



# DOWNTOWN WHITEFISH

HIGHWAY STUDY

# OPEN HOUSE

## WELCOME



**VISION ZERO**  
zero deaths · zero serious injuries

MONTANA DEPARTMENT  
OF TRANSPORTATION



# QUESTIONS OR IDEAS ?

CONTACT US



## EMAIL

[amy@bigskypublicrelations.com](mailto:amy@bigskypublicrelations.com)



## STUDY HOTLINE

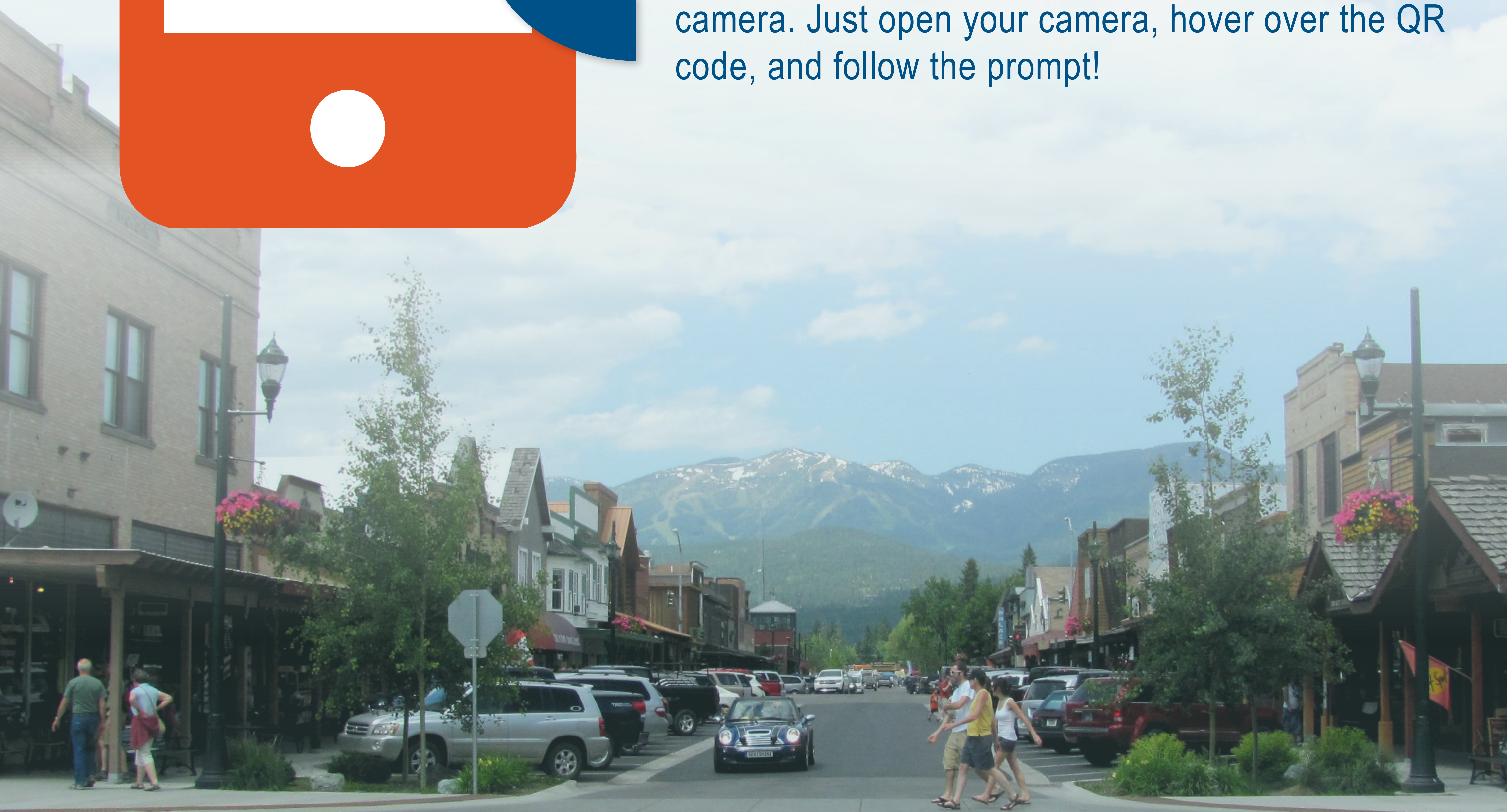
406-207-4484, Monday – Friday, 9 AM – 5 PM



## VISIT

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

**OR** scan the QR code by using your smartphone camera. Just open your camera, hover over the QR code, and follow the prompt!





# STUDY APPROACH

## DATA-DRIVEN APPROACH

*To demonstrate existing and future traffic and safety performance.*

## CONSIDER FEEDBACK

*Gather input from the public and stakeholders.*

## OBJECTIVE:

Identify a solution to improve traffic flow and safety of US 93 that aligns with local planning desires for a network supporting multiple uses.

## NATIONAL HIGHWAY SYSTEM

*Preferred alternative must support the purpose and need of the NHS.*

## FEASIBILITY

*The preferred alternative should be feasible to implement based on cost, environmental impacts, and funding.*



# STUDY TIMELINE

**JULY 2018**

City of Whitefish Approaches MDT About Study of Highway 93

**OCTOBER 2019**

Kickoff Meeting with Steering Committee

**MARCH 2020**

Open House to Learn Public's Vision and Needs

**APRIL 2020**

COVID-19 Pandemic Causes Delays in Study Process

**JULY 2020**

Identify Alternatives and Screening Criteria

**OCTOBER 2020**

Initial Screening Process and Results

**MARCH 2021**

Revised Screening and Concept Analysis

**JUNE 2021**

Final Results and Concept Analysis

**JULY 2021**

Preferred Concept Identified

**SEPTEMBER 2021**

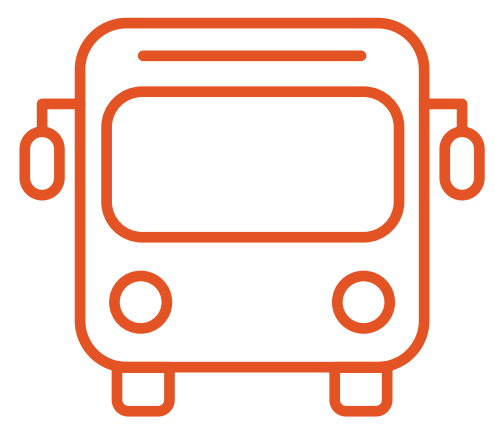
Open House to Gather Greater Community's Feedback



# COMMUNITY INVOLVEMENT

Throughout the entire study process, a steering committee has been involved through periodic meetings with the study team. The steering committee was formed to provide local guidance to the team and give input on each member's industry experience in the Whitefish community. The steering committee reviewed and commented on each step of the study.

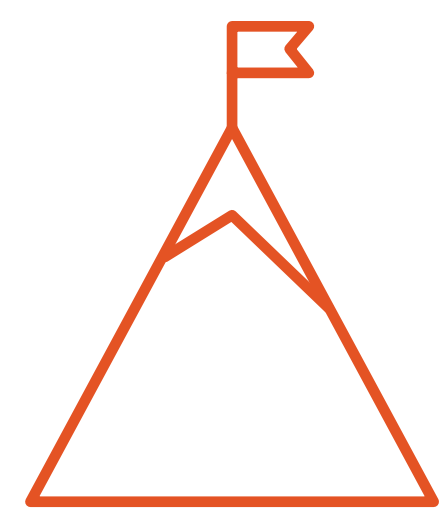
## THE DOWNTOWN WHITEFISH HIGHWAY STUDY STEERING COMMITTEE HAD REPRESENTATION FROM:



**TRANSPORTATION  
CONSULTANTS**



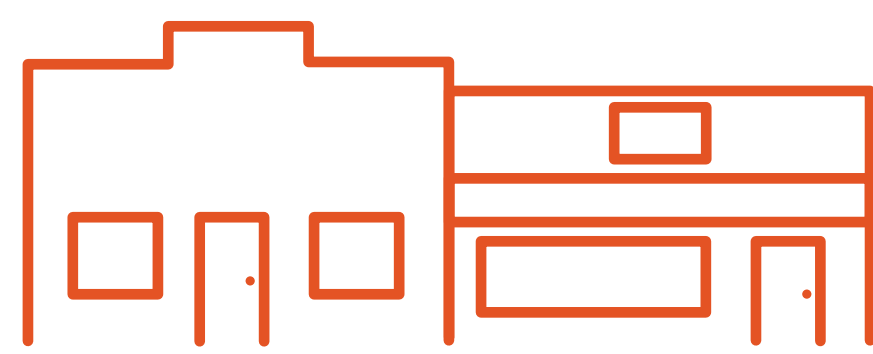
**THE MONTANA DEPARTMENT  
OF TRANSPORTATION**



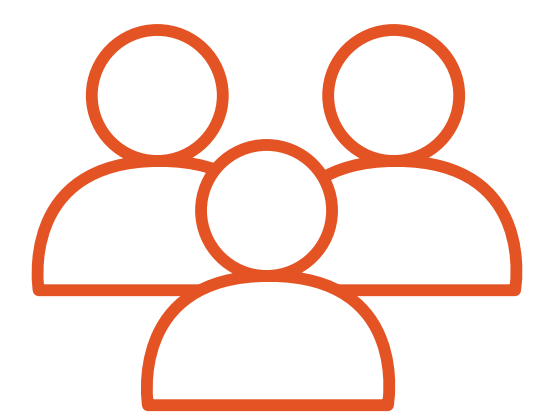
**CITY LEADERSHIP**



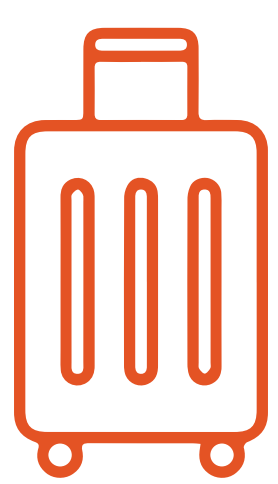
**BIKE AND PEDESTRIAN  
USERS**



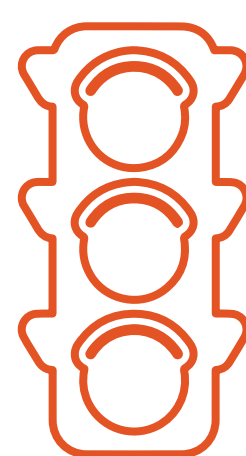
**DOWNTOWN CULTURE AND  
SMALL BUSINESS**



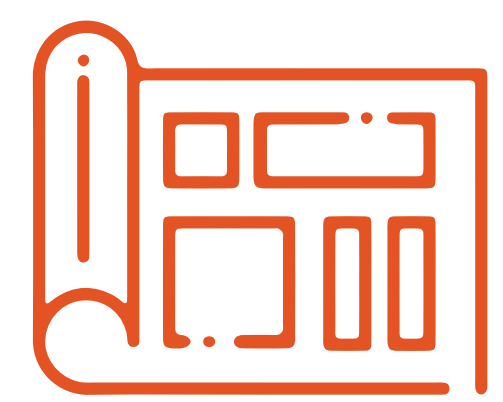
**GREATER WHITEFISH  
COMMUNITY**



**VISITORS AND  
HOSPITALITY**



**TRAFFIC ENGINEERING**



**TRANSPORTATION  
DESIGN**



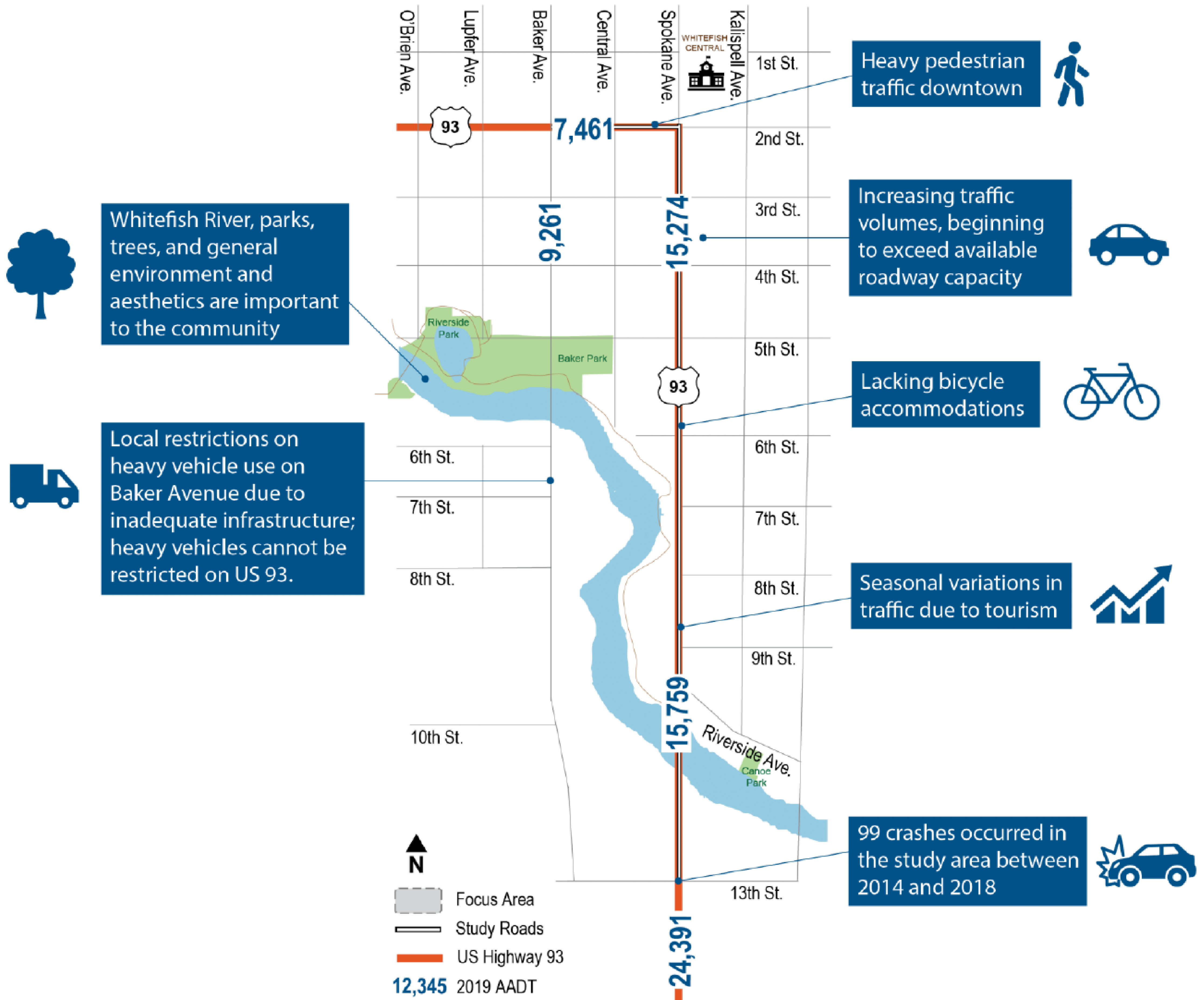
**PLANNING AND ENVIRONMENTAL**





# FEEDBACK & GUIDANCE RECEIVED










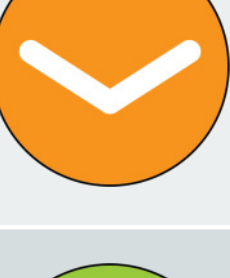
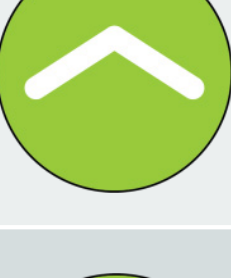

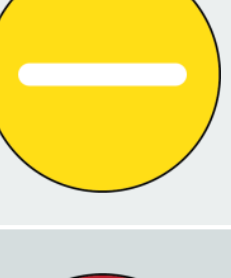
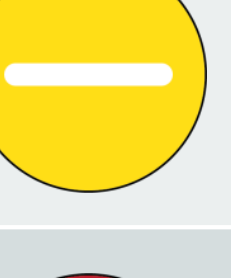
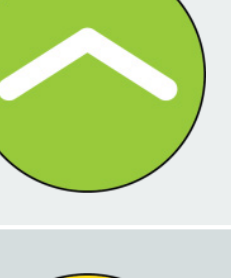
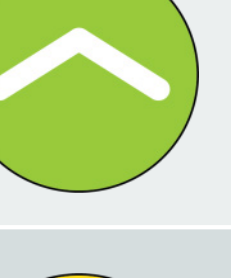







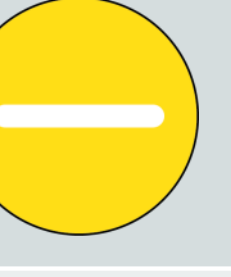

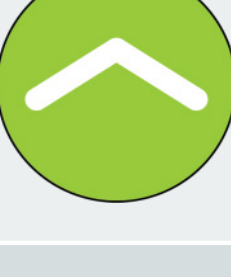

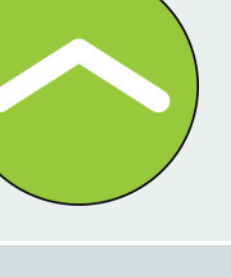







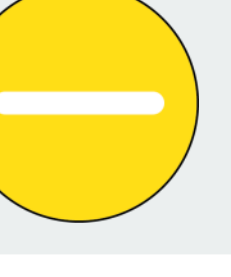
From the first open house and through the additional steering committee and industry leader conversations, MDT and RPA considered many community needs.



**DOWNTOWN WHITEFISH**

HIGHWAY STUDY

# SCORING PROCESS / SCREENING CRITERIA

Level II Screening Criteria	A	B	C	D	E	F	G
 <b>Operations</b>							
 <b>Safety</b>							
 <b>Implementation</b>							
 <b>Multimodal Accommodations</b>	Does not meet purpose & need of NHS			Does not meet purpose & need of NHS	Does not meet purpose & need of NHS	Does not meet purpose & need of NHS	
 <b>Environment &amp; Character</b>							
 <b>Economic Vitality</b>							

↑  
**PREFERRED ALTERNATIVE**

## CRITERIA DETAILS

 <b>Operations</b>	<ul style="list-style-type: none"> <li>• Intersection Performance</li> <li>• Travel Time</li> <li>• Total Network Delay</li> <li>• Large Truck Accommodations</li> </ul>
 <b>Safety</b>	<ul style="list-style-type: none"> <li>• Vehicle Conflicts</li> <li>• Pedestrian Exposure</li> <li>• Bicycle Exposure</li> </ul>
 <b>Implementation</b>	<ul style="list-style-type: none"> <li>• Capital Cost</li> <li>• Ongoing Maintenance</li> <li>• Funding Availability</li> </ul>
 <b>Multimodal Accommodations</b>	<ul style="list-style-type: none"> <li>• Pedestrian Comfort Level</li> <li>• Bicycle Comfort Level</li> <li>• Multimodal Connectivity</li> </ul>
 <b>Environment &amp; Character</b>	<ul style="list-style-type: none"> <li>• Natural Environment</li> <li>• Built Environment</li> <li>• Context Sensitivity</li> <li>• Vehicle Emissions &amp; Fuel Consumption</li> </ul>
 <b>Economic Vitality</b>	<ul style="list-style-type: none"> <li>• Business Access and Parking</li> <li>• Impacts to Adjacent Land Use</li> <li>• Economic Impacts During Construction</li> </ul>



**DOWNTOWN WHITEFISH**

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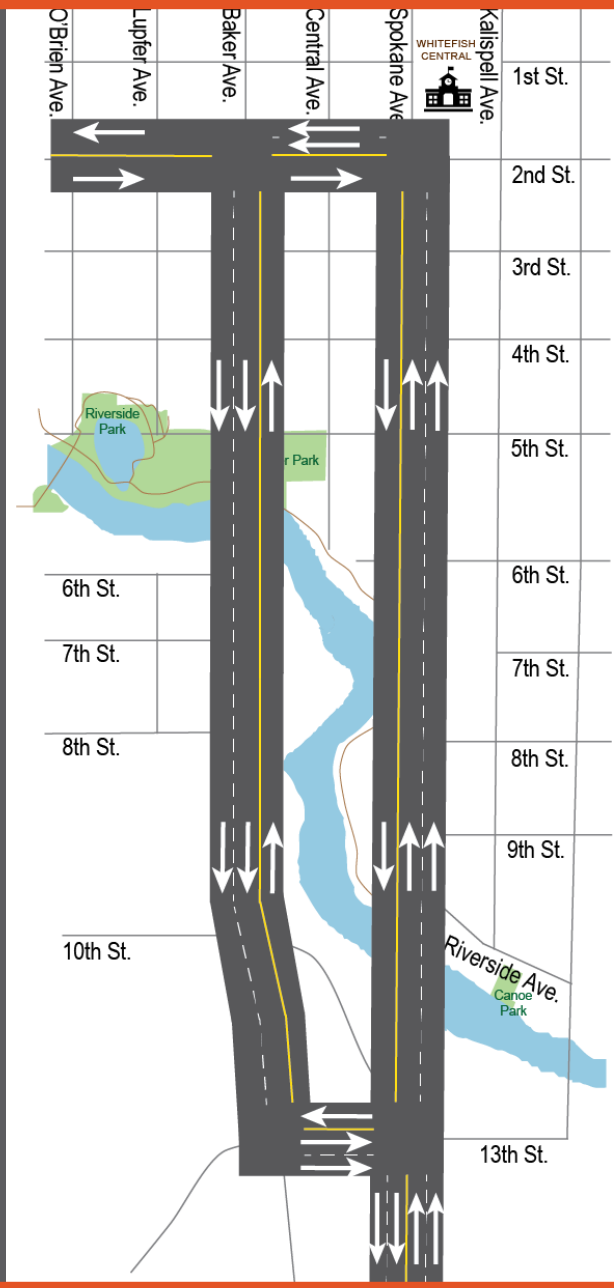


# IDENTIFIED CONCEPTS

Advanced for additional consideration.

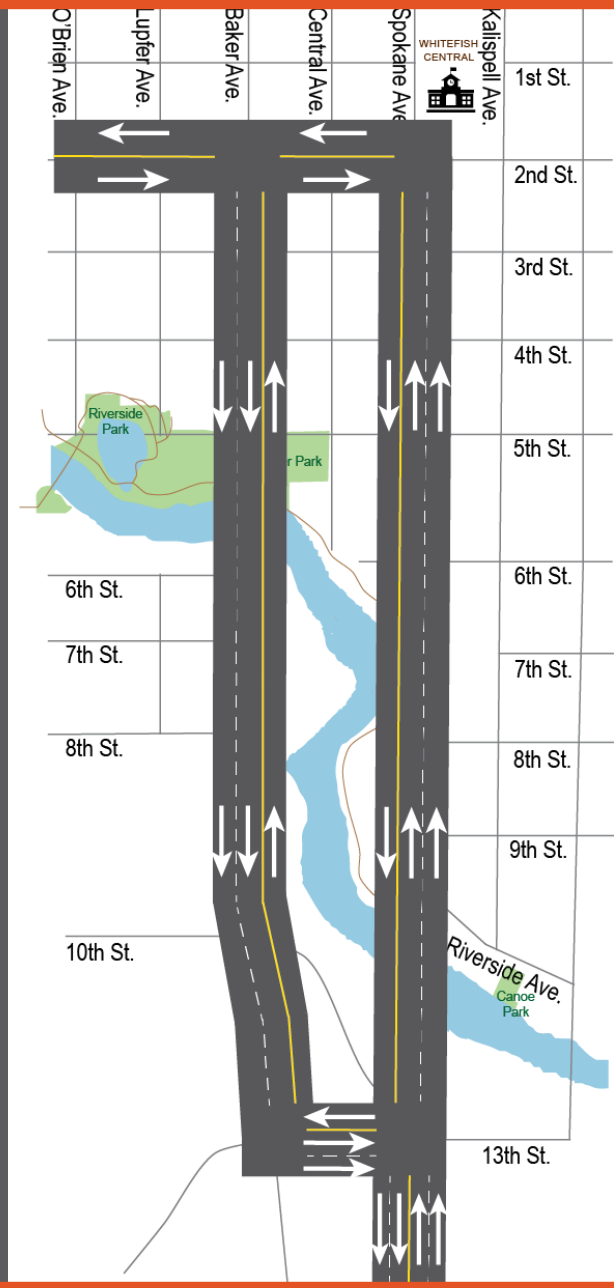
## Concept B Alternative C (Offset)

- Good traffic operations; better truck accommodations
- Balances needs of all modes
- Reasonable capital costs & maintenance needs – eligible for federal funds
- More impactful to Downtown businesses & traffic disruption



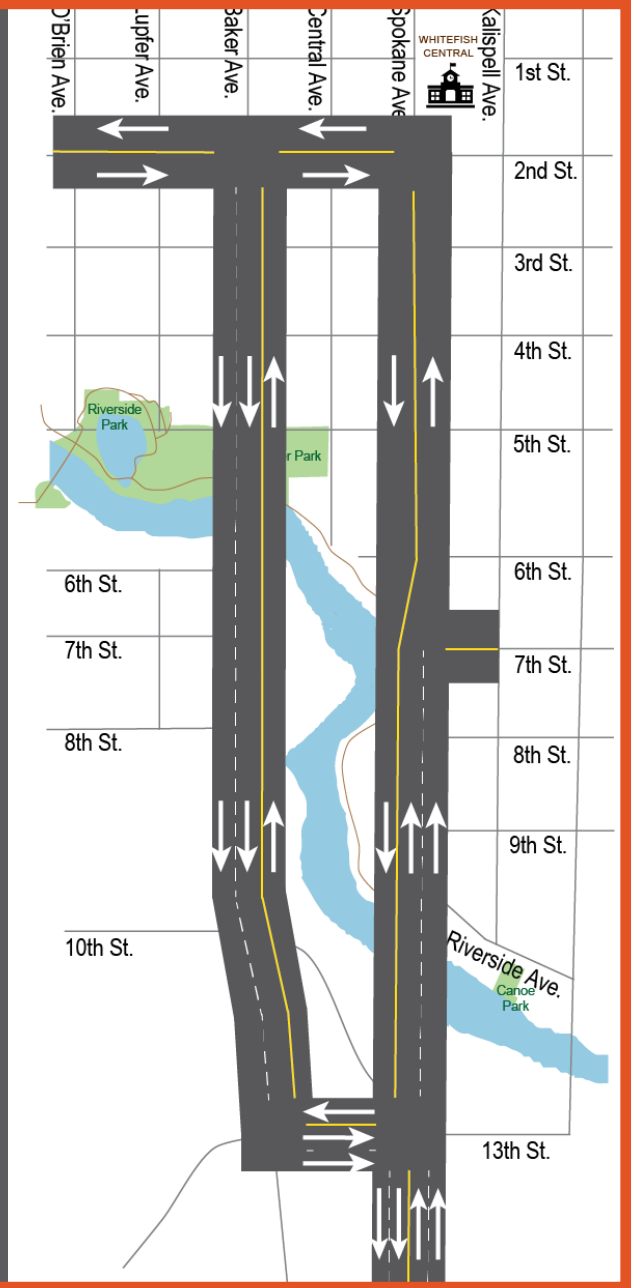
## Concept C Modified Alt C (Offset)

- Good traffic operations
- Balances needs of all modes
- Reasonable capital costs & maintenance needs – eligible for federal funds
- Less impactful to Whitefish community



## Concept G 2-Lane / 3-Lane Hybrid

- Fair traffic operations
- Balances needs of all modes
- Reasonable capital costs & maintenance needs – less likely to be prioritized for federal funds
- Least impactful to Whitefish community & environment

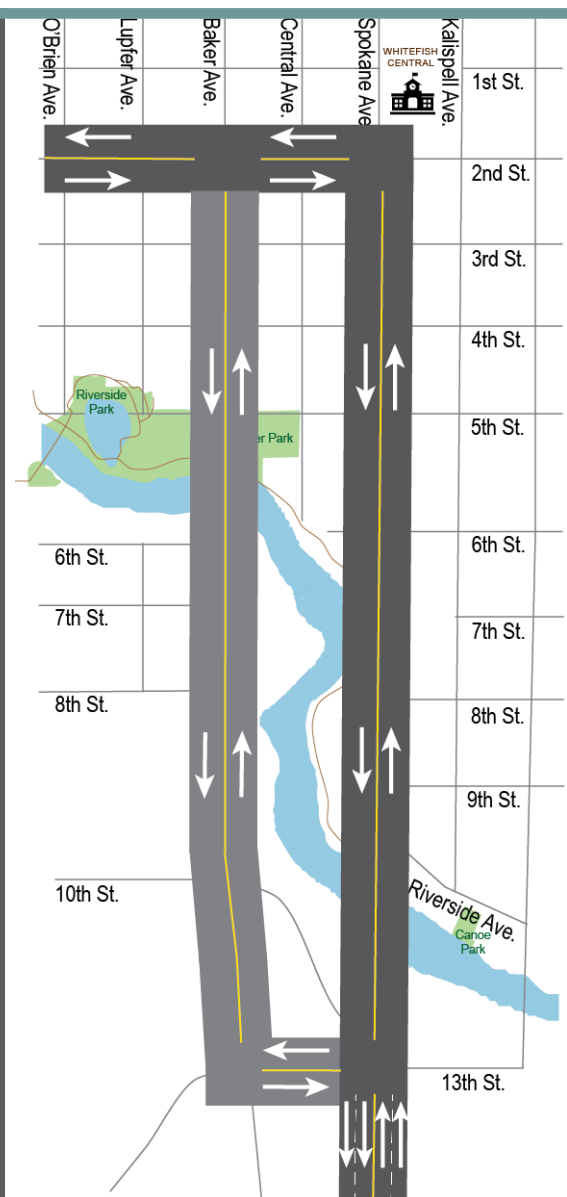


Do not meet the purpose and need of the NHS.

## Concept A Existing Configuration (Reconstructed)

- Failing traffic operations
- Does not improve safety
- Reasonable capital costs & maintenance needs

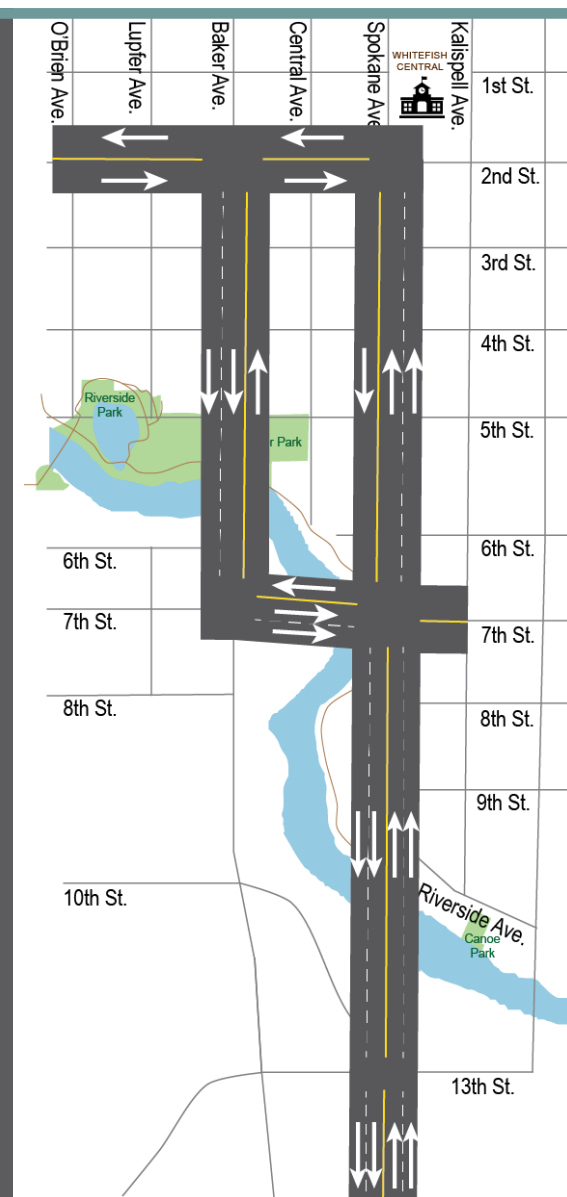
**DOES NOT MEET**  
Purpose & Need of the NHS



## Concept D Contra-Flow Configuration

- Best traffic operations
- Slightly improves bicycle and pedestrian accommodations
- 7th Street Bridge infeasible due to cost

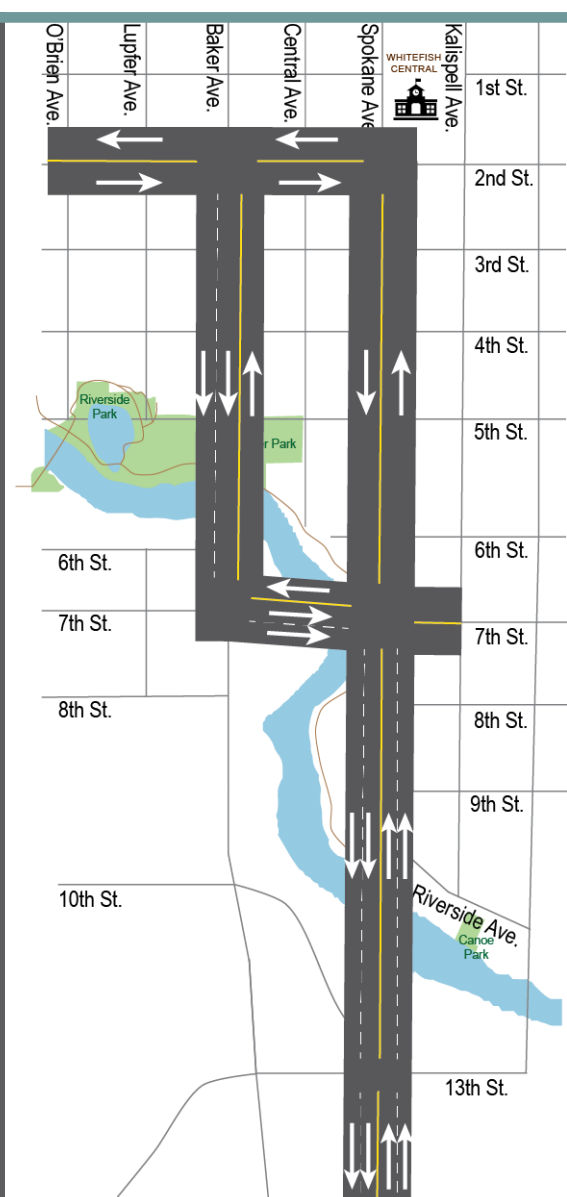
**DOES NOT MEET**  
Purpose & Need of the NHS



## Concept E 2018 MP Configuration – Contra-Flow

- Good traffic operations
- Slightly improves bicycle and pedestrian accommodations
- 7th Street Bridge infeasible due to cost

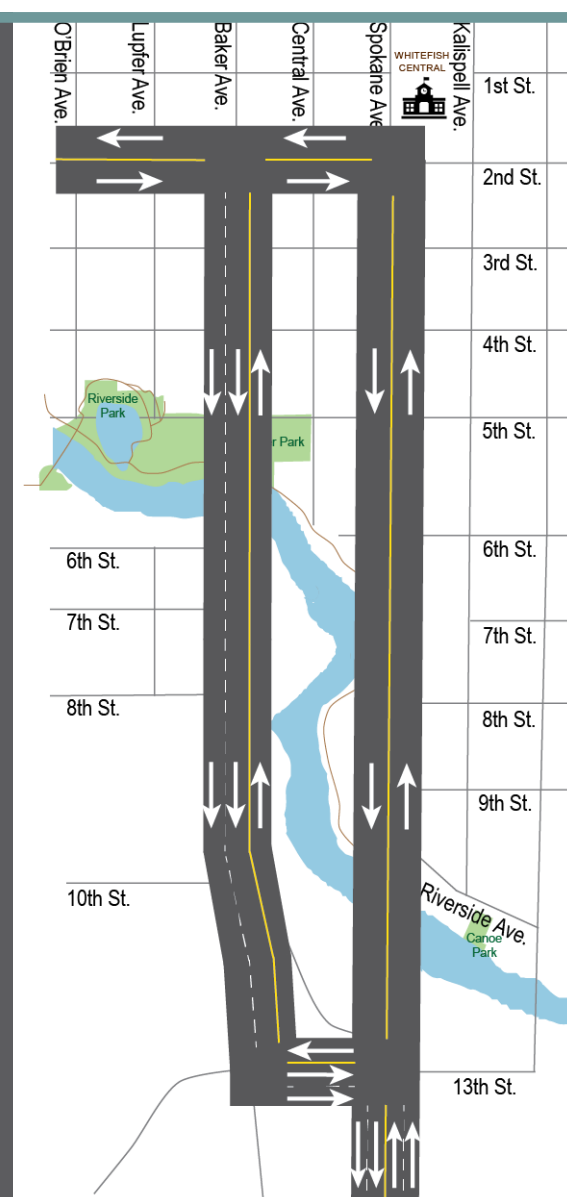
**DOES NOT MEET**  
Purpose & Need of the NHS



## Concept F 2018 MP Configuration – Modified Alt C (Offset)

- Fair traffic operations
- Improves bicycle and pedestrian accommodations
- Does not meet operational needs of NHS – unlikely to be funded with federal funds

**DOES NOT MEET**  
Purpose & Need of the NHS



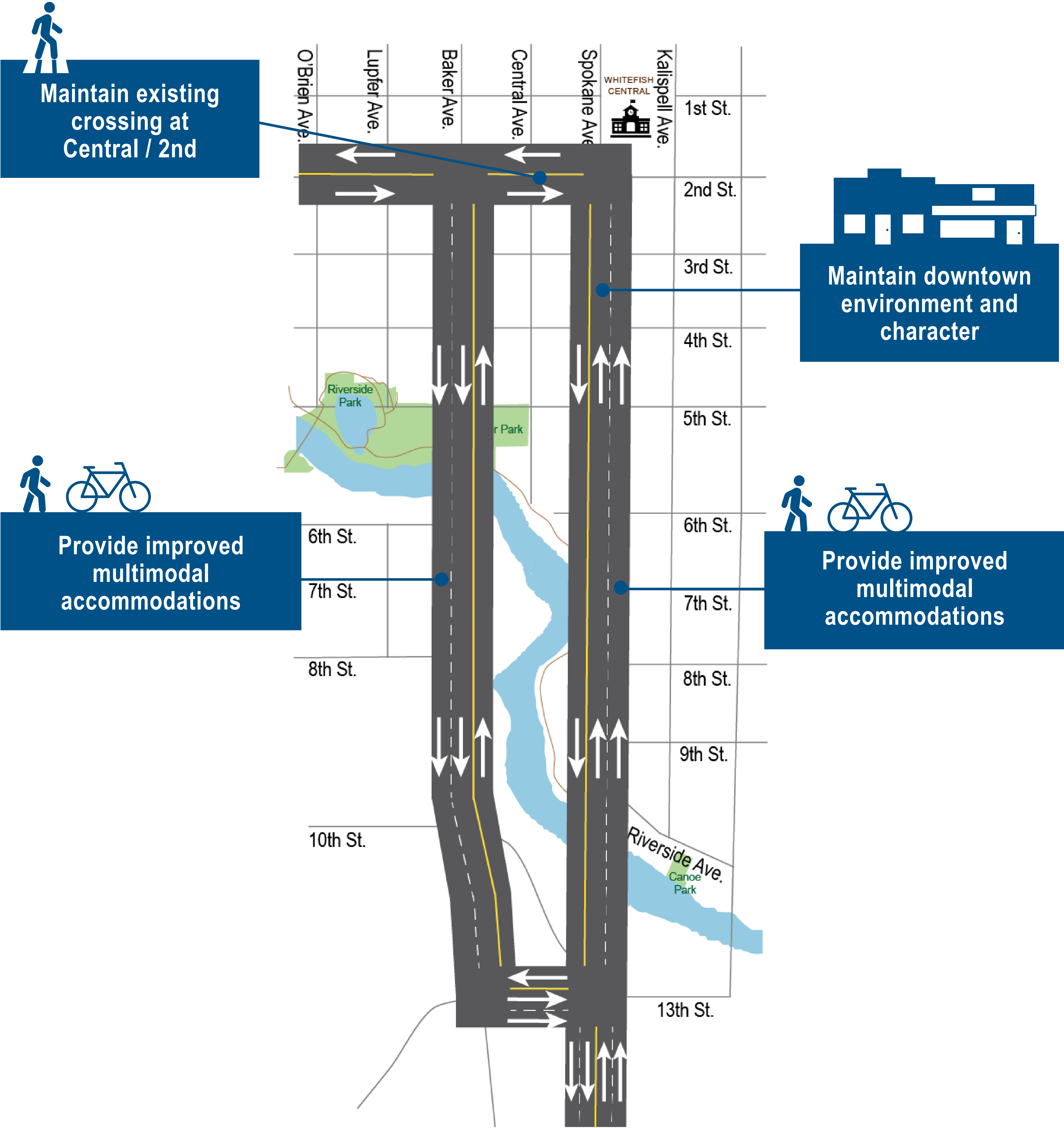
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HIGHWAY STUDY



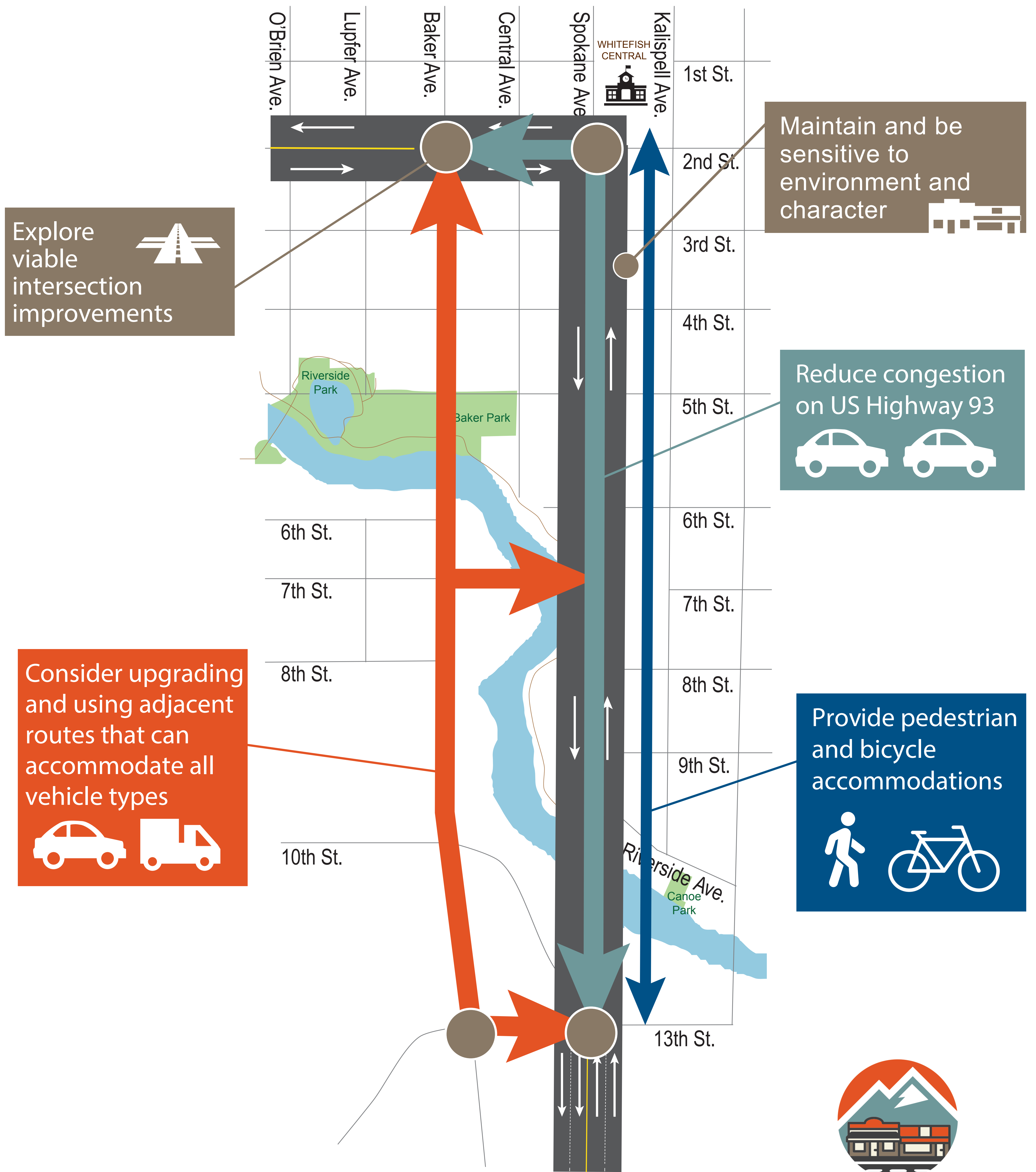
# PREFERRED CONCEPT CONCEPT C

**CONCEPT C** is identified as the preferred concept because it best meets the operational and safety needs of the National Highway System and is considered feasible to implement. The concept also provides the ability to accommodate multimodal users and minimize environmental and economic impacts to the community.





# IDENTIFIED NEEDS FOR DOWNTOWN WHITEFISH



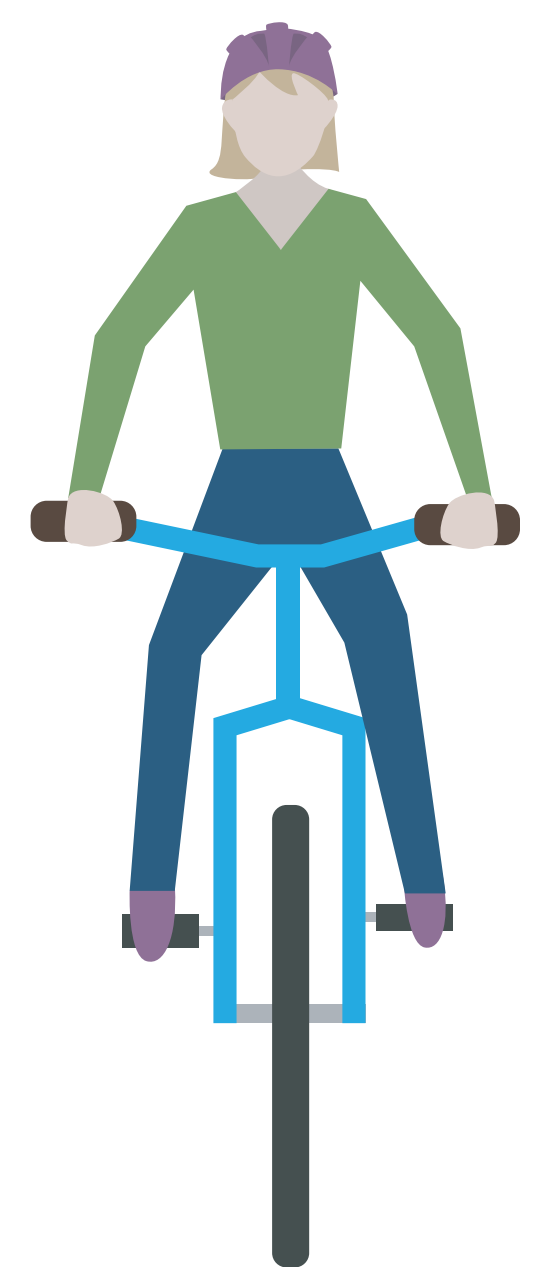
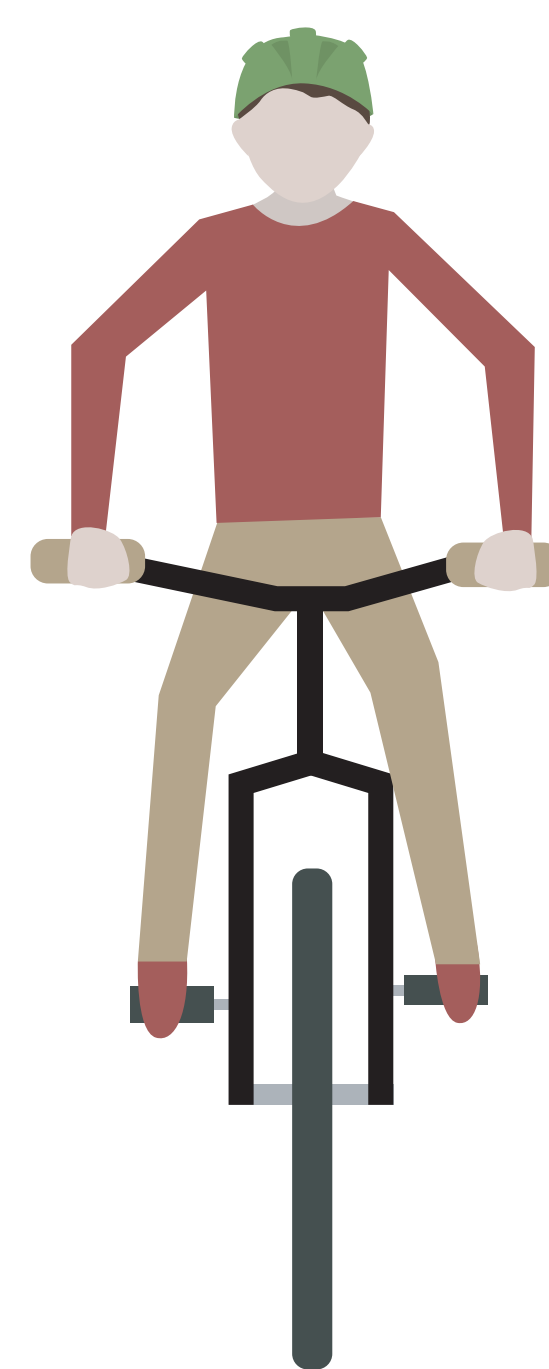
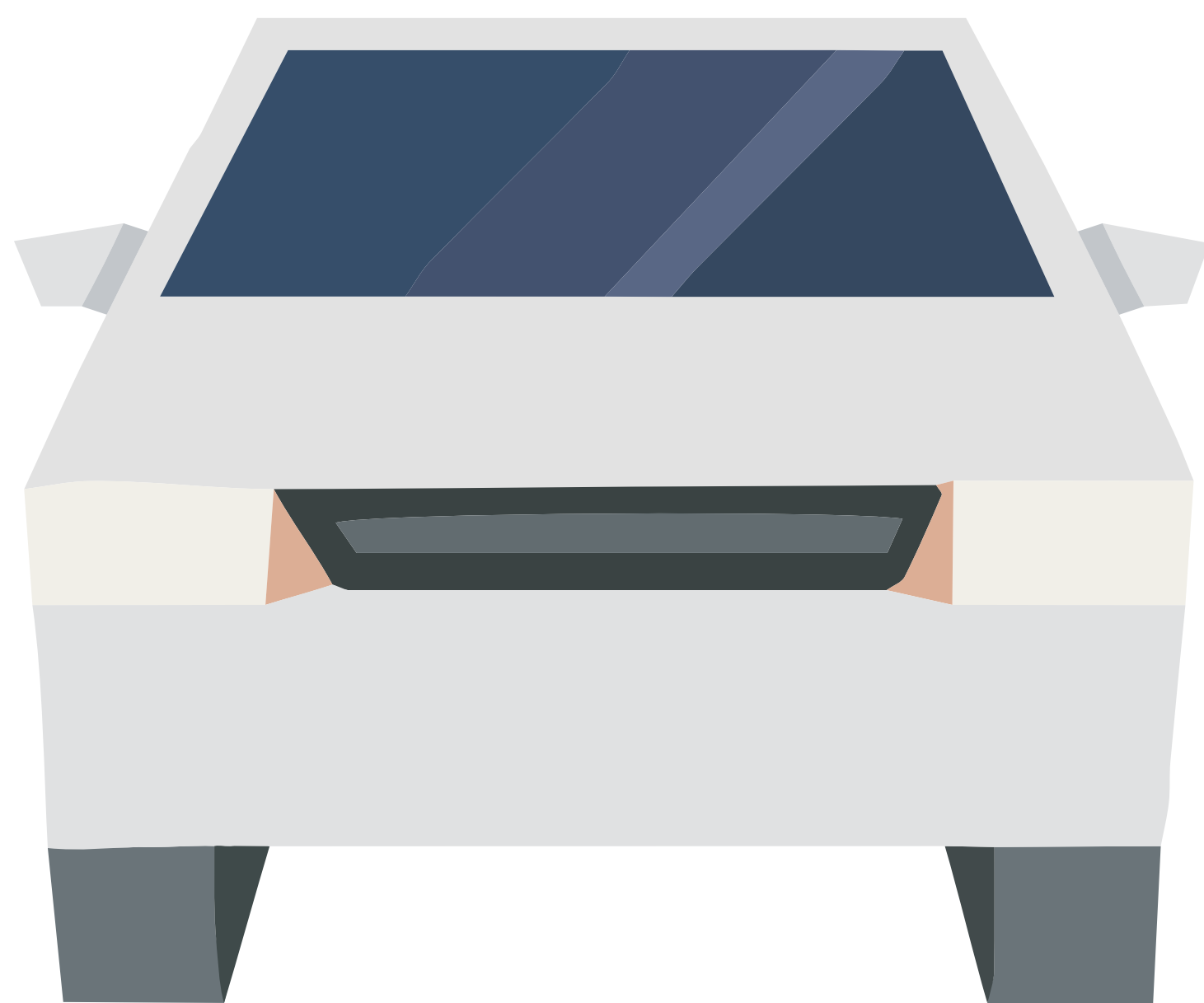


# NOW IT'S YOUR TURN

When working with limited space, there's only so much room for design features.

Let us know which design features YOU would add to each section of roadway by interacting with our virtual and physical displays.

These models are scaled representations of each of the studied downtown roads, which you can add scaled design features to.



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HIGHWAY STUDY