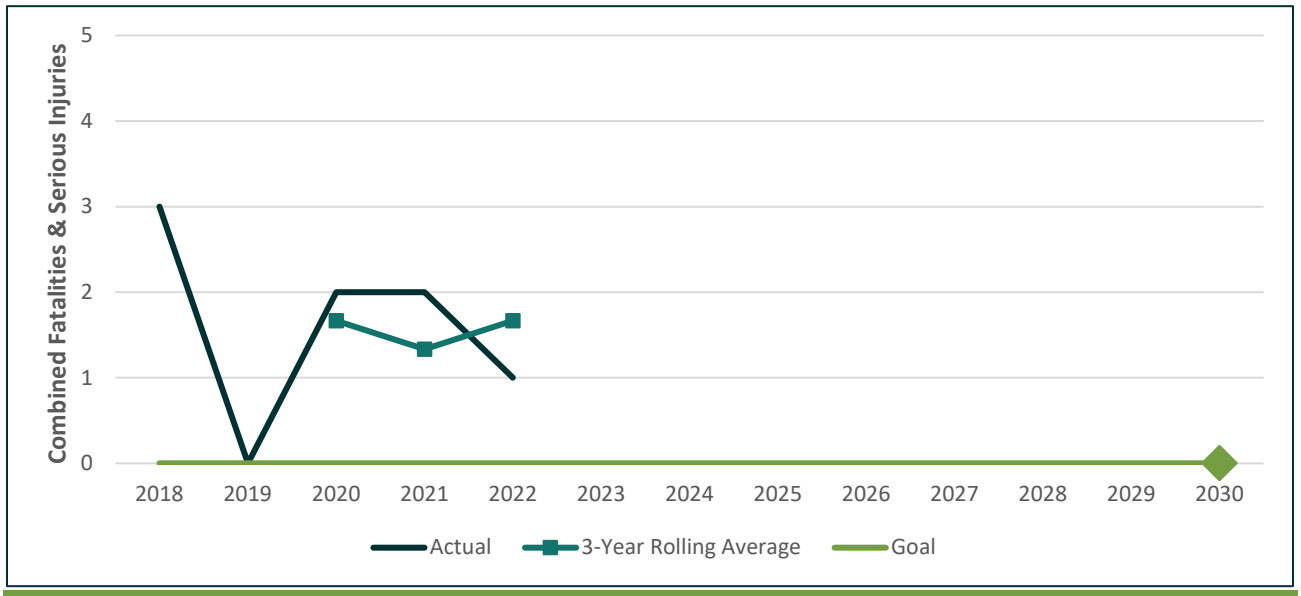

Figure 2: Fatalities and Serious Injuries in Whitefish

2.1. Focus Area Goals

In addition to a commitment to zero roadway fatalities and serious injuries, the City of Whitefish has set four other goals centered around the Action Plan's key focus areas which will help the City track progress towards reducing crashes and improving overall safety and comfort for all transportation users. The following sections report progress made towards achieving these focus area goals.

2.1.1. Non-Motorists

The City of Whitefish desires a transportation system that is safe and comfortable for non-motorists to use on a daily basis. It is envisioned that progress towards creating a safe multimodal roadway environment will help encourage more people to walk, bike, and roll, thereby reducing the number of vehicles on the road and reducing the potential for conflicts. It is believed that increases in pedestrian and bicycle activity will be an indication of improved non-motorist safety and comfort. Thus, the City of Whitefish has set the following goal to track non-motorist activity.

- ✓ Develop a non-motorist count program to continually measure the number of people who walk and bike for transportation purposes, with the goal to **increase the number of people who walk and bike** in Whitefish by 10 percent over the next 5 years.

In order to accurately measure the amount of people who walk and bike, a non-motorist count program needs to be implemented. PROG-2, listed in the SS4A Action Plan, provides a formal recommendation to establish a non-motorist count program and suggests hiring a dedicated bicycle and pedestrian coordinator to manage the program. The following details activities the City of Whitefish has implemented in the past year to make progress towards this component of the goal.

- No updates to report.

Aside from direct non-motorist counts, data available from the US Census Bureau's American Community Survey (ACS) can be used to understand mode choice for commuting trips. **Table 2** provides a summary of the percentage of workers in Whitefish that walked or biked to work. The estimates are five-year estimates which aggregate data over a period of five years. One-year estimates are not available for geographic areas with fewer than 65,000 residents. The 2030 goal shown in the table is the result of increasing the percentage of walk and bike commuters in Whitefish by 10%. Note, in 2030, it is expected that only 2028 ACS data will be available given the lag in data releases.

Add commentary about results from the most recent year of ACS data.

Table 2: ACS 5-Year Estimates: Walk and Bike Commuters

Means of Transportation to Work	2018	2019	2020	2021	2022	2023	2030 Goal
Workers 16 Years and Over	3,930	4,241	4,394	4,303	4,536	X	--
Walked	299	242	338	271	290	X	--
	7.6%	5.7%	7.7%	6.3%	6.4%	X	7.0%
Biked	67	119	114	108	118	X	--
	1.7%	2.8%	2.6%	2.5%	2.6%	X	2.9%
Combined Walk & Bike Commuters	**365**	**360**	**453**	**379**	**408**	**X**	**--**
	9.3%	**8.5%**	**10.3%**	**8.8%**	**9.0%**	**X**	**9.9%**

Since the ACS data is only an estimate, lags several years behind, and only captures commute trips, direct non-motorist counts can provide more accurate measure of actual walking and biking activity. **Table 3** provides a summary of non-motorist counts collected at various locations within Whitefish.

Table 3: Whitefish Walk and Bike Counts

Count Site	2025			2026			2030 Goal
	Ped	Bike	Total	Ped	Bike	Total	Total
Total							
% Change	--	--	--	%	%	%	%

Add commentary about count results.

2.1.2. Intersections

Over the five-year crash analysis period evaluated in the Action Plan, approximately 20 percent of all crashes occurred at an intersection and an additional 33 percent of crashes were related to an intersection. In terms of severity, 5 out of 7 severe crashes occurred at an intersection or were related to an intersection. To improve safety at intersections, the City of Whitefish plans to target safety concerns at the highest scoring intersections on the HIN. Additional intersection safety improvement projects will be implemented as funding allows.

- ✓ Using the strategies defined in the SS4A Action Plan, complete at least 2 intersection safety improvement projects per year to **improve safety at intersections** identified on the HIN over the next 5 years.

Figure 3 presents the intersection HIN developed for the Action Plan. Project recommendations were identified for several of the intersections on the HIN, as shown in **Table 5**, later in this report. Additional intersection safety projects may arise for intersections on the HIN. The following details intersection projects the City of Whitefish has implemented in the past year to make progress towards this component of the goal.

- List completed projects as well as the status of any projects in progress.

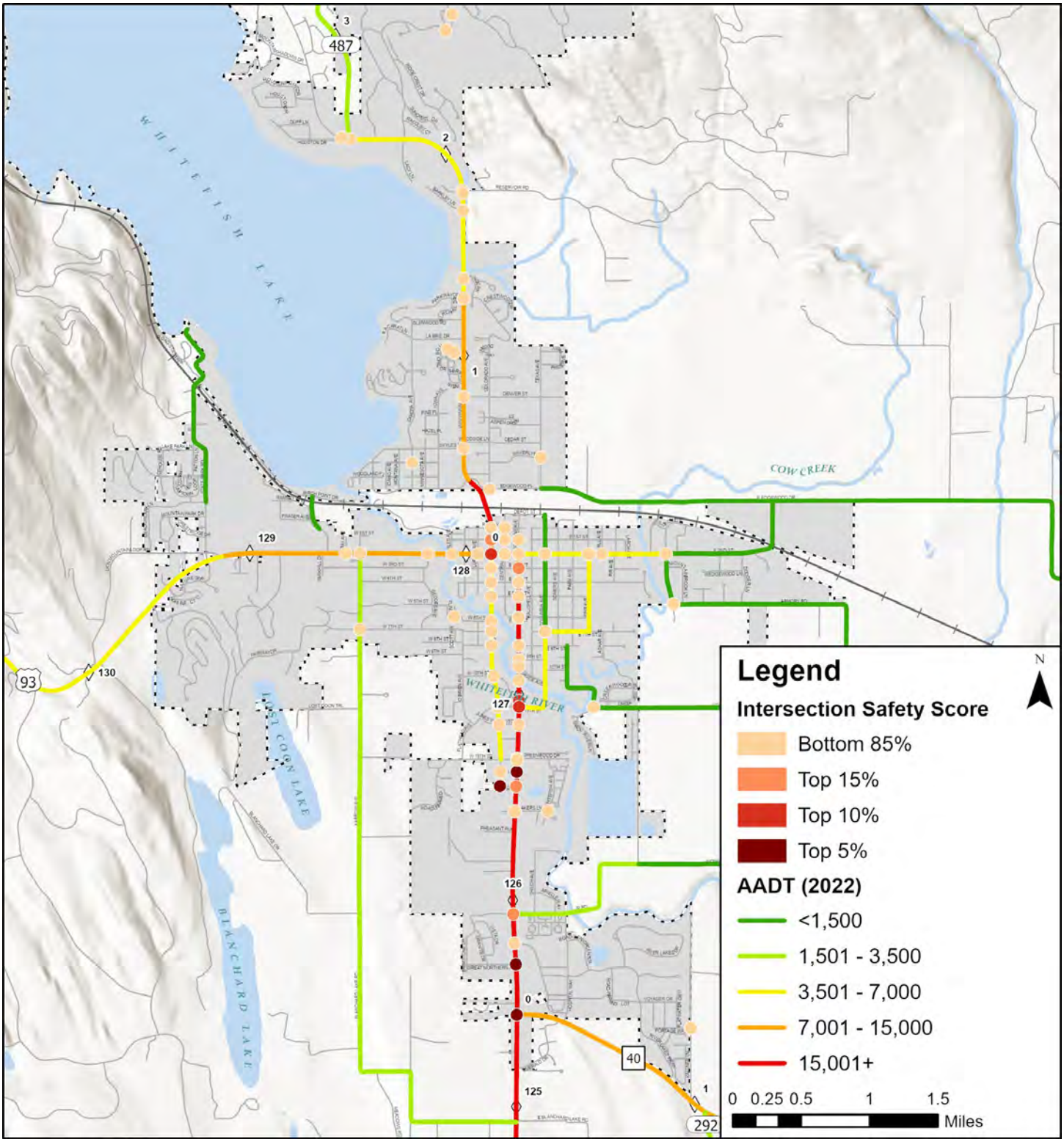

Figure 2.3: Intersection-Based HIN

2.1.3. Distractions

Many crashes that occurred in the Whitefish area could have been prevented had the driver or non-motorist been focused on the task of safe transportation. Achievement of this goal will require investment in educational campaigns targeted at changing driver and non-motorist behavior as well as increased investment in targeted enforcement to curb distracted driving, especially the use of cell phones. To enable more accurate tracking, it is recommended that Whitefish Police Department (WPD) officers receive enhanced training to ensure contributing circumstances related to distracted driving are correctly and consistently reported.

- ✓ **Reduce** the number of crashes involving **inattentive/distracted driving** by 5 percent over the next 5 years.

Table 4 provides a summary of the number of crashes that involved drivers who were reported as driving in a distracted, inattentive, or careless manner, based on contributing actions listed in the crash data. **Figure 4** summarizes this data visually. Between 2018 and 2021, the number of distracted driver involved crashes decreased steadily from 52 to 18 crashes per year, before jumping up to 47 in 2022. Due to this potential outlier in 2022, the 2030 goal shown in the table is the result of decreasing the 3-year average number of distracted driver crashes by 5%. Add commentary about trends for the current reporting year.

Table 4: Distracted Driver Involved Crashes

Inattentive/Distracted Driving	2018	2019	2020	2021	2022	2023	2030 Goal
Crashes	52	42	30	18	47	X	--
3-Year Average	--	--	*41.3*	*30.0*	*31.7*	*X*	*30.1*

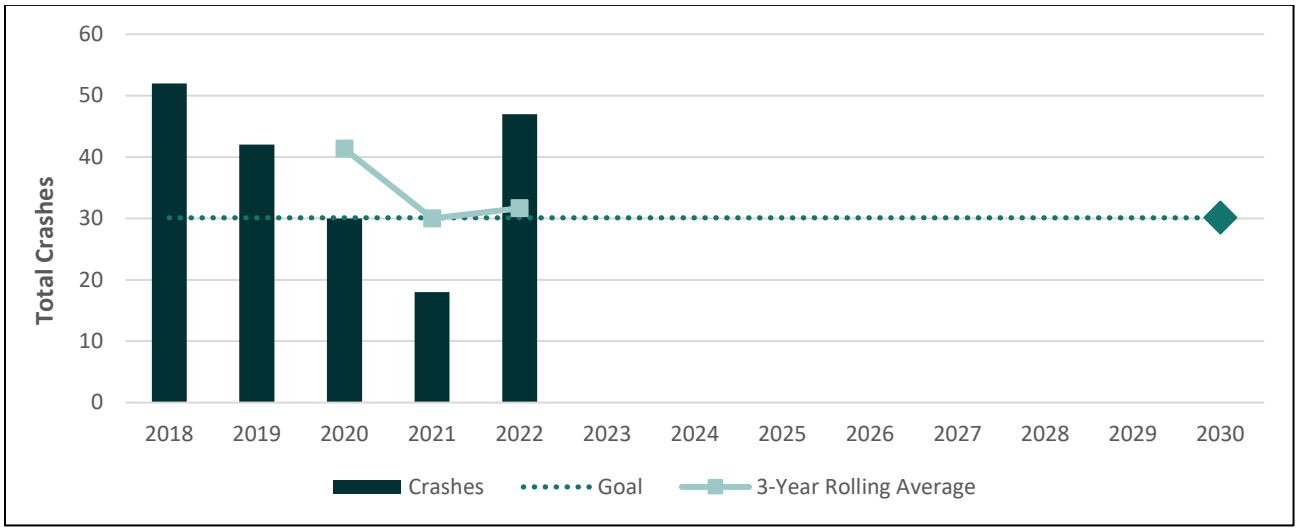

Figure 4: Distracted Driver Involved Crashes

To better understand changes in distracted driving, the City could also consider tracking the number of citations issued for unlawful use of cell phones while driving. An increase in citations could indicate an increased level of enforcement, or could indicate an increased level of distracted driving. Continued coordination with WPD is recommended to determine the best methods for tracking progress towards reducing distracted driving. The following details activities the City of Whitefish has implemented in the past year to make progress towards this goal.

- No updates to report.

2.1.4. Speeds

To address speed related crashes, a City will first determine whether current speed limits are appropriate for the context of the roadway. If the speed limit is determined to be too high, the City could pursue lower speed limits on local roads. If the speed limit is determined to be appropriate but cars are traveling above the posted speeds, implementation of traffic calming projects could help reduce travel speeds in high-risk locations. High-risk locations may include non-motorized crossings, routes to schools, community gateway areas, or residential areas.

- ✓ Complete at least 2 speed related or traffic calming projects per year over the next 5 years to **encourage slower speeds**.

PROG-6 recommends implementing a traffic calming program that formalizes a method to identify and address speed-related concerns. Several speed related strategies are also listed in the Action Plan to help address high speeds on city streets. The following details speed-related projects the City of Whitefish has implemented in the past year to make progress towards this goal.

- List completed projects as well as the status of any projects in progress.

3.0. SAFETY PROJECTS

The SS4A Action Plan lists several projects, programs, and policies intended to proactively address identified safety concerns from all angles, including infrastructure improvements, programs targeted at safe behaviors, and operational improvements. The recommendations may be developed as stand-alone efforts, or, in some cases, combined with other efforts as appropriate. **Table 5** summarizes the projects listed in the SS4A Action Plan and their current implementation status.

Table 5: SS4A Project Recommendations and Status

	Project Name	Cost Estimate ($ 2024)	Timeframe	Status
PROJ-1	**Muldown Elementary School**			
1-A	*6th & Pine*	*$130,000*	*Short*	*Not Started*
1-B	*7th & Pine*	*$3,000*	*Short*	*Not Started*
1-C	*7th & Ashar*	*$110,000*	*Short*	*Not Started*
PROJ-2	**Whitefish Middle School**			
2-A	*1st & Spokane*	*$32,000*	*Mid*	*Not Started*
2-B	*2nd & Kalispell*	*$4,000*	*Mid*	*Not Started*
2-C	*1st Street Sidewalks*	*$460,000*	*Long*	*Not Started*
2-D	*2nd & Pine*	*$52,000*	*Short*	*In Progress*
PROJ-3	**Whitefish High School/Memorial Park**			
3-A	*Memorial Park*	*$1.2M*	*Mid*	*Not Started*
3-B	*Whitefish High School*	*$550,000*	*Mid*	*Not Started*
PROJ-4	**6th Street Improvements**			
4-A	*6th Street Improvements*	*$2.6M*	*Mid*	***Completed in 2025***
PROJ-5	**Enhanced Transit Stops**			
5-A	*Pine Lodge Bus Stop in Travel Lane*	*$140,000*	*Mid*	*Not Started*
5-B	*Pine Lodge Bus Stop Outside Travel Lane*	*$350,000*	*Long*	*Not Started*
5-C	*Lodge at Whitefish Lake Bus Stop in Travel Lane*	*$260,000*	*Mid*	*Not Started*
5-D	*Lodge at Whitefish Lake Bus Stop Outside Travel Lane*	*$1.2M*	*Mid*	*Not Started*
PROJ-6	**Spokane Avenue Pedestrian/Bicycle Undercrossing**			
6-A	*Spokane Ave/6th-7th St Vicinity*	*$2.8M*	*Mid*	*Not Started*
6-B	*7th Street*	*$750,000*	*Long*	*Not Started*
PROJ-7	**1st Street Improvements**			
7-A	*1st & Baker*	*$10,000 - $1.6M*	*Short (RRFB) Long (Signal)*	*Not Started*
7-B	*1st & Central*	*$2,000 - $24,000*	*Mid*	*Not Started*
PROJ-8	**2nd Street Improvements**			
8-A	*2nd & Lupfer*	*$160,000*	*Mid*	*Not Started*
8-B	*2nd & Baker*	*$5,000*	*Short*	*Not Started*
8-C	*2nd & Central*	*$4,000*	*Short*	*Not Started*
8-D	*2nd & Spokane*	*$5,000*	*Short*	*Not Started*
PROJ-9	**3rd Street Improvements**			
9-A	*3rd & Baker*	$220,000	Mid	*Not Started*

	Project Name	Cost Estimate ($ 2024)	Timeframe	Status
9-B	3rd & Central	$2,000	Mid	Not Started
9-C	3rd & Spokane	$6,000	Short	Not Started
PROJ-10	**13th Street Improvements**			
10-A	13th & Baker	$2,000 - $3.2M	Short (RRFB) Long (Signal/ Roundabout)	Not Started
10-B	13th & Spokane	$1.1M	Mid	Not Started
PROJ-11	**US 93 Improvements (Hwy 40 to 13th St)**			
11-A	13th to MT 40	$21.9M - $29.9M	Long	Not Started
PROJ-12	**Baker Avenue Improvements**			
12-A	Baker & 4th	$160,000	Mid	Not Started
12-B	Baker (5th St, North)	$6,000	Short	Not Started
12-C	Baker (5th St, South)	$110,000 - $1.7M	Short (Repaint) Mid (Cycle Track)	Not Started
12-D	Baker Ave Sidewalks	$300,000	Mid	Not Started
12-E	Baker & 19th	$100,000	Long	Not Started

Several programs and policy changes were also identified to help support project recommendations and generally make progress towards improving safety within the identified focus areas. The programs broadly address transportation safety across the community through education, enforcement, and systematic infrastructure improvements while the recommended policies could help establish a framework upon which to develop new and enhance existing programs and ensure consistent implementation. **Table 6** outlines the programs and policies recommended in the Action Plan and current, on-going, or completed activities related to each recommendation.

Table 6: SS4A Program / Policy Recommendations and Status

Program / Policy		Completed / In Progress Activities
PROGRAMS		
PROG-1	Non-Motorized Audit	• Not Started
PROG-2	Non-Motorist Count Program	• Count locations selected, first counts to be conducted in Summer 2025
PROG-3	Walking/Biking/Transit Resources	•
PROG-4	Targeted School Traffic Safety Campaign	•
PROG-5	High Visibility Enforcement	•
PROG-6	Traffic Calming Program	•
POLICIES		
POL-1	E-Bike Regulation Modifications	•
POL-2	Formalized Safe Routes to School Policy	•
POL-3	Complete Streets Policy	•

4.0. GOALS AND PLANS FOR NEXT PERFORMANCE PERIOD

The *City of Whitefish SS4A Action Plan* aims to enhance transportation safety in Whitefish, with a target of zero deaths and serious injuries on City roadways by 2030. While specific funding for the proposed improvements has not yet been secured, the City is committed to implementing a minimum number of safety projects annually in support of identified focus area goals, as described in previous sections.

As projects are implemented, the City will continue to report on its progress annually and reassess its approach as safety concerns arise. This includes, but is not limited to, modifying the focus area goals, shifting the timeframes for project implementation, or identifying new projects. This flexible approach allows for continual reassessment and adjustment to ensure the most pressing safety concerns are addressed in a timely and effective manner. As a result of this 20XX review of safety concerns and implementation statuses, the City of Whitefish has identified the following goals and plans for the 20XX performance period.

- EXAMPLES:
  - The designs for the 6th Street reconstruction project will be completed in April 2025 and the project will be constructed in summer 2025.
  - The City plans to apply for a FY2025 SS4A Implementation Grant for the 13th Street/Spokane Avenue intersection project.
  - Annual restriping will occur in June 2025.