


CHAPTER 8:
Recommended Projects

CHAPTER 8: RECOMMENDED PROJECTS

This Plan includes a variety of recommended programs and improvement projects. These projects are needed to meet the anticipated traffic demands of the year 2030. This chapter summarizes the recommended programs and projects. The recommended Major Street Network (MSN) projects for the Whitefish Area are shown on **Figure 8-1**.

8.1 RECOMMENDED TRANSPORTATION SYSTEM MANAGEMENT (TSM) IMPROVEMENTS

Transportation System Management (TSM) projects are relatively low cost, "tune-up" type improvements. These are projects that do not require excessive planning to begin and/or high costs to construct. They are commonly referred to as projects that can help to "tweak" the operation of the transportation system. For the purposes of this Plan an improvement project was classified as a TSM project if the cost of the project was less than $500,000. The cost estimates included in this section are provided for planning purposes only. It was estimated that most new traffic signal systems would cost between $200,000 and $300,000. Lane modifications were estimated to cost $60,000 per approach. If applicable, each project included some basic storm drainage improvements. The cost estimates **do not include any right-of-way costs**, but do include design and construction costs. All costs are in year 2007 dollars.

TSM-1 (Access Control Study of US Highway 93 South)

Problem: The presence of numerous accesses along US Highway 93, between MT 40 and 13th Street, are expected to cause potential safety and operational issues in the future due to increasing traffic volumes on US Highway 93. Additionally, many in the community have expressed the desire for increased beautification in the corridor and developing a sense of place as drivers Whitefish proper.

Recommendation: It is recommended that the City of Whitefish and the MDT enter into a formal project agreement to develop an "Access Control Plan" for the section of US Highway 93 between MT 40 and 13th Street. This is an implementation strategy that will carry out the recommendations contained in the original *US Highway 93 Somers to Whitefish Final Environmental Impact Statement (FEIS).* An informal working committee has been set-up and is in operation within the Whitefish community to develop this "Access Control; Plan". The current efforts should be formalized to follow the conventional steps of an access control plan. These steps include a series of formal public outreach activities, as well as "one-on-one" meetings with individual landowners. This project is being led by the City of Whitefish, through a steering committee consisting of City of Whitefish staff and business owners.

Estimated Cost: $60,000

TSM-2 (Fir Avenue/4th Street Intersection)

Problem: Offset alignment of Fir Avenue legs at intersection cause non-standard vehicle maneuvers. Also, wide pavement areas not conducive to pedestrian movements.

Recommendation: It is recommended that the intersection be reconstructed to align the north and south legs (i.e. Fir Avenue) and to provide definition at the intersection with curb and gutter and pedestrian crosswalks. This is a short term project that can be implemented for low cost and can improve vehicle circulation and pedestrian safety.

Estimated Cost: $75,000

TSM-3 (13th Street/Columbia Avenue Intersection)

Problem: Slight offset alignment and developing lands to the southeast of the intersection necessitate an intersection modification.

Recommendation: This intersection currently functions as a two-legged intersection carrying traffic from Columbia Avenue to 13th Street. With development pressures increasing to the southeast of the intersections, coupled with a potential future additional crossing of the Whitefish River (see project **MSN-10**), it is recommended that the intersection be planned for a modern urban compact roundabout. This type of intersection feature will allow for any slight offsets in the intersection legs, will be easier to maintain over a traffic signal, and will be able to accommodate and future extension of 13th Street across the Whitefish River.

Estimated Cost: $140,000

TSM-4 (13th Street/US Highway 93 Intersection)

Problem: Lane use designations and striping could be revised to offer smoother traffic flow.

Recommendation: The west and east legs of this intersection (i.e. 13th Street) should be modified with pavement markings to provide designated left-turn bays on each leg, adjacent to combination thru- and right-turn lanes on each leg. This is a more typical lane use geometry, and would better match actual travel patterns being observed. It is expected this could be accomplished with striping, other pavement markings and signing.

Estimated Cost: $120,000

TSM-5 (JP Road/US Highway 93 Intersection)

Problem: Side street delay and increased development pressures.

Recommendation: It is recommended to install a traffic signal at this intersection when signal warrants are met. This may require the City of Whitefish and/or the Montana Department of Transportation to conduct a "traffic signal warrant analysis" on a two-year cycle, however volume projections and network development will necessitate a signalized control at this locations.

Estimated Cost: $160,000

TSM-6 (Baker Avenue/13th Street Intersection)

Problem: Side street delay and increased development pressures.

Recommendation: It is recommended to install a traffic signal at this intersection when signal warrants are met. This may require the City of Whitefish and/or the Montana Department of Transportation to conduct a "traffic signal warrant analysis" on a two-year cycle, however volume projections and network development will necessitate a signalized control at this locations.

Estimated Cost: $220,000

TSM-7 (2nd Street Traffic Signal Modifications/Coordination)

Problem: Lack of left-turn bays and permitted left-turn green phases along Second Street at Spokane Avenue and Baker Avenue.

Recommendation: It is recommended to add eastbound and westbound left-turn bays and designated left-turn phases at the intersections of 2nd Street with Baker Avenue and Spokane Avenue, respectively. This can be viewed as a short-term, incremental improvement until which time comprehensive corridor improvements can be constructed as recommended in the *US Highway 93 Urban Corridor Study* r (currently ongoing). The installation of protected eastbound and westbound left-turn phases will require the marking of designated left-turn bays on the east and west legs of the 2nd Street intersections at Baker Avenue and Spokane Avenue. This will necessitate the removal of on-street parking along some of the block faces to make the geometrics acceptable. This is especially true at the intersection with Baker Avenue.

Estimated Cost: $275,000

8.2 RECOMMENDED MAJOR STREET NETWORK (MSN) IMPROVEMENTS

Recommended Major Street Network (MSN) improvements are needed to meet the anticipated traffic demands of the Year 2030. Listed below are a number of recommendations that will help meet the anticipated traffic demands, and will help create a better traffic network. In addition to the recommended Major Street Network (MSN) projects contained in this section, there are several "Committed" Major Street Network (CSMN) improvement projects that were described in **chapter 3** of this Transportation Plan and are reiterated below.

A major street network project is any road improvement project that requires substantial financing, and significant planning and design efforts. The recommended major improvement projects are shown below, in no particular order of importance or priority. Estimated costs for each improvement have been provided for planning purposes, and are based on various street standards used by the City of Whitefish and the MDT, as appropriate. Each project includes some basic storm drainage improvements. The cost estimates **do not include any right-of-way costs**, but do include design and construction costs. All costs are in year 2007 dollars.

CMSN-1 (US Highway 93 [Whitefish-West])

This project includes the complete reconstruction of US Highway 93 west of Whitefish. The project is planned for construction beginning in the year 2011 and is estimated to cost $5.4 million dollars. The project is currently in the design phase.

CMSN-2 (Wisconsin Avenue Bike/Pedestrian Path)

This CTEP project includes the construction of a shared-use bike/pedestrian path along Wisconsin Avenue. The project will be built during the summer of 2008 and is estimated to cost $1.6 million dollars.

CMSN-3 (Central Avenue [Railway to 3rd Street])

City of Whitefish project to enhance Central Avenue streetscape through mid-block crossings, decorative concrete, angled parking and elevated intersections. Some turn lane restrictions and curb bulb-outs will be incorporated into the project. The project is currently in the design phase.

CMSN-4 (6th Street and Geddes Avenue)

City of Whitefish reconstruction project of 6th Street and Geddes Avenue. Currently in design phase and being prepared for bid advertisement.

MSN-1 (Columbia Avenue South Extension)

Problem: Limited north-south routes on the south end of Whitefish as well as increasingly high traffic volumes on US Highway 93. Need for traffic relief associated with schools.

Recommendation: This recommendation is to construct an extension of Columbia Avenue to the south from the intersection with 13th Street to JP Road. This will help alleviate escalating traffic levels from US Highway 93 and provide an alternate north-south route on the south end of Whitefish. An urban minor arterial standard is appropriate, and should consist of one travel lane in each direction, bike lanes on each side, curb and gutter, boulevard, sidewalk, and appropriate turn bays (or center two-way, left-turn lane) at major intersections.

Estimated Cost: $1,900,000

MSN-2 (Karrow Avenue Reconstruction)

Problem: Poor connectivity west of US Highway 93 along with increasing traffic demands on US Highway 93 and Karrow Avenue.

Recommendation: Reconstruct Karrow Avenue to a three-lane minor arterial roadway section. This is a long-term need that will be necessary to accommodate future development patterns in this area. This is coupled with the need for pedestrian and bicycle facilities. An urban minor arterial standard is appropriate, and should consist of one travel lane in each direction, bike lanes on each side, curb and gutter, boulevard, sidewalk, and appropriate turn bays (or center two-way, left-turn lane) at major intersections. Note that this recommendation is not intended to provide a Bypass to US Highway 93, however is needed to facilitate growth likely to occur along the roadway if and when vacant lands are developed.

Estimated Cost: $6,600,000

MSN-3 (Baker Avenue Extension)

Problem: Limited north-south routes on the south end of Whitefish as well as increasingly high traffic volumes on US Highway 93.

Recommendation: This recommendation is to construct an extension of Baker Avenue to the south from the intersection with West 19th Street to JP Road. This will help alleviate escalating traffic levels from US Highway 93 and provide an alternate north-south route on the south end of Whitefish. An urban minor arterial standard is appropriate, and should consist of one travel lane in each direction, bike lanes on each side, curb and gutter, boulevard, sidewalk, and appropriate turn bays (or center two-way, left-turn lane) at major intersections.

Estimated Cost: $1,300,000

MSN-4 (7th Street Bridge)

Problem: Limited east-west connectivity across the Whitefish River.

Recommendation: It is recommended that a bridge be constructed along 7th Street across the Whitefish River. This extension would connect 7th Street, which currently ends at the intersection with Kalispell Avenue, with West 7th Street, which currently ends at the intersection with Baker Avenue. It is recommended that the segment be constructed as a two-lane urban minor arterial standard consisting of one travel lane in each direction and bike and sidewalks on each side.

An incremental project that would help connectivity issues is to break the bridge portion our and construct the extension of 7th Street between Spokane avenue and Kalispell Avenue. This could be done in the relatively short term, and would not cost excessively (estimated cost ~$65,000)

Estimated Cost: $5,100,000

MSN-5 (7th Street Extension)

Problem: Limited north-south connectivity on the eastern edge of Whitefish.

Recommendation: This recommendation consists of constructing an extension to the eastern edge of 7th Street. The route would extend 7th Street to the east across Cow Creek, then to the south to connect with Voerman Road at the intersection with Monegan Road. This recommendation adds connection to the south eastern side of Whitefish. An urban minor arterial standard is appropriate, and should consist of one travel lane in each direction, bike lanes on each side, curb and gutter, boulevard, sidewalk, and appropriate turn bays (or center two-way, left-turn lane) at major intersections.

Estimated Cost: $850,000

MSN-6 (Kalner Lane Extension)

Problem: Limited north-south connection from MT Highway 40 along with limited railroad crossings.

Recommendation: This recommendation consists of rebuilding Kalner Lane and extending it to the north across to the railroad tracks to intersect with East Edgewood Drive. This recommendation would create additional north-south access off of MT Highway 40 to the eastern portion of Whitefish. The railroad crossing would also serve to relieve traffic pressure off of the current crossings while creating

better north-south traffic flow. An urban minor arterial standard is appropriate, and should consist of one travel lane in each direction, bike lanes on each side, curb and gutter, boulevard, sidewalk, and appropriate turn bays (or center two-way, left-turn lane).

Estimated Cost: $13,800,000

MSN-7 (NE Extension to Cow Creek)

Problem: Limited connectivity around the north and northeastern part of Whitefish.

Recommendation: Design and implement a new connection between Denver Avenue and East Texas Avenue. Denver Avenue should be reconstructed and extended to the east to meet with East Texas Avenue which should be reconstructed and extended to the north. This will create better connectivity in the northeastern part of Whitefish. The roadways should be built to an urban minor arterial standard. This would include one travel lane in each direction, curb and gutter, boulevard, sidewalk, and appropriate turn bays at the major intersections and or access points.

Estimated Cost: $2,100,000

MSN-8 (NE Extension to Texas Avenue)

Problem: Limited connectivity around the northern part of Whitefish.

Recommendation: Create a connection between Texas Avenue and Wisconsin Avenue north of Denver Avenue. This will create better connectivity in the northern part of Whitefish. The roadways should be built to an urban minor arterial standard. This would include one travel lane in each direction, curb and gutter, boulevard, sidewalk, and appropriate turn bays at the major intersections and or access points.

Estimated Cost: $950,000

MSN-9 (Wisconsin Avenue Improvements)

Problem: The existing corridor experiences congestion and delay, which will only increase due to projected growth in the area. Due to inherent funding limitations, long-term prospects for complete reconstruction is somewhat limited. A series of smaller scale, incremental projects are warranted. This typically would manifest itself in left-turn bays, pedestrian crossings and traffic signals.

Recommendation: It is recommended to reconstruct Wisconsin Avenue between

(Long Term) Edgewood Place and Big Mountain Road to a three-lane urban minor arterial section. It is expected that a minimum of one travel lane in each direction, bike lanes on each side, curb and gutter, boulevard, sidewalk, and appropriate turn bays (or center two-way, left-turn lane) at the major intersections and or access points will be required.

Estimated Cost: $4,000,000

Recommendation: (Short Term) The projects recommended below should be considered as incremental projects to be considered that may help relieve safety and operations concerns. It has to be recognized that even the incremental projects have hurdles relative to implementation, chiefly with available right-of-way, storm drainage and utilities. These projects can be good candidates for implementation, however, and will offer immediate relief while funds accumulate for the long-term reconstruction project.

Project A
Left-turn bays along Wisconsin Avenue at Skyles Place
(Estimated Cost = $120,000)

Project B
Left-turn bays along Wisconsin Avenue at Denver Avenue
(Estimated Cost = $120,000)

Project C
Left-turn bays along Wisconsin Avenue at Glenwood
(Estimated Cost = $120,000)

Project D
Left-turn bays along Wisconsin Avenue at Colorado Avenue
(Estimated Cost = $120,000)

Project E
Left-turn bays along Wisconsin Avenue at Reservoir Road
(Estimated Cost = $120,000)

Project F
Bus pull-out along Wisconsin Avenue in the vicinity of the ice rink parking lot. This should include an appropriate covered bus shelter, and should complement the soon to be constructed bicycle/pedestrian path.
(Estimated Cost = $85,000)

Project G
Monitor the intersection of Wisconsin Avenue and Alpine Market for satisfaction of traffic signal control warrants. Currently, the intersection does not meet any of the eight signal warrants.

However, with potential development traffic the intersection may warrant traffic signal control and left-turn bays in the future. (Estimated Cost = $5,000)

MSN-10 (13th Street Bridge)

Problem: Limited east-west connectivity across the Whitefish River.

Recommendation: Construct an east-west segment across the Whitefish River connecting East 13th Street and Voerman Road. The segment should be constructed as an urban minor arterial and will need to include a bridge across the Whitefish River.

Estimated Cost: $4,000,000

MSN-11 (Monegan Road Reconstruction)

Problem: Increased need to handle traffic volumes on the southeast side of Whitefish along with limited connectivity in the area.

Recommendation: Reconstruct Monegan Road south from the intersection with Voerman Road then east to the projected intersection with Missy Lane. Currently this segment is gravel and is projected to see an increase in traffic volumes as development increases in the area. The roadways should be built to an urban minor arterial standard. This would include one travel lane in each direction, curb and gutter, boulevard, sidewalk, and appropriate turn bays at the major intersections and or access points.

Estimated Cost: $2,850,000

MSN-12 (JP Road Reconstruction)

Problem: Increased need to handle traffic volumes on the southeast side of Whitefish along with limited connectivity in the area.

Recommendation: Reconstruct JP Road from the intersection with US Highway 93 to the intersection with Monegan Road. With growth expected to occur around this area, JP Road will act as a key access to development in the area. The roadways should be built to an urban minor arterial standard. This would include one travel lane in each direction, curb and gutter, boulevard, sidewalk, and appropriate turn bays at the major intersections and or access points.

Estimated Cost: $2,500,000

MSN-13 (Voerman Road Reconstruction)

Problem: Increased need to handle traffic volumes on the southeast side of Whitefish along with limited connectivity in the area.

Recommendation: Reconstruct Voerman Road from the intersection with Shady River Lane to the intersection with Missy Lane. The roadways should be built to an urban minor arterial standard. This would include one travel lane in each direction, curb and gutter, boulevard, sidewalk, and appropriate turn bays at the major intersections and or access points.

Estimated Cost: $3,800,000

MSN-14 (Whitefish Beach)

Problem: Poor traffic circulation along with high levels of pedestrian and bicycle traffic.

Recommendation: Reconstruct the portion of Lakeside Boulevard and Skyles Place along Whitefish Beach to accommodate one-way vehicular traffic and two-way bicycle traffic with parking as shown in **Figures 8-2** and **8-3**. Appropriate signage and striping should be used to differentiate between bike lanes, driving lanes, and parking stalls. One-way vehicular traffic will help to increase safety levels and traffic flow in the area.

Estimated Cost: $300,000

MSN-15 (8th Street One-Way Roadway)

Problem: Poor traffic circulation in school area. Need for additional route choice.

Recommendation: It is recommended to construct a one-way, context sensitive roadway facility along the 8th Street right-of-way between Ashar Avenue and easterly limits of the existing 8th Street facility. This project has been debated in the community off and on for several years. The one-way flow (from east to west) will help alleviate traffic congestion along 7th Street and provide an additional option. The new roadway must be designed with sensitivity to the adjacent private school (Whitefish Christian Academy) and incorporate pedestrian friendly amenities.

Estimated Cost: $200,000

8.3 RECOMMENDED FUTURE MAJOR STREET NETWORK (FMSN) IMPROVEMENTS

FMSN recommendations should be implemented as development occurs in the area. They are not necessary with the current developments, but would help to create a well established grid system when additional development does occur in the areas. A good grid system is key to help the traffic network function as well as possible.

FMSN-1 (13th Street Extension)

Recommendation: Extend 13th Street west from the intersection with Baker Avenue to the intersection of Lost Coon Trail and Karrow Avenue. The roadways should be built to an urban minor arterial standard. This would include one travel lane in each direction, curb and gutter, boulevard, sidewalk, and appropriate turn bays at the major intersections and or access points.

Estimated Cost: $1,300,000

FMSN-2 (West 18th Street Extension)

Recommendation: Extend and reconstruct West 18th Street west from the intersection with Baker Avenue to Old Dumb Road. Old Dump Road should also be reconstructed to the same standards. The roadways should be built to an urban minor arterial standard. This would include one travel lane in each direction, curb and gutter, boulevard, sidewalk, and appropriate turn bays at the major intersections and or access points.

Estimated Cost: $1,300,000

FMSN-3 (Old Morris Trail Extension)

Recommendation: Extend and reconstruct Old Morris Trail from its intersection with Blanchard Lake Road north to the future extension of 13th Street (i.e. FMSN-1). The roadway should be built to an urban minor arterial standard. This would include one travel lane in each direction, curb and gutter, boulevard, sidewalk, and appropriate turn bays at the major intersections and or access points.

Estimated Cost: $3,300,000

FMSN-4 (Missy Lane Extension)

Recommendation: Extend and reconstruct Missy Lane from its intersection with Voerman Road south to Monegan Road. The roadways should be built to an urban minor arterial standard. This would include one travel lane in each direction, curb and gutter, boulevard, sidewalk, and appropriate turn bays at the major intersections and or access points.

Estimated Cost: $1,400,000

FMSN-5 (North/South Connection)

Recommendation: Create a north-south segment that starts at Voerman Road, between the intersections with Missy Lane and Monegan Road, which travels south to intersect with Monegan Road. The roadways should be built to an urban minor arterial standard. This would include one travel lane in each direction, curb and gutter, boulevard, sidewalk, and appropriate turn bays at the major intersections and or access points.

Estimated Cost: $1,400,000

FMSN-6 (East/West Connection)

Recommendation: Create an east-west segment that starts at Monegan Road, between the intersections with JP Road and Voerman Road, which travels east to intersect with Missy Lane. The roadways should be built to an urban minor arterial standard. This would include one travel lane in each direction, curb and gutter, boulevard, sidewalk, and appropriate turn bays at the major intersections and or access points.

Estimated Cost: $1,400,000

8.4 OTHER RECOMMENDED ROADWAY PROJECTS

In addition to the Major Street Network (MSN) projects described earlier, along with future corridor segments to facilitate developments, there are several roadway projects that should still be considered for the community. Many of these projects have been defined through previous "Capital Improvement Plans (CIP's)" undertaken by the City of Whitefish. These were reiterated earlier in this Transportation Plan in **Table 2-5**. For purposes of completeness, the following projects are still relevant as identified in **Table 8-1** on the next page:

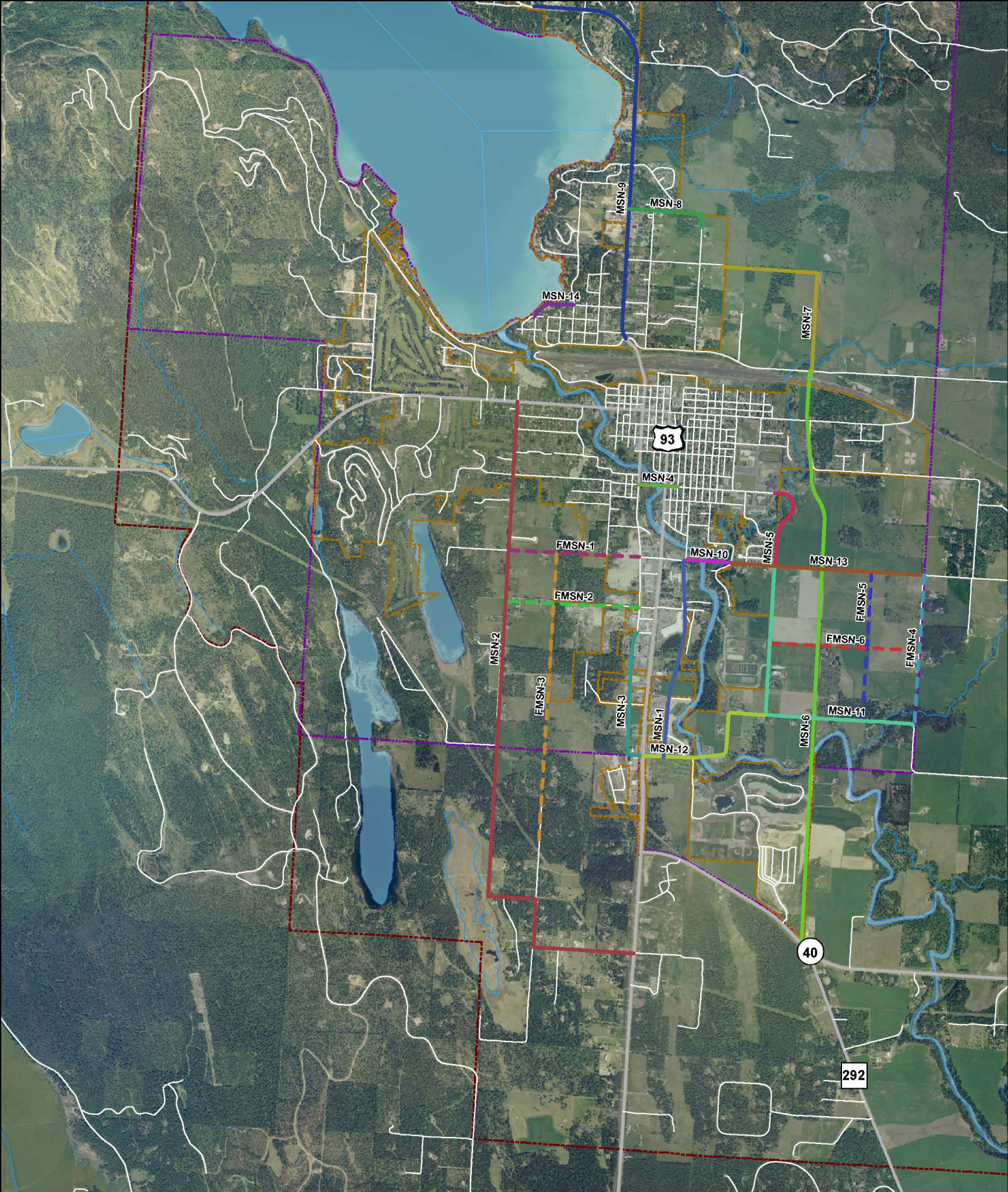
Table 8-1

Other Roadway Projects to Be Carried Forward

#	Project	Description	Status	Comments
A-1	HWY 93 Couplet	Provide a "contra-flow" lane along Baker Avenue to improve access options. Provide a couplet along Spokane Avenue and Baker Avenue.	*On Hold*	*Re-visiting with US 93 Downtown Corridor Study*
A-3	2nd Street Improvements Between Spokane Ave and Baker Ave	Provide turn lanes and improve truck-turning radii at the intersection of Second Street and Baker Avenue. Prohibit left turn lanes from Second Street onto Central Avenue.	*On Hold*	*Re-visiting with US 93 Downtown Corridor Study*
C-2	Central Avenue Reconstruction	Railway to 5th Street	*In Process*	*2009 start*
C-3	Flint Avenue & 6th Street	Culvert and channel improvements	*In Process*	*Part of 6th and Geddes (2011-2012)*
D-2	HWY 93 Widening	Widen US 93 from Karrow Avenue west to Lion Mountain Road to incorporate a center landscaped median with left-turn lanes where needed and one through lane in each direction.	*In Process*	*Incorporated into the "Whitefish – West" project*
D-3	Wisconsin Avenue	Between the viaduct and Big Mountain Road, add detached bicycle paths and turn lanes at high volume intersections, striping and signage to prohibit passing on the entire length, and caution pedestrian/bicycle signage. Prepare an alignment study for widening, boulevard landscaping, and storm sewer facilities.	*In Process*	*Bid not awarded, re-bidding 2008*
D-4	Spokane Ave	Between the Whitefish River and 7th Street, restripe and prohibit on-street parking to accommodate four through traffic lanes.	*On Hold*	*Re-visiting with US 93 Downtown Corridor Study*
D-5	2nd Street	Widen west of the Whitefish River to incorporate a center median with left-turns without restricting the numerous adjacent drives.	*In Process*	*Incorporated into the "Whitefish – West" project*
D-6	7th Street (1)	Construct an extension of 7th Street east of Spokane Ave to Kalispell Ave to accommodate one lane in each direction. Repave and install sidewalks between Spokane Avenue and Pine Avenue. Designate as route to Whitefish schools.	*On Hold*	*Re-visiting with US 93 Downtown Corridor Study*
D-7	6th Street	Repave and install sidewalks between Spokane Ave. and Pine Ave.	*Recommended*	
D-9	Baker Ave	Stripe left-turn lane from southbound Baker Ave. to eastbound 1st St. to reduce turn movements at the intersection of 2nd St. and Baker Ave.	*On Hold*	*Re-visiting with US 93 Downtown Corridor Study*
D-10	East 2nd Street	Include curb, gutter and sidewalk in the developed areas and widened shoulders for pedestrians and bicyclists in the more rural areas.	*Recommended*	
F-1	Dakota Ave. Reconstruction 2	Reconstruction of Dakota Ave. from Bay Point Dr. to Glenwood Rd.	*Recommended*	
F-2	Dakota Ave. Reconstruction 1	Reconstruction of Dakota Avenue from Skyles Place to Bay Point Drive. New pedestrian/bicycle facilities to be included.	*Recommended*	
F-4	Washington Avenue Reconstruction	Reconstruction of roadway and sidewalks between Edgewood Place and Lakeside Boulevard.	*Recommended*	
F-5	Woodland Place Reconstruction	Reconstruction between Dakota Ave. and Iowa Ave. with new sidewalks.	*Recommended*	
F-6	Minnesota Avenue Reconstruction	Reconstruction of roadway and sidewalks between Edgewood Place and Skyles Place.	*Recommended*	
F-8	Texas Avenue Reconstruction	Reconstruction between Edgewood Place and Denver Street.	*Recommended*	
F-11	2nd Street Pedestrian Facilities	New sidewalk installation on the south side from Good Avenue to approximately one half block west of Lupfer Avenue.	*Recommended*	
F-12	Lupfer Ave. Reconstruction	Reconstruction of roadway and sidewalks from 2nd St to 5th St	*Recommended*	
F-13	4th Street Reconstruction	Reconstruction of roadway and sidewalks from the Mountain View Manor to Baker Avenue.	*Recommended*	
F-14	1st Street Reconstruction 2	Reconstruction of roadway and sidewalks from Kalispell Avenue to Fir Avenue.	*Recommended*	
F-16	3rd Street Reconstruction/Overlay	Reconstruction of roadway and sidewalks from Kalispell Avenue to Park Avenue and a pavement overlay between Park Avenue and Pine Avenue.	*Recommended*	

F-17	4th Street Reconstruction	Reconstruction from Pine Avenue to Fir Avenue with curb and gutter being placed on the south side inline with that on adjacent blocks to separate the high school parking area from the roadway.	***Recommended***	
F-19	6th Street Reconstruction	Reconstruction from Central Avenue to Pine Avenue with new sidewalks to be included.	***Recommended***	
F-21	Kalispell Ave. Reconstruction	Reconstruction with new sidewalks from 4th St. to Riverside Ave.	***Recommended***	
F-22	9th Street Reconstruction	Reconstruction with new sidewalks from Spokane Avenue and Columbia Avenue.	***Recommended***	
F-23	Park Avenue Reconstruction	Reconstruction with new sidewalks from 8th Street to 450 feet south of 10th Street.	***Recommended***	
F-24	Riverside Avenue Reconstruction	Reconstruction with new sidewalks from Spokane Avenue and Columbia Avenue.	***Recommended***	

Note: For project Identifiers (ID #) contained in **Table 8-1**, refer to **Figures 2-11** and **Figure 2-12** located in **Chapter 2**.



Legend

FMSN-1 FMSN Project

MSN-1 MSN Project

Study Boundary

City Boundary

Urban Boundary

N

Whitefish Recommended Major Street Network Improvements

Figure 8-1

0 0.25 0.5 1 1.5 2 Miles

F:\TRANS\WHITEFISH\Transportation Plan\Whitefish-Pro\dwg\Lakeside-bikelane\Figures\Fig1-bikeplan.dwg Oct 11, 2007

ROBERT PECCIA & ASSOCIATES
Helena and Kalispell, Montana
CIVIL
TRANSPORTATION
ENVIRONMENTAL
ENGINEERS

N

40 0 40 80
(SCALE IN FEET)

ADVANTAGES
- INCREASED SAFETY
- SLOWER VEHICLE SPEEDS
- BETTER DEFINED PARKING
- DESIGNATED BIKE ROUTE
- DECREASED TRAFFIC LEVELS

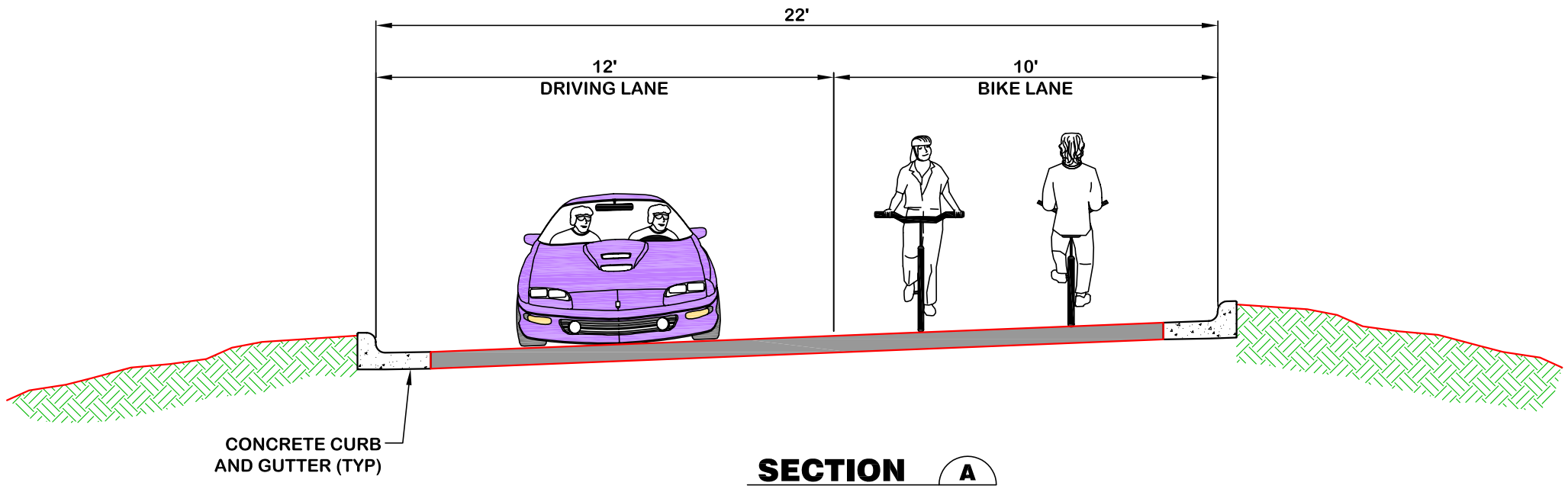
DISADVANTAGES
- LIMITED ACCESS
- ONE-WAY TRAFFIC
- EMERGENCY VEHICLE ACCESS MAY BE INHIBITED
- MAY CAUSE HIGHER TRAFFIC ON ADJACENT ROUTES

WHITEFISH BEACH CONCEPTUAL PLAN

City of Whitefish

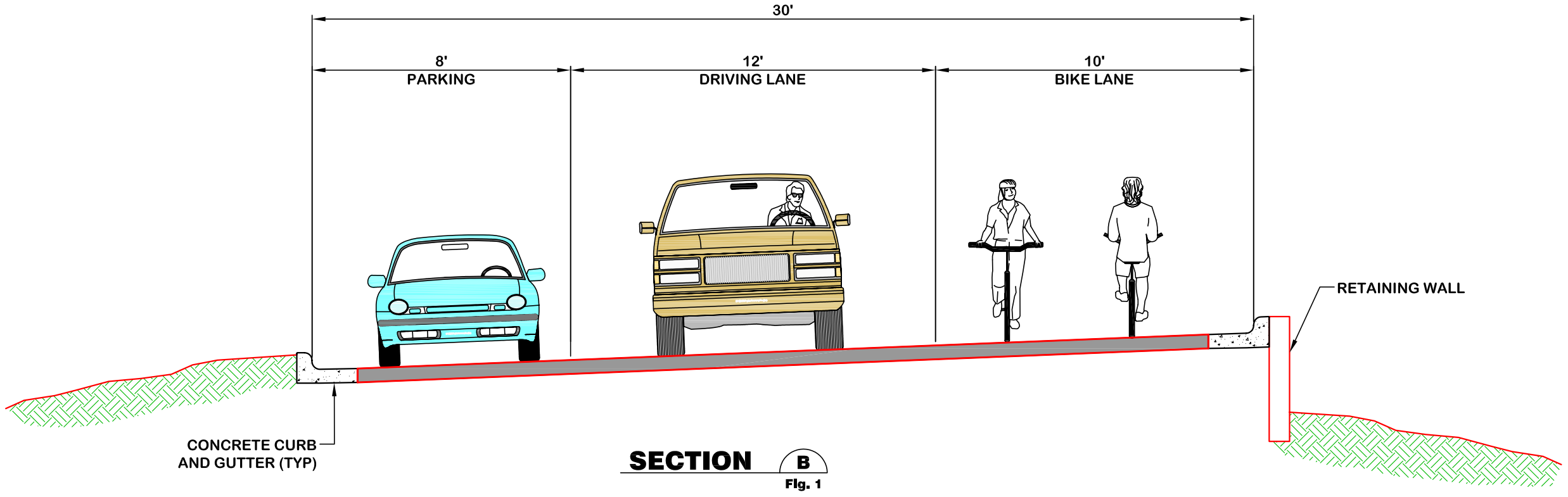
SITE PLAN

Figure 8-2



SECTION A

Fig. 1



SECTION B

Fig. 1

ROBERT PECCIA & ASSOCIATES
Helena and Kalispell, Montana
CIVIL
TRANSPORTATION
ENVIRONMENTAL
ENGINEERS

Horizontal
2 0 2 4
(SCALE IN FEET)

Vertical
1 0 1 2
(SCALE IN FEET)

WHITEFISH BEACH CONCEPTUAL PLAN
City of Whitefish

TYPICAL SECTIONS

Figure 8-3

8.5 RECOMMENDED NON-MOTORIZED NETWORK IMPROVEMENTS

Tables 8-2 and **8-3** show a list of recommended non-motorized network improvements to be made in the Whitefish Area. These tables are represented graphically in **Figures 2-13** and **2-14** located in **Chapter 2**.

Table 8-2

Trails Listed in the Whitefish Bicycle and Pedestrian Master Plan

#	Identification
A-1	U.S. Highway 93 Corridor ▪ Proposed bicycle route along US Highway 93 south of Whitefish north to the Whitefish River ▪ Proposed paved pedestrian and bicycle path from the Whitefish River to the west past Whitefish Lake Golf Course
A-2	Wisconsin Avenue - Big Mountain Road ▪ Proposed paved pedestrian and bicycle path along Wisconsin Avenue from 2nd Street to Big Mountain Road ▪ Proposed bicycle route along Big Mountain Road
A-3	East Lakeshore Drive ▪ Proposed bicycle route along East Lakeshore Drive from Big Mountain Road to the northwest
A-4	Edgewood Place - City Beach ▪ Existing paved pedestrian and bicycle path along Edgewood Place from Washington Avenue to Wisconsin Avenue ▪ Proposed paved pedestrian and bicycle path along Edgewood Place from Wisconsin Avenue east outside the city
A-5	Dakota Avenue - Colorado Avenue ▪ Proposed paved pedestrian and bicycle path along Colorado Avenue from Edgewood Place north to Parkway Avenue, then west across Wisconsin Avenue to Dakota Avenue, then south along Dakota Avenue to Edgewood Place. ▪ Part of this route is already constructed as a paved pedestrian and bicycle path
A-6	Railway Street - Pine Avenue ▪ Proposed paved pedestrian and bicycle path along Railway Street between Baker Avenue and Pine Avenue ▪ Proposed bicycle path along Pine Avenue between Railway Street and 2nd Street. ▪ Existing paved pedestrian and bicycle path along Railway Street between O'Brien Avenue and Baker Avenue
A-7	Second Street East ▪ Proposed paved pedestrian and bicycle path along East 2nd Street between East Edgewood Place and Armory Road. ▪ Existing paved pedestrian and bicycle path along East 2nd Street between Armory Road and Pine Avenue ▪ Existing paved pedestrian and bicycle path along East 2nd Street between Pine Avenue and Spokane Avenue
A-8	Armory Road - Armory Fields ▪ Proposed paved pedestrian and bicycle path along Armory Road starting at 2nd Street then easterly to the Armory Fields complex ▪ This trail includes Dodger Avenue between Armory Road and Second Street East

A-9	Seventh Street - Columbia Avenue ▪ Proposed bicycle route along 7th Street from Highway 93 to Columbia Avenue, then continuing south along Columbia Avenue to 13th Street, then west to Highway 93 ▪ Existing bicycle route along 7th Street between Columbia Avenue and Park Avenue ▪ Existing paved pedestrian and bicycle path along 7th Street from Park Avenue to the end of the road
A-10	Baker Street - Riverside/Baker Parks ▪ Proposed bicycle route along Baker Avenue from 2nd Street south across the Whitefish River ▪ Existing bicycle route along Baker Avenue from the Whitefish River south to 19th street, then to Highway 93
A-11	Karrow Avenue - Seventh Street ▪ Proposed paved pedestrian and bicycle path starting at the intersection of 2nd Street and Karrow Avenue, traveling south along Karrow Avenue to 7th Street, then east along 7th Street to Riverside Park
A-12	Tenth Street - Voerman Road ▪ Proposed paved pedestrian and bicycle path that extends easterly from the intersection of Tenth Street and Columbia Avenue through neighborhoods adjoining the WhitefishRiver and across Cow Creek to join Voerman Road ▪ The trail then proceeds due east for about a mile along Voerman Road
A-13	Golf Course - Whitefish State Park ▪ Proposed paved pedestrian and bicycle path that runs from the Whitefish River Trail near City Beach around the perimeter of Whitefish Lake Golf Course along U.S. Highway 93 and State Park Road to end at Whitefish State Park
A-14	Edgewood-Birch Drive - State Park Road ▪ Proposed paved pedestrian and bicycle path that begins at the proposed Whitefish River Crossing at Edgewood near the BNSF trestle, crosses the tracks via Birch Drive, and continues to State Park Road via the 30-foot-wide Lakeside Avenue right-of-way and through City Park (golf course) property
A-15	Grouse Mountain - Seventh Street ▪ Proposed bicycle route that winds through the Grouse Mountain development and connects U.S. Highway 93 with Karrow Avenue via Fairway Drive and Seventh Street
A-16	Fifth Street ▪ Proposed paved pedestrian and bicycle path that extends from Baker Park due east along Fifth Street to Muldown Elementary and Whitefish High Schools
A-17	Whitefish River Trail ▪ Proposed paved pedestrian and bicycle path along the Whitefish River from Railway Street to 2nd Street ▪ Existing paved pedestrian and bicycle path that extends along the Whitefish River from Railway Street to where the river is joined by Cow Creek
A-18	Cow Creek Trail ▪ Proposed paved pedestrian and bicycle path that generally parallels the creek and extends from Second Street East southwesterly along the city limits before joining the Whitefish River Trail near the Duck Inn

Table 8-3

Trails NOT Listed in the Whitefish Bicycle and Pedestrian Master Plan

#	Identification
B-1	Iron Horse ▪ Proposed paved pedestrian and bicycle path that extends the current path to the north along Iron Horse
B-2	Northeast Trail ▪ Proposed unpaved pedestrian and bicycle path along the northeast part of the city boundary
B-3	Huckleberry Ln ▪ Proposed unpaved pedestrian and bicycle path along Huckleberry Lane

B-4	Reservoir Rd ▪ Proposed bicycle route that runs east along Reservoir Road
B-5	Texas Ave ▪ Proposed paved pedestrian and bicycle path that starts at East Edgewood Place, then travels north along Texas Avenue and connects with Rick Oshay Road ▪ Path then continues north to Reservoir Road, then follows Reservoir Road east to Wisconsin Avenue
B-6	Armory Rd ▪ Proposed paved pedestrian and bicycle path that starts at Voerman Road and travels north along Armory Road until Armory Road turns west
B-7	Kalner Lane ▪ Proposed paved pedestrian and bicycle path that follows the southern side of the Whitefish River starting at JP Road, then heads south along Kalner Lane to Highway 40
B-8	HWY 40 ▪ Proposed paved pedestrian and bicycle path that starts at the intersection of HWY 40 and HWY 93 then heads east along HWY 40 to the intersection with Whitefish Stage
B-9	Karrow Ave ▪ Proposed paved pedestrian and bicycle path that starts at the intersection with Blanchard Lake Road and heads north to the intersection with 7th Street
B-10	Mountainside Drive-Blanchard Lake ▪ Proposed paved pedestrian and bicycle path that starts at the intersection of Mountainside Dr and Fairway Dr then follows Mountainside Dr south to Blanchard Lake Rd, then follows Blanchard Lake south and east to Karrow Ave, then goes east to connect to JP Road
B-11	Waverly Place ▪ Proposed bicycle route along Waverly Place between Dakota Avenue and Idaho Avenue ▪ Proposed paved pedestrian and bicycle path along Waverly Place between Idaho Avenue and Washington Avenue
B-12	Denver Street ▪ Proposed paved pedestrian and bicycle route along Denver Street between Wisconsin Avenue and Texas Avenue
B-13	1st Street and Second Street Connection ▪ Proposed paved pedestrian and bicycle route between 1st Street and 2nd Street just to the west of the Whitefish River
B-14	Spokane Ave ▪ Proposed paved pedestrian and bicycle route along Baker Avenue between 2nd Street and Railway Street
B-15	6th St ▪ Proposed paved pedestrian and bicycle route along 6th Street from 5th Street south to the Whitefish River Trail
B-16	7th Street and Voerman Street Connection ▪ Proposed paved pedestrian and bicycle route that connects the east end of 7th Street to Voerman Road at the intersection with Windy Flats Road
B-17	13th St ▪ Proposed paved pedestrian and bicycle route that starts at the intersection of 13th Street and Baker Street then heads southwest
B-18	Whitefish River ▪ Proposed paved pedestrian and bicycle route that starts at the intersection of the Whitefish River Trail and Cow Creek Trail and follows the Whitefish River south

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