

APPENDIX 1:

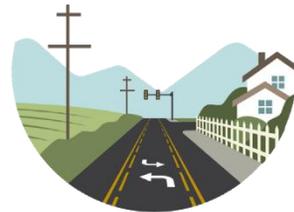
**CONSULTATION,  
COORDINATION,  
AND PUBLIC  
INVOLVEMENT**



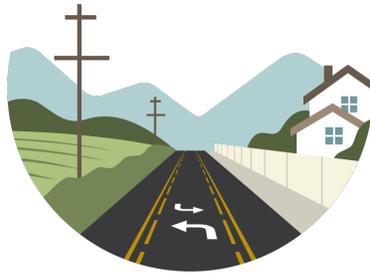
**WEST RESERVE DRIVE**  
— CORRIDOR PLANNING STUDY —

# PUBLIC INVOLVEMENT PLAN

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**WEST RESERVE DRIVE**  
— CORRIDOR PLANNING STUDY —



## WEST RESERVE DRIVE — CORRIDOR PLANNING STUDY —



# PUBLIC INVOLVEMENT PLAN

**PREPARED FOR**  
MONTANA DEPARTMENT OF  
TRANSPORTATION

**PREPARED BY**  
DOWL  
Lisa Olmsted  
Public Involvement Manager  
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☎ 406.869.6329

**PROJECT INFO**  
CONTRACT # 312036-B  
TASK ORDER #4 WEST RESERVE DRIVE  
CORRIDOR PLANNING STUDY

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# PUBLIC INVOLVEMENT PLAN

## 1.0 Introduction

The Montana Department of Transportation (MDT) Planning Division identified a need for a Corridor Study on West Reserve Drive, in Kalispell, Montana, from US 93 to US 2, and extending north from West Reserve Drive approximately a half-mile on Whitefish Stage Road.

The purpose of the study is to develop a comprehensive long-range plan for managing the corridor and determining what, if anything, can be done to improve the corridor based on needs, public and agency input, and financial feasibility. It will be a collaborative process with local jurisdictions, resource agencies, MDT, FHWA, and the public to identify transportation needs and potential solutions given environmental and funding constraints.

The purpose of the Public Involvement Plan (PIP) is to ensure the *West Reserve Drive Corridor Planning Study* team provides relevant, accurate, and consistent study information to local jurisdictions, stakeholders, and the general public while collecting perspectives through the facilitation of engagement-oriented conversations. Through effective involvement and communication, the study will benefit from community support and cooperation.

## 1.1 Study Area

The study area will include the intersections of US 93, Home Depot, Hutton Ranch Road, Country Way, Country Way North, Whitefish Stage Road, and US 2. Growth in the Kalispell area has spurred congestion-related public comments. The corridor serves a diverse group of users including agricultural, residential, commuter, and tourism needs. The corridor also connects to the newly completed northern end of the Kalispell Bypass.



## 1.2 Goal of Public Involvement Plan

Effective and open communication is a vital component to the success of the study, as it relates to public, stakeholder, and agency receptiveness and their involvement.

The primary goal of this plan is to provide opportunities for members of the public, stakeholders, and elected leaders to learn about the process, review information about the corridor planning study, and provide input throughout the planning effort. In support of this goal, the following sections identify procedures that will guide the public and agency involvement effort.

The key communication objectives for this study are:

- Offer and communicate opportunities for public, agency, and stakeholder involvement in the study
- Communicate the purpose of the study
- Give timely and accurate responses to all media inquiries
- Ensure that the study team is consistent in their message

## 2.0 Study Contacts

Contact information for MDT and the consultant will be provided in all published materials.

### **Vicki Crnich, MDT Project Manager**

Montana Department of Transportation  
Statewide and Urban Planning  
2960 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
406.444.7653  
vcrnich@mt.gov

### **Cody Salo, DOWL Project Manager**

DOWL  
1300 Cedar Street  
Helena, MT 59601  
406.324.7404  
csalo@dowl.com

### **Lisa Olmsted, DOWL Public Involvement Manager**

DOWL  
222 N. 32nd Street, #700  
Billings, MT 59101  
406.869.6329  
lolmsted@dowl.com

## 3.0 Print Materials and Media Coordination

**3.1 Display Advertisements.** Announcements will be placed in the Flathead Beacon and Daily Inter Lake at least three weeks before informational meetings. Advertisements will announce the meeting location, time, and date; the format (physical or virtual) and purpose of the meetings; and the locations where documents may be reviewed.

**3.2 Press Releases and Media Coordination.** Press releases will be distributed to local newspapers (Flathead Beacon and Daily Inter Lake), numerous radio stations, and television (KPAX, KCFW, and ABC Fox Kalispell) stations announcing the study and explaining the objectives, schedule, provide contact information, and encourage public involvement. DOWL will issue a post-study press release to the same area media that provides a retrospective view of study accomplishments, reinforce the value that potential improvements can have on the community, and thank community members for their involvement. We will coordinate with media representatives to maximize coverage of the study.

**3.3 Stakeholder and Resource Agency Letters.** Letters will be mailed or emailed to stakeholders, elected leaders, and property owners to inform them of the study and invite them to the public meetings.



The Whitefish River flows under West Reserve Drive.

## 4.0 Online Applications

**4.1 MDT Website.** We will provide website content pertaining to the study for MDT review and approval. This will include study branding, an overview of the schedule, contact information, and provide readers with the opportunity to engage with the study.

**4.2 MDT Facebook.** Facebook-ready content will be provided for updates to solicit public participation and invite the public to study meetings. Social media messaging will enforce the study needs and objective as well as encourage public comment.

**4.3 Virtual Engagement Platform.** DOWL will setup and host a Social Pinpoint page for the collection of study feedback.

## 5.0 Document Availability

**5.1 Outreach and Meeting Documents.** Public-facing materials will be posted to the study website. DOWL will also develop meeting materials for each informational meeting, including agendas, static exhibits, and other presentation materials. Electronic versions will be available on the project website prior to each meeting and distributed to virtual meeting attendees in advance of the meeting. If meetings are held in-person, print copies will be available at each informational meetings hosted for this study. Electronic versions of meeting materials will be posted on the study website following the meetings (at <https://www.mdt.mt.gov/pubinvolve/WestReserveDrive>).

**5.2 Reports.** Electronic versions of reports will be posted on the study website. Print copies of the draft corridor study report will be available at the MDT Rail, Transit, and Planning Division Office (2960 Prospect Avenue; Helena, MT). Print copies of the report may also be made available at the Flathead County Library (247 1st Ave East, Kalispell, MT) and the MDT Kalispell Area Office (85 5th Avenue East North, Kalispell, MT). Physical copies of the report will also be mailed upon request requested to Lisa Olmsted at 406-869-6329 or [lolmsted@dowl.com](mailto:lolmsted@dowl.com).



Diverse uses of West Reserve Drive include agricultural, residential, and tourism in addition to pedestrians and bicyclists.

## 6.0 Meetings

**6.1 Technical Oversight Committee Meetings.** Technical Oversight Committee (TOC) meetings will generally be scheduled to coincide with project milestones. TOC members will discuss study progress, analysis methodologies, and any issues or concerns that arise during the study. The TOC will also review study documentation before publication. Representatives from MDT, the City of Kalispell, and FHWA may be invited to participate in the advisory committee.

**6.2 Stakeholder Meetings.** We will conduct up to two 90-minute Zoom virtual meetings with representatives from local stakeholder groups to listen to concerns about the study corridor and discuss realistic solutions. These meetings will be informative and allow stakeholders ample time to provide comments. Stakeholder meetings would be held before informational meetings open to the public with the intent of identifying stakeholder concerns early in the process. We will invite elected officials and identify appropriate stakeholder representatives to engage during these meetings.

In advance of each informational meeting, DOWL will coordinate with interested stakeholders to assist in determining existing and projected conditions as well as needs and issues within the study corridor. DOWL will identify stakeholders based on feedback from TOC members. These meetings will be recorded, edited to remove any dead time or technical issues, and posted on the project website.

**6.3 Informational Meetings.** We will facilitate a total of two Zoom virtual informational meetings. The first meeting will be early in the study process to provide study overview, the second will be held after a draft study has been published. Each meeting will have two 90-minute sessions, one held late morning and the other early evening to allow flexibility for participants. DOWL will lead each meeting and solicit public participation and comment. The general format will be to provide a study overview and allow participants an opportunity to provide comment at

the end of the session. Zoom meetings will be recorded, edited to remove any dead time or technical issues, and posted on the project website.

**6.4 Resource Agency Meetings.** We will support MDT, as needed, in resource agency coordination and meeting facilitation. MDT will take the lead in identifying appropriate agency contacts for this study, which may include the MDEQ; Montana Fish, Wildlife & Parks (FWP); the United States Fish and Wildlife Service (USFWS); the United States Army Corps of Engineers (USACE); Burlington Northern / Santa Fe (BNSF); and the United States Environmental Protection Agency (EPA).

## 7.0 Public, Agency, and Stakeholder Comments

Public, resource agency, and stakeholder comments are welcome throughout the planning process. Written comments may be submitted by mail to Lisa Olmsted, DOWL, 222 N. 32nd Street #700, Billings, MT 59101; by email to [lolmsted@dowl.com](mailto:lolmsted@dowl.com); or online at <https://www.mdt.mt.gov/pubinvolve/WestReserveDrive>.

## 8.0 Accessibility

The State of Montana attempts to provide accessible information and services to all individuals. MDT will employ the following measures for the West Reserve Drive Corridor Planning Study.

- MDT will host informational meetings in locations that are accessible and compliant with the Americans with Disabilities Act (ADA).
- MDT and the consultant will confer with the leaders of the communities and representative organizations about how best to involve traditionally underserved populations.

MDT and the consultant will communicate effectively at the informational meetings by avoiding technical jargon and exercising appropriate conduct and judgment. Alternative accessible formats of study materials will be provided upon request.



The intersection of W. Reserve Drive and US 2 is heavily used.



**PUBLIC  
MEETING #1  
SUMMARY**

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**WEST RESERVE DRIVE**  
— CORRIDOR PLANNING STUDY —



# MEETING SUMMARY

*Public Information Meeting #1*

## MEETING OVERVIEW

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MDT hosted a set of informational meetings on March 17, 2021. Due to COVID-19 restrictions, the meetings were held remotely using Zoom Webinar. Two meetings were scheduled on the same day, at 11:00 AM and 5:30 PM to allow flexibility for participants. The Zoom meetings were recorded, edited to remove any dead time or technical issues, and posted to the project website. Overall, the team's take-away was that the platform worked well to fulfill public involvement needs.

## MEETING DETAILS

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**Format:** Zoom Virtual Informational Meeting  
**Date:** March 17, 2021  
**Times:** 11:00 AM to 12:30 PM and 5:30 PM to 7:00 PM

## OUTREACH AND PUBLIC NOTICE

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Advertisements were placed in the Daily Inter Lake and Flathead Beacon. Direct mail letters were sent to identified stakeholders and study contacts and a press release was distributed to area media outlets. Electronic notice and the links to register for the Zoom meetings were posted to the study website. Copies of the advertisements and invitations are attached at the end of the meeting summary.

## ATTENDEES

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27 members of the public registered for the 11:00 AM meeting while 20 members registered for the 5:30 PM meeting. Of the individuals registered, 21 attended the 11:00 AM meeting while 13 attended the 5:30 PM meeting. The following study representatives participated in the meetings:

- |                   |                            |      |
|-------------------|----------------------------|------|
| • Bob Vosen       | District 1 Administrator   | MDT  |
| • Jacquelyn Smith | District 1 Preconstruction | MDT  |
| • Vicki Crnich    | Planning                   | MDT  |
| • Cody Salo       | Project Manager            | DOWL |
| • Lisa Olmsted    | Public Involvement Manager | DOWL |
| • Sarah Patterson | Senior Traffic Engineer    | DOWL |
| • Emily Peterson  | Environmental Manager      | DOWL |

## MEETING MATERIALS

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The meetings began with a prepared presentation and concluded with an open forum question and answer session. A copy of the presentation slides is attached at the end of the meeting summary.



## PUBLIC COMMENTS

The table below shows the comments provided by attendees at both informational meeting sessions. Comments were collected through conversation during the question-and-answer session of the meeting. All questions were answered or addressed in real time.

**Table 1: Public Comments**

Date Comment Received	Comment Theme	Comment
3/17/2021	Study Perimeter	Question related to The Study Corridor Location Map shown on the first page in Attachment 1. Please explain the reasons for the proposed north End Study limit on Whitefish Stage Road, as compared with going to Rose Crossing. Rose Crossing becoming another "cross road" between Hwy 93 North and Hwy 2 East, appears to be creating an increase East-West traffic flow as well increased North-South traffic flow. More so along the need for three lanes north-south for the one mile between Reserve and Rose Crossing, with enough R/W for expansion to four lanes long term, while the open space is available.
3/17/2021	Construction	What is the time frame for being shovel ready?
3/17/2021	General	At what point in the timeline will the businesses be brought into the data gathering of the study? Do you have the point of contact for the businesses. Example would be growth plans, number of planned employees, cargo trucks ect
3/17/2021	General	Private comment. I have lived on Shadow Lane since 1983. I am on the Evergreen Water Sewer Board, Evergreen Fire District Board, Kalispel Public School Board. I have a good understanding of planning, traffic flow, access, etc. This seems thorough and north Whitefish Stage Road coordination with the North Project is reasonable.
3/17/2021	Multimodal	<ol style="list-style-type: none"> <li>1. Are you bringing sidewalks forward on both sides or just maintaining the current sidewalk on the S side</li> <li>2. If so, who is maintaining them</li> <li>3. When will the project be extended to the intersection at US Hwy 2</li> <li>4. Will sidewalks be included in the extension to Hwy 2 when it happens or just maintaining the current sidewalks on the N and S sides respectively</li> <li>5. If so, who will be maintaining them</li> </ol>
3/17/2021	Railroad Crossing	Will the Railroad crossing be eliminated during this process? I showed up late so sorry if this has been covered.
3/17/2021	Right-of-way; Access	How should a landowner who plans to develop in the near future proceed? How do they determine how this project might impact the future of their development?
3/17/2021	Study Perimeter	Will adding another connector between 4 Mile Dr. and W. Evergreen be part of this discussion?
3/17/2021	Utilities	Water and sewer utilities, is it better to contact project engineers? Rob - Evergreen Water & Sewer



2701 Prospect  
PO Box 201001  
Helena MT 59620-1001

March 8, 2021

The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration (FHWA), local jurisdictions, resource agencies, and the public, is developing a corridor study of W. Reserve Drive in Kalispell. The study will examine the roadway between the intersection with US 93 and the intersection with US 2 and north one-half mile along Whitefish Stage Road.

MDT recognizes the importance of this study to the Kalispell community. The virtual informational meeting is being held to provide information to interested parties about the scope and purpose of the study, collect feedback, and answer questions. The meeting will be held during two time periods and will start with a short presentation followed by a question-and-answer period. The format and content of each meeting will be the same. Please attend whichever time is most convenient for you.

### West Reserve Drive Virtual Meeting

March 17, 2021  
11:00 am or 5:30 pm

Registration is required. Register at: <https://www.mdt.mt.gov/pubinvolve/WestReserve/>

Community input is a very important part of the process. Both the public and the media are encouraged to participate. The Montana Department of Transportation takes their mission to improve the safety of public roads seriously and values input from the community along with questions or concerns.

Comments and concerns may be submitted in writing by mail to Vicki Crnich, Montana Department of Transportation, PO Box 201001, Helena, MT 59620, or by email to [vcrnich@mt.gov](mailto:vcrnich@mt.gov) or to Lisa Olmsted, DOWL, 222 N. 32<sup>nd</sup> Street, Suite 700, Billings, MT 59101 or by email to [lolmsted@dowl.com](mailto:lolmsted@dowl.com).

For more information, or to submit comments online, please visit the study website at: [www.mdt.mt.gov/pubinvolve/westreserve](http://www.mdt.mt.gov/pubinvolve/westreserve). The website will be updated periodically as information becomes available throughout the course of the study.

The Department of Transportation will make reasonable accommodations for persons with disabilities who wish to participate in this W. Reserve Drive Virtual Meeting or need an alternative accessible format of this notice. If you require an accommodation, contact the Department of Transportation no later than March 15, 2021 to advise us of the nature of the accommodation that you need. Please contact Matt Maze, Office of Civil Rights, P.O. Box 201001, Helena, Montana 59620; telephone (406) 444-5416; Montana Relay 711; facsimile (406) 444-7243; or e-mail to [mmaze@mt.gov](mailto:mmaze@mt.gov).

Sincerely,

Lisa Olmsted  
DOWL Public Involvement Manager  
[lolmsted@dowl.com](mailto:lolmsted@dowl.com)  
406-869-6329

Vicki Crnich  
MDT Project Manager  
[vcrnich@mt.gov](mailto:vcrnich@mt.gov)  
406-444-7653







**VISION ZERO**  
zero deaths · zero serious injuries  
MONTANA DEPARTMENT  
OF TRANSPORTATION

## **West Reserve Drive Corridor Planning Study**

### **Virtual Public Meeting**

**March 17, 2021**

**11:00 a.m. or 5:30 p.m.**

**Registration is required. Register at:**

**<https://www.mdt.mt.gov/pubinvolve/WestReserve>**

The Montana Department of Transportation is conducting virtual public meetings to discuss the West Reserve Drive Corridor Planning Study. MDT and study team representatives will be providing a general overview and timeline of the study effort.

The corridor extends along West Reserve Drive from US 93 to US 2, and extends approximately a half-mile north on Whitefish Stage Road. The purpose of the study is to develop a comprehensive long-range plan for managing the corridor and determining what, if anything, can be done to improve the corridor based on needs, public and agency input, and financial feasibility.

The Department of Transportation will make reasonable accommodations for persons with disabilities who wish to participate in this virtual public meeting or need an alternative accessible format of this notice. If you require an accommodation, contact the Department of Transportation no later than March 10, 2021, to advise us of the nature of the accommodation that you need. Please contact Matt Maze, Office of Civil Rights, P.O. Box 201001, Helena, Montana 59620; telephone (406) 444-5416; Montana Relay 711; facsimile (406) 444-7243; or e-mail to [mmaze@mt.gov](mailto:mmaze@mt.gov).

For more information, please visit:

<https://www.mdt.mt.gov/pubinvolve/WestReserve>

Comments, questions, or concerns can be directed to Public Involvement Manager Lisa Olmsted at [lolmsted@dowl.com](mailto:lolmsted@dowl.com) or by calling (406) 869-6329 or (800) 478-3695.



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zero deaths · zero serious injuries  
MONTANA DEPARTMENT  
OF TRANSPORTATION

## **West Reserve Drive Corridor Planning Study Virtual Public Meeting**

**March 17, 2021; 11:00 a.m. or 5:30 p.m.**

**Registration is required. Register at:**  
*<https://www.mdt.mt.gov/pubinvolve/WestReserve>*

The Montana Department of Transportation is conducting virtual public meetings to discuss the West Reserve Drive Corridor Planning Study. MDT and study team representatives will be providing a general overview and timeline of the study effort.

The corridor extends along West Reserve Drive from US 93 to US 2, and extends approximately a half-mile north on Whitefish Stage Road. The purpose of the study is to develop a comprehensive long-range plan for managing the corridor and determining what, if anything, can be done to improve the corridor based on needs, public and agency input, and financial feasibility.

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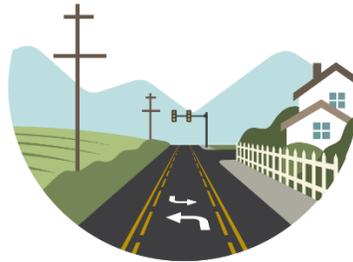
For more information, please visit:  
<https://www.mdt.mt.gov/pubinvolve/WestReserve>

Comments, questions, or concerns can be directed to Public Involvement Manager Lisa Olmsted at [lolmsted@dowl.com](mailto:lolmsted@dowl.com) or by calling (406) 869-6329 or (800) 478-3695.

# West Reserve Drive Corridor Planning Study

## Website Copy

February 2021



### WEST RESERVE DRIVE — CORRIDOR PLANNING STUDY —

## Study Focus

The Montana Department of Transportation (MDT) Planning Division identified a need for a Corridor Planning Study on West Reserve Drive, in Kalispell, Montana, from US 93 to US 2, and extending north from West Reserve Drive approximately a half-mile on Whitefish Stage Road.

The purpose of the study is to develop a comprehensive long-range plan for managing the corridor and determining what, if anything, can be done to improve the corridor based on needs, public and agency input, and financial feasibility. It will be a collaborative process with local jurisdictions, resource agencies, MDT, FHWA, and the public to identify transportation needs and potential solutions given environmental and funding constraints.



Please join is for an informational meeting!

**Virtual Public Meeting** – March 17 | 11:00 a.m.  
or 5:30 p.m.

Reservation is required. Please [click here](#) to register for the 11:00 am or [click here](#) to register for the 5:30 meeting.

MDT is using virtual meetings rather than in-person meetings due to concerns about community health and safety during COVID-19. For more information visit <https://covid19.mt.gov/>

# Frequently Asked Questions (FAQs)

## What is a Corridor Study?

A corridor study is a planning-level assessment occurring before project-level activities and environmental compliance under the National and Montana Environmental Policy Acts (NEPA/MEPA). This process provides a link between early transportation planning and environmental compliance efforts, and involves a planning-level evaluation of safety, operational, and environmental conditions to identify needs and constraints.

MDT can save time and money in subsequent project phases by facilitating early identification of constraints through coordination with local governments, resource agencies, and other stakeholders; screening of possible improvement options; and elimination of infeasible options.

A planning study considers multiple improvement options to address the needs and objectives within a study area. The planning process is distinct from a NEPA/MEPA environmental compliance document and from design, right-of-way acquisition, and construction phases for an individual project.

For additional information, please see MDT's planning study process.

## What does a "pre-NEPA/MEPA planning study" mean??

The National and Montana Environmental Policy Acts (NEPA/MEPA) require state and federal agencies to disclose impacts resulting from state and federal actions. In the context of transportation projects, the NEPA/MEPA process is intended to assist officials in making transportation decisions, while considering the human and natural environment and the need for a safe and efficient transportation network. The NEPA/MEPA process ensures that information about anticipated transportation project impacts is available to the public before decisions are made and executed.

The corridor study is a pre-NEPA/MEPA study that involves a planning-level assessment of the study area. The planning process will include a review of potential environmental issues and concerns. The results of this planning-level environmental review could be used to assist in later NEPA/MEPA environmental compliance phases for an individual project.

## Who is conducting the study?

The Montana Department of Transportation will be conducting this study in partnership with the Federal Highway Administration (FHWA) and in coordination with the City of Kalispell and Flathead County. DOWL will assist MDT in completing the planning effort.

## How can the public be involved in the study?

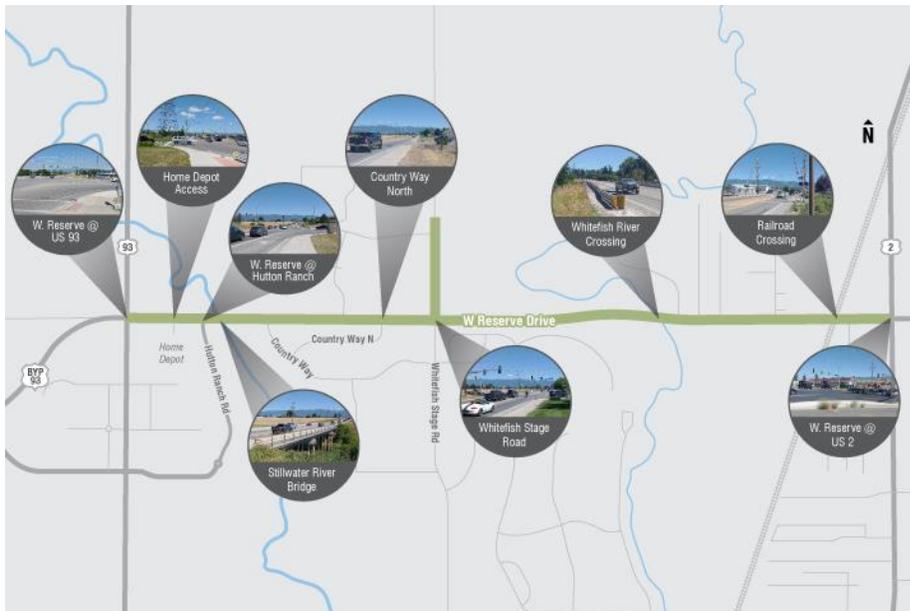
The public is encouraged to participate in the planning process. Two public open houses will be held during the corridor study process. These meetings will be hosted using Zoom to accommodate COVID-19 safety precautions. The date and time of these meetings will be announced prior to each event through local media and this website.

Members of the public will be able to review information posted on this website and provide input throughout the study. Additionally, print copies of draft reports will be made available at the Flathead County Library (247 1st Ave East, Kalispell, MT) and the MDT Kalispell Area Office (85 5th Avenue East North, Kalispell, MT). Physical copies of draft documents are available on request. Please contact Lisa Olmsted at 406-869-6329 or lolmsted@dowl.com for details.

Public comments will be considered to better understand potential issues, concerns, opportunities, and constraints. Comments can be submitted via the [MDT Comment Form](#). Comments can also be sent to the study contacts.

## What area is being studied?

The study area will include the intersections of US 93, Home Depot, Hutton Ranch Road, Country Way, Country Way North, Whitefish Stage Road, and US 2. Growth in the Kalispell area has spurred congestion-related public comments. The corridor serves a diverse group of users including agricultural, residential, commuter, and tourism needs. The corridor also connects to the newly completed northern end of the Kalispell Bypass.



## Contact

Vicki Crnich, MDT Project Manager  
Montana Department of Transportation  
Statewide and Urban Planning  
2960 Prospect Avenue  
PO Box 201001  
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Cody Salo, DOWL Project Manager  
DOWL  
1300 Cedar Street  
Helena, MT 59601  
406.324.7404  
csalo@dowl.com

## Virtual Public Meeting

Please join us for an informational/public input meeting!

Virtual Public Meeting – March 17 | 11:00 a.m. or 5:30 p.m.

Reservation is required. Please click [here](#) to register for the 11:00 am meeting or click [here](#) to register for the 5:30 meeting.

For assistance registering, please contact Lisa Olmsted at 406-869-6329 or lolmsted@dowl.com

The Montana Department of Transportation (MDT) is conducting virtual public informational/input meetings to discuss the West Reserve Drive Corridor Planning Study. The study is assessing West Reserve Drive, in Kalispell, Montana, from US 93 to US 2, and extending north from West Reserve Drive approximately a half-mile on Whitefish Stage Road.

The purpose of the study is to develop a comprehensive long-range plan for managing the corridor and determining what, if anything, can be done to improve the corridor based on needs, public and agency input, and financial feasibility. MDT and study team representatives will be providing a general overview and timeline of the effort and are. A question and answer session will be offered following the project information.

MDT is using virtual meetings rather than in-person meetings due to concerns about community health and safety during COVID-19. For more information visit <https://covid19.mt.gov/>.

Public participation is a very important part of the process, and the public is encouraged to attend. Comments may be submitted at the meeting; by mail to Lisa Olmsted, DOWL, 222 North 32<sup>nd</sup> Street, Suite 700, Billings, MT 59101; by email to lolmsted@dowl.com; or online at <https://www.mdt.mt.gov/pubinvolve/WestReserve>

Please indicate comments are for the West Reserve Drive Corridor Planning Study.

**PUBLIC  
MEETING #2  
SUMMARY**

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**WEST RESERVE DRIVE**  
— CORRIDOR PLANNING STUDY —



# MEETING SUMMARY

*Public Information Meeting #2*

## MEETING OVERVIEW

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MDT hosted a set of informational meetings on September 09, 2021. Due to COVID-19, the meetings were held remotely using Zoom Webinar. Two meetings were scheduled on the same day, at 11:00 AM and 5:30 PM to allow flexibility for participants. The Zoom meetings were recorded, edited to remove any dead time or technical issues, and posted to the project website. Overall, the team's take-away was that the platform worked well to fulfill public involvement needs.

The public was very engaged in the public meeting, with emphasis being placed on when to expect action on the proposed solutions. Additional topics of discussion included interim and short-term solutions at Whitefish Stage Rd., multimodal accommodations along the corridor, and residential property owners expressing frustration regarding cut-through traffic and rate of travel on Country Way.

## MEETING DETAILS

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**Format:** Zoom Virtual Informational Meeting  
**Date:** September 09, 2021  
**Times:** 11:00 AM to 12:30 PM and 5:30 PM to 7:00 PM

## OUTREACH AND PUBLIC NOTICE

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Advertisements were placed in the Daily Inter Lake and Flathead Beacon. Direct mail letters were sent to identified stakeholders and study contacts and a press release was distributed to area media outlets. Electronic notice and the links to register for the Zoom meetings were posted to the study website. Copies of the advertisements and invitations are attached at the end of the meeting summary.

## ATTENDEES

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30 members of the public registered for the 11:00 AM meeting while 13 members registered for the 5:30 PM meeting. Of the individuals registered, 20 attended the 11:00 AM meeting while 8 attended the 5:30 PM meeting. The following study representatives participated in the meetings:

- |                   |                            |      |
|-------------------|----------------------------|------|
| • Bob Vosen       | District 1 Administrator   | MDT  |
| • Jacquelyn Smith | District 1 Preconstruction | MDT  |
| • Vicki Crnich    | Planning                   | MDT  |
| • Cody Salo       | Project Manager            | DOWL |
| • Lisa Olmsted    | Public Involvement Manager | DOWL |

## MEETING MATERIALS

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The meetings began with a prepared presentation and concluded with an open forum question and answer session. A copy of the presentation slides is attached at the end of the meeting summary.



## PUBLIC COMMENTS

The table below shows the comments provided by attendees at both informational meeting sessions. Comments were collected through conversation during the question-and-answer session of the meeting. All questions were answered or addressed in real time.

**Table 1: Public Comments**

Date Comment Received	Comment Theme	Comment
9/9/2021 11:00 am	Multimodal	What is the thinking behind the recommendation for 8' sidewalk widths on the north side of West Reserve and only 5' sidewalk width on the south side?
9/9/2021 11:00 am	Multimodal	Please clarify, is north and south of West Reserve sidewalk to be built connecting Hwy 93 to Hwy 2?
9/9/2021 11:00 am	General	Thank you, this plan will certainly help public transit to expand! - Mountain Climber
9/9/2021 11:00 am	Access	Is there any potential for increasing the access potential down to the river?
9/9/2021 11:00 am	Construction	Could the right turn lanes on whitefish stage both from east and west be done soon?
9/9/2021 11:00 am	General	Have you considered wildlife crossing. I live on the whitefish River, fencing to lead deer and bear under the bridge on the whitefish river would reduce wildlife kills via vehicle
9/9/2021 11:00 am	General	What are your plans to help alleviate the use of Country Way as a bypass from West Reserve to Whitefish Stage?
9/9/2021 11:00 am	Construction	What is the usual time to inform utilities to plan in case of having to move or upgrade to prepare when road work is happening?
9/9/2021 11:00 am	Noise	One of the solutions is to move some of the traffic to rose crossing or some other cross street. Has this been discussed. Secondly, Noise. Any solutions for that
9/9/2021 11:00 am	Multimodal	Will there be a buffer zone between Reserve and the bike paths on the north and south side of the road?
9/9/2021 11:00 am	Signal Timing	Might it be feasible to change the traffic light to have all Wfish Stage north; turning east or west bound traffic move solely & then all south; turning east, west traffic move alone...leaving Reserve just as it is with the turn signal.
9/9/2021 11:00 am	General	What is the soonest we might anticipate any improvements to aid in traffic flow?
9/9/2021 11:00 am	Access	The lower part of West Reserve has multiple driveways coming out directly on the road. This is a residential area Any resolutions for traffic issues in this area?



Date Comment Received	Comment Theme	Comment
9/9/2021 5:30 pm	General	I do not know if it is just me and my MAC laptop, but your PP doesn't fit the screen and I can't see all the content. FYI
9/9/2021 5:30 pm	Access	Would you explain further the access modification you would recommend regarding country way
9/9/2021 5:30 pm	Construction	Will Country Way be used as a bypass during construction?
9/9/2021 5:30 pm	General	Did you do a car count on country way?? If so what were those numbers
9/9/2021 5:30 pm	General	Can the County Way road speed limit be lowered? 25mph equals 45-50 currently maybe 15mph might slow to 25-30
9/9/2021 5:30 pm	Perimeter	We are in the County not the City of Kalispell? Please explain
9/9/2021 5:30 pm	General	To beat a dead horse, Why wasn't Country Way included in the corridor for study? It has become the Reserve Bypass and the traffic pattern has become established and will not change with the improvements.
9/9/2021 5:30 pm	General	Thank you for the Zoom and I will be checking out the website more.



2701 Prospect  
PO Box 201001  
Helena MT 59620-1001

August 18, 2021

The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration (FHWA), local jurisdictions, resource agencies, and the public, has developed a draft corridor study report for West Reserve Drive in Kalispell. The study is examining the roadway between the intersection with US 93 and the intersection with US 2 and north and extending north one-half mile along Whitefish Stage Road in Kalispell. MDT is hosting a virtual meeting to present the study results. Following the meeting there will be a 30-day comment and review period of the study results posted on the project website.

The study's purpose was to develop a comprehensive long-range plan for managing the corridor and determine what can be done to improve the corridor based on needs, public and agency input, and financial feasibility.

MDT recognizes the importance of this study to the Kalispell community. The public is invited to learn more and provide feedback at two online open houses, hosted via Zoom, on Thursday, September 9<sup>th</sup> at 11 a.m. or 5:30 p.m. Both sessions will provide the same information.

### **West Reserve Drive Virtual Meeting**

September 9, 2021

11:00 am or 5:30 pm

Registration is required. Register at: <https://www.mdt.mt.gov/pubinvolve/WestReserve/>

Community input is a very important part of the process. Both the public and the media are encouraged to participate. The Montana Department of Transportation takes their mission to improve the safety of public roads seriously and values input from the community along with questions or concerns.

Comments may be submitted in writing by mail to Vicki Crnich, Montana Department of Transportation, PO Box 201001, Helena, MT 59620, or by email to [vcrnich@mt.gov](mailto:vcrnich@mt.gov).

For more information, or to submit comments online, please visit the study website at: [www.mdt.mt.gov/pubinvolve/westreserve/](http://www.mdt.mt.gov/pubinvolve/westreserve/).

The Department of Transportation will make reasonable accommodations for persons with disabilities who wish to participate in the public meeting or need an alternative accessible format of this notice. If you require an accommodation, contact the Department of Transportation no later than September 7, to advise us of the nature of the accommodation that you need. Please contact Matt Maze, Office of Civil Rights, P.O. Box 201001, Helena, Montana 59620; telephone (406) 444-5416; Montana Relay 711; facsimile (406) 444-7243; or e-mail to [mmaze@mt.gov](mailto:mmaze@mt.gov).

Sincerely,

Lisa Olmsted  
DOWL Public Involvement Manager  
[lolmsted@dowl.com](mailto:lolmsted@dowl.com)  
406-869-6329

Vicki Crnich  
MDT Project Manager  
[vcrnich@mt.gov](mailto:vcrnich@mt.gov)  
406-444-7653





**Virtual Informational Meeting for  
W. Reserve Drive Corridor Planning Study**

The Montana Department of Transportation (MDT) has developed a draft corridor study of W. Reserve Drive between the intersection with US 93 and the intersection with US 2 and extending north one-half mile on Whitefish Stage Road in Kalispell. MDT is holding a virtual meeting to present the study results. A 30-day comment review period will follow the meeting; the public is invited to provide comments.

The study's purpose was to develop a comprehensive long-range plan for managing the corridor and determine what can be done to improve the corridor based on needs, public and agency input, and financial feasibility. The meeting will be held two times and will start with a short presentation followed by a question-and-answer session. The format and content of each meeting will be the same. Please attend whichever is convenient for you.

**W. Reserve Drive Virtual Meeting**

**When:** Thursday, Sept. 9, 2021 at 11:00 AM OR 5:30 PM

**How To Attend:** Visit the website at <https://www.mdt.mt.gov/pubinvolve/westreserve/> to register for the meeting. Pre-registration is required to attend.

The meeting is open to the public and attendance is encouraged. The Department of Transportation will make reasonable accommodations for persons with disabilities who wish to participate in the public meeting or need an alternative accessible format of this notice. If you require an accommodation, contact the Department of Transportation no later than September 7, to advise us of the nature of the accommodation that you need. Please contact Matt Maze, Office of Civil Rights, P.O. Box 201001, Helena, Montana 59620; telephone (406) 444-5416; Montana Relay 711; facsimile (406) 444-7243; or e-mail to [mmaze@mt.gov](mailto:mmaze@mt.gov).

Comments may be submitted in writing by mail to Vicki Crnich, Montana Department of Transportation, P.O. Box 201001, Helena, MT 59620.

For more information, or to submit comments online, please visit the study website at:

<https://www.mdt.mt.gov/pubinvolve/westreserve/>

## Virtual Informational Meeting for W. Reserve Drive Corridor Planning Study

The Montana Department of Transportation (MDT) has developed a draft corridor study of W. Reserve Drive between the intersection with US 93 and the intersection with US 2 and extending north one-half mile on Whitefish Stage Road in Kalispell. MDT is holding a virtual meeting to present the study results. A 30-day comment review period will follow the meeting; the public is invited to provide comments.

The study's purpose was to develop a comprehensive long-range plan for managing the corridor and determine what can be done to improve the corridor based on needs, public and agency input, and financial feasibility. The meeting will be held two times and will start with a short presentation followed by a question-and-answer session. The format and content of each meeting will be the same. Please attend whichever is convenient for you.

### W. Reserve Drive Virtual Meeting

**When:** Thursday, September 9, 2021 at 11:00 AM OR 5:30 PM

**How To Attend:** Visit the website at <https://www.mdt.mt.gov/pubinvolve/westreserve/> to register for the meeting. Pre-registration is required to attend.

The meeting is open to the public and attendance is encouraged. The Department of Transportation will make reasonable accommodations for persons with disabilities who wish to participate in the public meeting or need an alternative accessible format of this notice. If you require an accommodation, contact the Department of Transportation no later than September 7, to advise us of the nature of the accommodation that you need. Please contact Matt Maze, Office of Civil Rights, P.O. Box 201001, Helena, Montana 59620; telephone (406) 444-5416; Montana Relay 711; facsimile (406) 444-7243; or e-mail to [mmaze@mt.gov](mailto:mmaze@mt.gov).

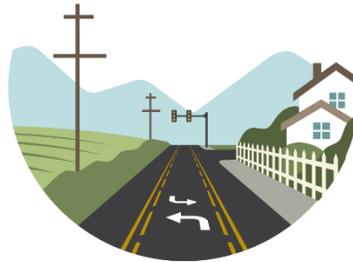
Comments may be submitted in writing by mail to Vicki Crnich,  
Montana Department of Transportation, P.O. Box 201001, Helena, MT 59620.

For more information, or to submit comments online, please visit the study website at:  
<https://www.mdt.mt.gov/pubinvolve/westreserve/>

# West Reserve Drive Corridor Planning Study

## Website Copy

August 2021



### WEST RESERVE DRIVE — CORRIDOR PLANNING STUDY —

## Project Overview

The Montana Department of Transportation (MDT) Planning Division identified a need for a Corridor Planning Study on West Reserve Drive, in Kalispell, Montana, from US 93 to US 2, and extending north from West Reserve Drive approximately a half-mile on Whitefish Stage Road.

The purpose of the study is to develop a comprehensive long-range plan for managing the corridor and determining what, if anything, can be done to improve the corridor based on needs, public and agency input, and financial feasibility. It will be a collaborative process with local jurisdictions, resource agencies, MDT, FHWA, and the public to identify transportation needs and potential solutions given funding and other constraints.

A graphic for a virtual public meeting. It features a central computer monitor displaying the text "Take part in our VIRTUAL public meeting!". Surrounding the monitor are several circular icons representing diverse people. At the top left is the "WEST RESERVE DRIVE CORRIDOR PLANNING STUDY" logo. At the top right is the "VISION ZERO" logo with the tagline "zero deaths, zero serious injuries" and the "MONTANA DEPARTMENT OF TRANSPORTATION" logo. At the bottom, it says "Join us on September 9<sup>th</sup> at 11:00 a.m. or 5:30 p.m."

Please join is for an informational meeting!

***Virtual Public Meeting to discuss Draft Corridor Study – September 9 | 11:00 a.m. or 5:30 p.m.***  
Reservation is required.  
Please [click here to register for the 11:00 am meeting](#) or [click here to register for the 5:30 meeting](#).

# Frequently Asked Questions (FAQs)

## What is a Corridor Study?

A corridor study is a planning-level assessment occurring before project-level activities and environmental compliance under the National and Montana Environmental Policy Acts (NEPA/MEPA). This process provides a link between early transportation planning and environmental compliance efforts, and involves a planning-level evaluation of safety, operational, and environmental conditions to identify needs and constraints.

MDT can save time and money in subsequent project phases by facilitating early identification of constraints through coordination with local governments, resource agencies, and other stakeholders. This allows for screening of possible improvement options and elimination of infeasible options.

A planning study considers multiple improvement options to address the needs and objectives within a study area. The planning process is distinct from a NEPA/MEPA environmental compliance document and from design, right-of-way acquisition, and construction phases for an individual project.

For additional information, please see MDT's planning study process.

## What does a "pre-NEPA/MEPA planning study" mean??

The NEPA/MEPA require state and federal agencies to disclose impacts resulting from state and federal actions. In the context of transportation projects, the NEPA/MEPA process is intended to assist officials in making transportation decisions, while considering the human and natural environment and the need for a safe and efficient transportation network. The NEPA/MEPA process ensures that information about anticipated transportation project impacts is available to the public before decisions are made and executed.

The corridor study is a pre-NEPA/MEPA study that involves a planning-level assessment of the study area. The planning process includes a review of potential environmental issues and concerns. The results of this planning-level environmental review may be used to assist in later NEPA/MEPA environmental compliance phases for an individual project.

## Who is conducting the study?

The MDT will be conducting this study in partnership with the Federal Highway Administration (FHWA) and in coordination with the City of Kalispell and Flathead County. DOWL will assist MDT in completing the planning effort.

## How can the public be involved in the study?

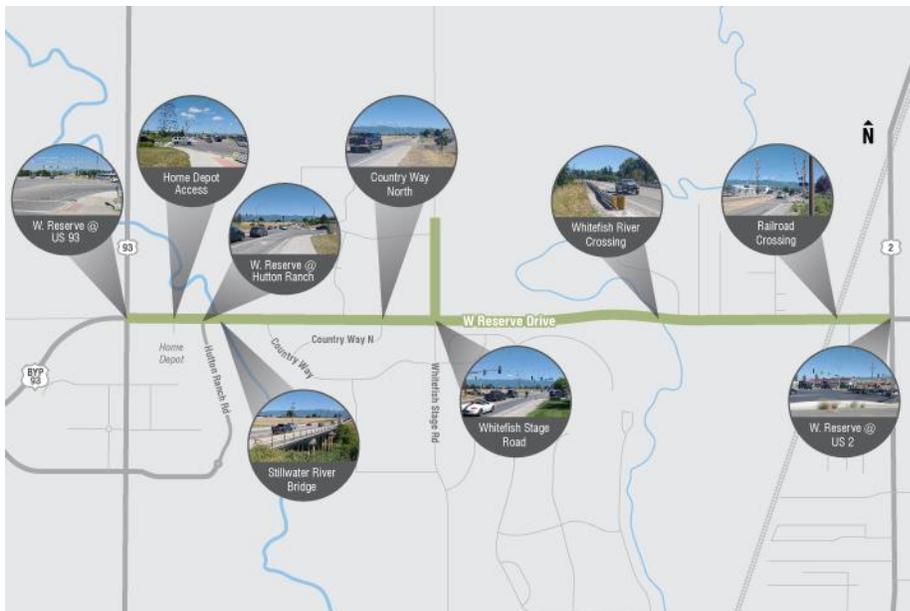
The public is encouraged to participate in the planning study. Two public open houses will be held during the corridor study process. These meetings will be hosted using Zoom to accommodate COVID-19 safety precautions. The date and time of these meetings will be announced prior to each event through local media and this website.

Members of the public will be able to review information posted on this website and provide input throughout the study. Additionally, print copies of draft reports will be made available at the Flathead County Library (247 1st Ave East, Kalispell, MT) and the MDT Kalispell Area Office (85 5th Avenue East North, Kalispell, MT). Physical copies of draft documents are available on request. Please contact Lisa Olmsted at 406-869-6329 or lolmsted@dowl.com for details.

Public comments will be considered to understand potential issues, concerns, opportunities, and constraints. Comments can be submitted via the MDT Comment Form ([https://www.mdt.mt.gov/mdt/comment\\_form.shtml](https://www.mdt.mt.gov/mdt/comment_form.shtml)). Comments can also be sent to the study contacts.

## What area is being studied?

The study area will include W Reserve Drive from US 93 to US 2 including the intersections of US 93, Home Depot, Hutton Ranch Road, Country Way, Country Way North, Whitefish Stage Road, and US 2. Growth in the Kalispell area has spurred congestion-related public comments. The corridor serves a diverse group of users including agricultural, residential, commuter, and tourism needs. The corridor also connects to the newly completed northern end of the Kalispell Bypass.



## Contact

Vicki Crnich, MDT Project Manager  
Montana Department of Transportation  
Statewide and Urban Planning  
2960 Prospect Avenue  
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Lisa Olmsted, DOWL Public Involvement Manager  
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Cody Salo, DOWL Project Manager  
DOWL  
1300 Cedar Street  
Helena, MT 59601  
406.324.7404  
csalo@dowl.com

## Public Involvement

### Public Information Meetings

#### Upcoming:

#### Public Information Meeting #2

The Montana Department of Transportation (MDT) has developed a draft corridor study report for West Reserve Drive between the intersection with US 93 and the intersection with US 2 and extending north one-half mile on Whitefish Stage Road in Kalispell. MDT is holding a virtual meeting to present the study results. A 30-day comment review period will follow the meeting; the public is invited to provide comments.

The study's purpose was to develop a comprehensive long-range plan for managing the corridor and determine what can be done to improve the corridor based on needs, public and agency input, and financial feasibility.

The meeting will be held two times and will start with a short presentation followed by a question-and-answer session. The format and content of each meeting will be the same. Please attend whichever time is most convenient for you.

Virtual public meetings will be held on September 9 at 11:00 am and 5:30 pm. Pre-registration is required to attend.

- [Register for the 11:00 meeting](#)
- [Register for the 5:30 meeting](#)

Comments may be submitted in writing by mail to Vicki Crnich, Montana Department of Transportation, PO Box 201001, Helena, MT 59620, or by email to [vcrnich@mt.gov](mailto:vcrnich@mt.gov).

### **Outreach Materials**

- [Stakeholder Letter](#)
- Display Ads – [Daily Inter Lake](#) and [Flathead Beacon](#)
- [Press Release](#)

### **Past:**

#### **Public Information Meeting #1**

Virtual public meetings were held on March 17 at 11:00 am and 5:30 pm.

- [View the 11:00 am meeting recording](#)
- [View the 5:30 pm meeting recording](#)
- [View the presentation slides from the meeting](#)

### **Outreach Materials**

- [Stakeholder Letter](#)
- Display Ads – [Daily Inter Lake](#) and [Flathead Beacon](#)
- [Daily Inter Lake Article](#)
- [Press Release](#)

The Montana Department of Transportation (MDT) conducted virtual public informational/input meetings to discuss the West Reserve Drive Corridor Planning Study. The study is assessing West Reserve Drive, in Kalispell, Montana, from US 93 to US 2, and extending north from West Reserve Drive approximately a half-mile on Whitefish Stage Road.

The purpose of the study is to develop a comprehensive long-range plan for managing the corridor and determining what, if anything, can be done to improve the corridor based on needs, public and agency input, and financial feasibility. MDT and study team representatives will be providing a general overview and timeline of the effort and are. A question-and-answer session followed the study information.

Comments submitted in writing by mail to Vicki Crnich, Montana Department of Transportation, PO Box 201001, Helena, MT 59620, or by email to [vcrnich@mt.gov](mailto:vcrnich@mt.gov) or using the comment link. Please indicate comments are for the West Reserve Drive Corridor Planning Study.

## Documents

[Draft Improvement Options](#)

[Environmental Scan Report](#)

[Existing and Projected Conditions Report](#)

**PUBLIC COMMENTS  
RECEIVED PRIOR TO  
DRAFT REPORT**

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**WEST RESERVE DRIVE**  
— CORRIDOR PLANNING STUDY —

**W. RESERVE DR. CORRIDOR PLANNING STUDY  
LIST OF PUBLIC COMMENTS**

Date Comment Received	Type (email, telephone)	Name (Company)	Comment Theme	Comment	Response	Response Date
3/17/2021	Virtual Platform		Design, Multimodal	Make west reserve four lanes with sidewalks.	Comment provided through virtual platform, no response needed	
3/17/2021	Virtual Platform		Design	In my view, the only real long-term option is 4 lanes from the intersection with 93 all the way to 2, and accompanying left turn lanes with a left turn light cycle for whitefish stage traffic both ways. The right-of-way needs to be set now for a full 4 lanes all the way down the road going forward, and the section between 93 and whitefish stage NEEDS to be widened to 4 lanes as soon as absolutely possible.	Hi, Mr. Tustin, Thanks very much for your comment related to the West Reserve Drive Corridor Study. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor – you had mentioned the comment form being too short. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/23/2021
3/17/2021	Virtual Platform	Tglu Nde	Design	I drive reserve daily and sometimes multiple times daily. The largest issue is the eastbound traffic turning south on whitefish stage especially at high traffic times. Traffic entering and exiting the few businesses along the same stretch also seems to be a bit of a traffic hazard along with the westbound stretch crossing the whitefish river to the spotlight. That slight downhill slope adds to the hazard especially when it's icy. Traffic west of whitefish stage flows pretty well both ways.	Comment provided through virtual platform, no response needed	
3/17/2021	Virtual Platform		Noise	I live along the south side of reserve between Highway 2 and whitefish stage. I am very concerned with the increased traffic in the last 10 years that causes an increase in noise level to an extent that being outside in my backyard is difficult. I would like noise barriers to be included in the future especially if the street is widened to accommodate more traffic. Currently the congestion slows traffic which reduces some noise but at times of low use , traffic speed increases and so does noise	Comment provided through virtual platform, no response needed	
3/17/2021	Virtual Platform	Leigh Miller	Noise	Please include neighborhood sound barriers to any design plans.	Comment provided through virtual platform, no response needed	
3/17/2021	Virtual Platform		Study Perimeter	My family uses W. Reserve daily to cross town. I believe the best way to alleviate traffic issues on west reserve, is to start an (admittedly difficult and costly) project to connect west Evergreen drive with Grandview Dr (Four Mile Dr.) with a new bridge over the Stillwater River.	Comment provided through virtual platform, no response needed	
3/17/2021	Virtual Platform	Hope Carlin	Traffic Operations	I drive this road every day to and from work. Adding a right hand turn lane from the Hutton Ranch Road to Whitefish Stage would cut down on a great deal of the line of traffic that backs up to there. Most of the eastbound vehicles turn right on whitefish stags. Because the vehicles are slowing down to turn, they slow down everyone. It is not uncommon for it to take 3+ lights to make it through the intersection. Having a long designated lane for turning right would help traffic flow.	Comment provided through virtual platform, no response needed	
3/17/2021	Virtual Platform	Dave Peters	Traffic Operations	Dedicated right turn lanes from Reserve to Whitefish Stage would speed up traffic and improve safety. Is a five-lane road feasible? The traffic seems to warrant it.	Comment provided through virtual platform, no response needed	
3/17/2021	Virtual Platform		Traffic Operations	I use WF Stage north to W Reserve any time going toward US93 and reverse going back home. 2 concerns.... 1st is a safety concern, cars eastbound on Reserve turning right on WF Stage and then trying to make an immediate left turn into the bank parking lot; the 2nd is more of a frustration, traveling north on WF Stage and trying to turn left onto Reserve when there is heavy southbound traffic on WF Stage. Could there be separate light sequencing or at least turn arrows at that intersection?	Comment provided through virtual platform, no response needed	
3/17/2021	Zoom; Public Meeting #1	John Fallon	Study Perimeter	Question related to The Study Corridor Location Map shown on the first page in Attachment 1. Please explain the reasons for the proposed north End Study limit on Whitefish Stage Road, as compared with going to Rose Crossing. Rose Crossing becoming another "cross road" between Hwy 93 North and Hwy 2 East, appears to be creating an increase East-West traffic flow as well increased North-South traffic flow. More so along the need for three lanes north-south for the one mile between Reserve and Rose Crossing, with enough R/W for expansion to four lanes long term, while the open space is available.	Answered live in public meeting	3/17/2021
3/17/2021	Zoom; Public Meeting #1	Randy Brodehl	Construction	What is the time frame for being shovel ready?	Answered live in public meeting	3/17/2021
3/17/2021	Zoom; Public Meeting #1	Ken Hannah	General	At what point in the timeline will the businesses be brought into the data gathering of the study? Do you have the point of contact for the businesses. Example would be growth plans, number of planned employees, cargo trucks ect	Answered live in public meeting	3/17/2021
3/17/2021	Zoom; Public Meeting #1	John Fallon	General	Private comment. I have lived on Shadow Lane since 1983. I am on the Evergreen Water Sewer Board, Evergreen Fire District Board, Kalispel Public School Board. I have a good understanding of planning, traffic flow, access, etc. This seems thorough and north Whitefish Stage Road coordination with the North Project is reasonable.	Answered live in public meeting	3/17/2021
3/17/2021	Zoom; Public Meeting #1	TJ Wendt (State Farm Insurance)	Multimodal	1. Are you bringing sidewalks forward on both sides or just maintaining the current sidewalk on the S side 2. If so, who is maintaining them 3. When will the project be extended to the intersection at US Hwy 2 4. Will sidewalks be included in the extension to Hwy 2 when it happens or just maintaining the current sidewalks on the N and S sides respectively 5. If so, who will be maintaining them	Answered live in public meeting	3/17/2021

**W. RESERVE DR. CORRIDOR PLANNING STUDY  
LIST OF PUBLIC COMMENTS**

Date Comment Received	Type (email, telephone)	Name (Company)	Comment Theme	Comment	Response	Response Date
3/17/2021	Zoom; Public Meeting #1	James Haring	Railroad Crossing	Will the Railroad crossing be eliminated during this process? I showed up late so sorry if this is has been covered.	Answered live in public meeting	3/17/2021
3/17/2021	Zoom; Public Meeting #1	Daren Engellant	Right-of-way; Access	How should a landowner who plans to develop in the near future proceed? How do they determine how this project might impact the future of their development?	Answered live in public meeting	3/17/2021
3/17/2021	Zoom; Public Meeting #1	Randy Brodehl	Study Perimeter	Will adding another connector between 4 Mile Dr. and W. Evergreen be part of this discussion?	Answered live in public meeting	3/17/2021
3/17/2021	Zoom; Public Meeting #1	Rob Collier	Utilities	Water and sewer utilities, is it better to contact project engineers? Rob - Evergreen Water & Sewer	Answered live in public meeting	3/17/2021
3/19/2021	MDT Web Comment	Corey Rubin	Design	Hi: regarding West Reserve in Kalispell: Tunnel, tunnel, tunnel. Before you laugh it off as too costly I'm sure you're already aware of expenses for eminent domain seizures and the unimaginable inconvenience of closing the road for MONTHS to a YEAR to widen. As more move here follow the lead of smart cities which anticipated issues 100 years ago and still enjoy smart traffic movement.	Corey, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/22/2021
3/19/2021	MDT Web Comment	Doug Barth	Design, Multimodal	Let's get this done right and do a 4 lane with a bike path on west reserve in kalispell	Mr. Barth, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/22/2021
3/19/2021	MDT Web Comment	John Agnew	Design	Regarding the West Reserve project, please do not under build it like you did on the Reserve project in Missoula back in the eighties. That one was obsolete before it was completed and it is still quite a mess so much so that I will not use that roadway from 3 PM until 7 PM except Sundays.	Mr. Agnew, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/22/2021
3/19/2021	MDT Web Comment	Ryan Hunter	Multimodal	Hello, I would like to comment on the West Reserve Project in Kalispell. These comments are my personal opinion. I would like any expansion to include pedestrian infrastructure, including wide sidewalks and safe locations for crossing the road. I'd also like it to include a bike path in each direction. Finally, I'd like MDOT to factor in Induced Demand in consideration of the project. You can learn about Induced Demand from the video and article here: <a href="https://www.vox.com/videos/22280067/highways-traffic-worse-congestion-expansion">https://www.vox.com/videos/22280067/highways-traffic-worse-congestion-expansion</a>	Mr. Hunter, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/22/2021

**W. RESERVE DR. CORRIDOR PLANNING STUDY  
LIST OF PUBLIC COMMENTS**

Date Comment Received	Type (email, telephone)	Name (Company)	Comment Theme	Comment	Response	Response Date
3/19/2021	MDT Web Comment	Karl & Karen Schuman	Right-of-way; Noise	<p>To Whom it may concern,</p> <p>My wife and I live on a property that abuts both Reserve Street as well as the intersection of Reserve and Mission Trail. My wife remembers when Reserve was just a gravel road, so we know and understand the growth and changes that have occurred with the area. We purchased our property fully knowing that the area's growth would likely encroach on our property in some way in the future. Although we are certainly not ignoring the negative impacts from the traffic increases that it would generate, we also knew that someday Reserve would likely need to be widened for the public good and public safety. That time has come.</p> <p>I would like to address two areas of our concern. 1st the concern of what land will be purchased and used to widen the road. The south side of reserve abuts property that is already in residential use with around a dozen or so family homes as well as multiple businesses; and already has only a small strip of boulevard with a regularly used public sidewalk.</p> <p>The north side of reserve from the Stillwater River bridge to the intersection of Mission Trail has only one property that is currently in use as residential property, and that property is quite a distance from the road. The rest of the land along this portion of Reserve was recently approved by the county for development into residential units, but no construction has yet been started. That land had been, and still is, in use as farmland right now, but if the project waits very long it would certainly impact more people negatively and cost more to acquire, if the land is not procured for the road expansion soon. Expanding the road to the north is currently the most feasible, least expensive, and least family impacting for that section of the road. I would encourage the state and county to be looking into quickly acquiring that property strip for the future development of the road project.</p> <p>The 2nd area of concern is that of noise containment. The traffic on West Reserve has already become extremely heavy and along with the increase in vehicles comes the natural increase in noise. It has been this way now for years. It is so bad that anyone sleeping in our upstairs rooms needs to wear earplugs in order to sleep – yes I'm serious! That's okay. We accept that as where we live. However, expanding the road to accommodate more traffic and possibly more speed will also come with even more noise. I would ask that a noise abatement will be part of any planning, to be placed along any of the edge where there is residential property. This could be similar to what was done along the bypass where the highway is so close to the road. This is a very comparable situation and should be given the same amount of respect for the residential properties affected.</p> <p>So in a nutshell, please look into purchase of land on the north side of West Reserve for the project before it becomes too expensive, and also consider respecting the residents along the project by including noise abatement walls in any plan.</p> <p>Thank you for your time and consideration of these issues.</p> <p>Karl &amp; Karen Schuman</p>	<p>Mr. and Mrs. Schuman,</p> <p>Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor.</p> <p>Have a nice day!</p> <p>Lisa Olmsted Public Involvement Manager DOWL</p>	3/22/2021
3/19/2021	MDT Web Comment	Mike Lemler	Design	<p>I would like to make some comments on Kalispell west reserve drive update, this is purely from the perspective of a man who drives it twice a day.</p> <ol style="list-style-type: none"> <li>1). There needs to be a roundabout at reserve and whitefish stage, of if no roundabout, a right turn lane going in both directions, at Whitefish stage road.</li> <li>2). A number of residential street access roads in the area west of Reserve street needs to be reduced by rerouting traffic to 1 or 2 central access roads.</li> <li>3).I feel like this corridor should be treated as an extension of the bypass, because that is where the traffic comes from.</li> <li>4). I like the left turn lane in the center, but a major part of traffic slowdown occurs while we wait for right turns.</li> </ol>	<p>Mr. Lemler,</p> <p>Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor.</p> <p>Have a nice day!</p> <p>Lisa Olmsted Public Involvement Manager DOWL</p>	3/22/2021
3/19/2021	MDT Web Comment	Kurtis Hafferman	Study Perimeter	<p>I believe it is time to consider the Grandview Drive bypass again. The project would start at Grandview Drive south of the FVCC and cut east and west across north Kalispell to US Highway 2 in Evergreen. It is a direct route, the right of way on the east side along the golf course already exists and it would be the most direct route for everyone coming to and from the Evergreen area to the Hutton Ranch Plaza. It needs to be recognized that the Hutton Ranch area is one of the biggest causes of this problem and this route would allow the most direct route to that area without having to router through the US Highway 2 and 93 interchange.</p> <p>There needs to be a bridge across the Stillwater River but that could be a wonderful opportunity to build a stunning architectural structure with views of the Stillwater River. It would be the opportunity to incorporated walking paths on the side of the road from the college to Evergreen.</p> <p>Resistance was created in the past to this route from the City of Kalispell. The resistance was mainly from my Dad, Bob Hafferman when he was on City Council. He mostly opposed the project because of the sponsor at the time, Francis O'Boyle, was seeking recognition, i.e. bridge named after him.</p> <p>Dad was also opposed because he felt that the negative grade heading north on US Highway 93 in winter icing condition would cause numerous wrecks from people sliding through the intersection. He based his opposition on ot wanting to have a stoplight at that intersection. The intersection has a stoplight and I do not think that winter wrecks in the north lane are an issue. Both my father and Mr. O'Boyle have long passed away and I doubt the sitting City Council would object to this plan. I am certain the City Engineer could be encouraged to support this project as it provides relief from traffic routing through downtown Kalispell</p> <p>Other resistance will be property owners along the route but I clearly believe this project would be in the best interest of all Montana citizens and visitors to Montana and thus easily qualifies for a public works condemnation when necessary. There are two prominent wide areas along the route where the route can be moved away from existing developments. At the east end homes would need to be moved. It is also likely a skybridge would need to be built at the east end to accommodate kids crossing to and from the Evergreen School.</p> <p>I believe this is a viable plan for relieving pressure on West Reserve and not having to reconstruct that route, it will provide opportunity to relieve traffic into downtown Kalispell and provide the opportunity to build and new connector road.</p>	<p>Mr. Hafferman,</p> <p>Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor.</p> <p>Have a nice day!</p> <p>Lisa Olmsted Public Involvement Manager DOWL</p>	3/22/2021

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3/19/2021	MDT Web Comment	Martha Artyomenko	Traffic Operations	I would like to comment on the Reserve Dr. issue. One reason that it is so congested is that there is no way to reach those sections of town any other way because of the river. So, children from the college to get home, have to use Reserve most often if they live in Evergreen. When school lets out, it is a bottleneck. The upcoming plans for the possibility of another school in the area makes me shudder to think. A simple solution would be to add one more lane going towards Evergreen to offer better traffic flow. But also considering another main road by Easthaven to access Whitefish Stage or, and I know this would be highly improbable, from the road behind Walmart over to Whitefish Stage, have a connecting road to bypass Reserve.	Ms. Artyomenko, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/22/2021
3/20/2021	MDT Web Comment	Alan James Sorensen	Study Perimeter, Traffic Operations	With regard to the 3/19/21 article in the Daily Inter Lake, I have concerns that the southern portion of Whitefish Stage Road is not part of this study. I live in Hillcrest Estates and have observed traffic in the past backed up to the "S" curve and more recently needing to go through 2 or more signal cycles going north, to get through this intersection at certain times. Traffic coming from all four directions needs to be part of this study even though the east bound traffic on Reserve is the biggest problem since traffic there can back up all the way to 93. This study is long over due! Thank you for opening this study up for public comments and I hope that something can be done to improve this situation.	Mr. Sorensen, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. The intersection of Whitefish Stage Road and West Reserve Drive is being studied with an analysis of all four legs. Our study limits extend 300 feet south of the intersection to better understand what potential improvements could be made to the intersection including turn lanes, driveways, and sidewalk. For reference, here's the link to the study website: <a href="https://www.mdt.mt.gov/pubinvolve/westreserve/">https://www.mdt.mt.gov/pubinvolve/westreserve/</a> Again, thank you for your question; public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/23/2021
3/22/2021	Email	Steven Stahlberg (Stahlberg, Manuel & Associates, PC)	Access	Thank you for the opportunity to comment on the Reserve project. As a business owner with a location at the corner of Reserve and Cooperative it is extremely important to my customers (who are located throughout the Flathead Valley) to be able to access Reserve by either turning left or right out of Cooperative Way onto Reserve. Please maintain the ability to enter Reserve both heading East or West from Cooperative Way. In addition to being a business owner that would be directly impacted I also own the building located at the corner of Cooperative Way and Reserve. It would be detrimental to my ability to lease the office space if potential tenants were not able enter Reserve from Cooperative heading both East and West. Please consider this as you move forward with your planning on the Reserve project. Steve Stahlberg	Mr. Stahlberg, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/22/2021
3/22/2021	MDT Web Comment	Mark Johnson (Flathead Electric Cooperative)	Access	West Reserve Drive Corridor Planning Study - I am the General Manager at Flathead Electric Cooperative. Our employees serve all directions from our HQ building at 2510 US Highway 2 East in Kalispell. One of the intersections that is critical to our operation is West Reserve Drive and Cooperative Way. Currently, we have large line trucks, bucket trucks, and passenger vehicles that turn both east (right turn) and west (left turn) at this intersection. Because we operate in a critical infrastructure industry and provide a significant emergency response service to our members in all parts of the Flathead Valley, it is imperative that this intersection remain open and our employees have the ability to make both left turns and right turns at this intersection. If there are changes to this intersection (right turns only for example), this will have significant impact on our ability to meet the needs of this community and will significantly increase the number of left turns being made from Terry Road, across Highway 2 East, to go north to get back on to West Reserve Drive to go west - significantly increasing the accident probability at the Terry Road/US Highway 2 East intersection. Please consider the needs of our organization when you are designing any changes to West Reserve Drive and make sure we have the ability to make left turns heading west off of Cooperative Way so we can adequately and quickly serve all of our members' needs without increasing the probability of accidents for our employees as well as the citizens of the Flathead Valley.	Mr. Johnson, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/22/2021
3/22/2021	MDT Web Comment	Tia Robbin	Design	With regard to the West Reserve Drive project, I drive whitefish stage to Reserve every day. The intersection (without dedicated turn lanes and signals) backs up traffic and causes congestion. As I head south and try to take a left, oncoming cars enter the intersection trying to take a left turn too, but cars behind it take a right preventing me from turning. Very dangerous. Addressing this intersection (which has many cars with children going to Edgerton or high schoolers driving to Glacier) will help immensely	Ms. Robbin, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/22/2021

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3/22/2021	MDT Web Comment	Gael Bissell	Multimodal; Noise	West Reserve Corridor: Please construct a safe, separate bike/ped trail as part of future West Reserve expansion. The road and sidewalk is unusable and unsafe for both pedestrians and cyclists due to narrow size, proximity to traffic and amt of traffic. A bike/ped path here would connect 93 corridor to Highway 2 and Evergreen and to future N-S trails (hopefully one on WF Stage). Residents of this part of town could ride more safely to Box stores, Glacier HS, FVCC, Kidsports, and Kalispell and many Kalispell parks and businesses. Places to walk or ride make communities healthier, happier, and increase property values. Traffic calming is needed at WF Stage, a two lane roundabout might keep traffic flowing vs a long traffic light. Landscaping to limit noise, dust, and fumes is important. Thank you for opportunity to comment.	Gael, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/22/2021
3/22/2021	MDT Web Comment	Stacey Salmonsens	Traffic Operations	I read the article in 03/19/2021 Daily Inter Lake. Something definitely needs to be done with Reserve, we all know there is no doubt there. But at the same time, I really hope there is something done with the intersection of Reserve & Highway 2/LaSalle. We live on Pebble Drive & all three of my children have had to use Reserve to attend Glacier High School. My oldest son was rear ended at the intersection of Highway 93 & Reserve & just the other day my daughter was rear ended on her way to school at Reserve & Highway 2. I don't think I am the right person to tell you what needs to be done but I'm sure the right person can help fix all of Reserve & the intersections & traffic lights on Reserve. Thank you. Concerned Mom	Ms. Salmonsens, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/22/2021
3/23/2021	MDT Web Comment	Marty Watkins	Noise, Access	My comment is regarding your project on West Reserve Drive. I live at 142 West Reserve. My husband and I have lived here for over 30 years.. Below are my comments. 1. Noise. The road noise has gotten so bad that we can no longer enjoy sitting outside, or even open the windows. This has made it much more difficult to enjoy our property. Sound buffering like you did on the new bypass is necessary. 2. Noise. When Plum Creek owned the mill they kept on their truckers regarding not using compression breaks on the hill dropping down from Whitefish Stage. Since Weyrhauser took over the compression breaks wake us up at 5:30 to 6:00 every morning and continue to interfere even when we are in the house with the windows closed. This area needs to be a restriction on the use of unmuffled compression breaks on this road. This area is still zoned residential, and should be treated accordingly. 3. Center turn lane. To turn left out of my driveway I have to get through one direction of traffic, and then use the center turn lane to merge into the other lane of traffic. If I do not do that I cannot get out of the driveway. Please do not do away with the center turn lane. 4. The traffic is so heavy on this road that those of us who have to turn onto West Reserve from Cherry Lynn, Drake Drive, or a private driveway can only do so because the traffic lights at Whitefish State cause a break in traffic that allows us to get to the center turn lane. If you use a round about at the Whitefish Stage intersection there will be no break in traffic to allow us to access the road. Please keep this issue in mind as you consider how to treat this road.	Hi, Marty, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/23/2021
3/23/2021	MDT Web Comment	Bonnie Upton	Traffic Operations	I travel Whitefish Stage from Kalispell to Reserve Dr. where I almost always turn left. I realize plans are in the works for solving the traffic problem on Reserve at that intersection but it's no doubt a long time coming. Why have you not changed the traffic light so that the north/south traffic would move at different times like the east /west traffic does? If a car going north is stopped at Reserve, no one in that line behind him can move whether they want to go straight or not and the south bound traffic has the right-of-way so the car turning left can't move. Sometimes only two cars get to go at that light--if the traffic from the north had a red light, the others could move through without a problem and then the light could change to allow the ones from the north to proceed without a problem. I have waited through FIVE lights before I could get to the Reserve because cars ahead wanted to turn left and couldn't. Seems like it would be a temporary solution to the congestion at that intersection anyway. Give it some thought	Ms. Upton,  Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/23/2021
3/24/2021	Virtual Platform		Design	I think it would be great to have a traffic circle at the intersection to better help maintain the flow of traffic in all directions.	Comment provided through virtual platform, no response needed	
3/24/2021	MDT Web Comment	Beth Michaud	Traffic Operations	Reserve and whitefish stage traffic light reset for improved motorist turn timing. Turning west or tuning east is unbearably frustrating. Simply reset the signal for mutual benefit of budget and traffic flow. Stop north and south traffic individually by turn. Thank you for your consideration. Beth Michaud	Hi, Ms. Michaud, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/25/2021

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3/26/2021	MDT Web Comment	Lonny and Jovita Kottraba	General	The West Reserve bypass formerly known as Country Way is being worn out by the overwhelming traffic of people cutting through. We have lived here for 34 years and it has turned our road from a residential road to a highway. Certain times of day isn't even safe to cross the road to get the mail let alone allow our grandkids to play in the yard. In order to help relieve the congestion on Reserve perhaps it might be time to revisit the extension of Evergreen Drive past the college to 4 Mile Drive. We feel that fixing West Reserve to only Whitefish Stage is not going to relive the congestion adequately. Lonny and Jovita 554 Country Way	Mr. and Mrs. Kottraba,  Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt.  We are aware of the cut-through traffic using Country Way as a shortcut to bypass congestion. As our study defines goals to help identify improvements, we will consider this particular issue.  Evergreen Drive isn't on the national highway system, so the Montana Department of Transportation can't address that street. Reserve Drive is on the system, which is why we're able to look at improvement options there.  Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor.  Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/26/2021
3/29/2021	Virtual Platform	Anita Stanton	Traffic Operations	My vet is on the corner of West Reserve and Whitefish Stage and getting into his parking lot is very difficult. I have been turning left at the light that's there and then taking Country Way, circling around behind the vet and coming out on to West Reserve so I can make a right hand turn into said parking lot. It's a hassle and a roundabout way of getting to my vet. I also have been bumped by another vehicle at that light and hit at the Town Pump by someone coming out due to traffic congestion	Comment provided through virtual platform, no response needed	
3/29/2021	Virtual Platform		Traffic Operations	It is a huge challenge trying to get into the vet clinic here when coming up from E. Reserve at peak hours.	Comment provided through virtual platform, no response needed	
3/29/2021	Virtual Platform		Traffic Operations	There is no dedicated right turn lane here coming from E. Reserve to turn on the highway. I see people driving on the curb or cutting through the Town Pump parking lot all the time to avoid waiting for the light.	Comment provided through virtual platform, no response needed	
3/29/2021	Virtual Platform		General	I like the speed limit sign here!  Why have a standard speed limit sign when you can trap people with one that is smaller?	Comment provided through virtual platform, no response needed	
3/29/2021	Virtual Platform		Design	W and E Reserve need dedicated turn lanes.	Comment provided through virtual platform, no response needed	
3/29/2021	Virtual Platform		Design	Dedicated Right side Exit lane need on all intersections . Specifically to/from Whitefish stage road.	Comment provided through virtual platform, no response needed	
3/29/2021	Virtual Platform	Michael Christensen	Design	This intersection would be great if it was a 4 way with turn lanes for left, right, and straight The this should be applied for all lanes. This would help traffic mover east and west, and also north and south. I drive this road every day and in the summer it takes me 30+ mins to drive from Us93 intersection to Whitefish stage intersection. Let's also W Reserve to 4 lanes with turning lane and place for Pedestrian walkway.	Comment provided through virtual platform, no response needed	

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3/29/2021	Email	Mark and Wendy Lalum	Design	<p>To Whom it may Concern,</p> <p>We are writing concerning the upgrade of Reserve Street, North of Kalispell. We live at 615 Country Way, which is located between Reserve and Whitefish Stage. Country Way serves as a bypass between West Reserve Street and Whitefish Stage. Individuals that want to avoid the congestion at the light at Whitefish stage and Reserve Street take our street. I would say on there are 100's of cars taking this short cut each day causing serious safety concerns of our fellow neighbors. It is an urban street with no sidewalks or road shoulders. It is a road that many walkers use in the early morning or evening. Someone is going to be killed on the road as cars take this short cut at high speeds. Our neighborhood has been inundated with young drivers from the Evergreen area and south Whitefish Stage. We can tell when work and school is going to begin &amp; how late they might be, by the speed they are going. There is a straight of way, where you can see what's coming. That's where they really want to step on it. We have lived here for 20 years. Over this time, we have watched the growth of the north side of Kalispell grow, as we all know, and the cross over streets between Hwy 93 and US 2 are limited. Reserve Street is the first crossing street since Main and US 2. This must be resolved. The West Evergreen road needs to be extended across the river. I believe the right of way is in place. You need to find a way to restrict traffic from taking the short cut, using Country Way. Restrict right hand turns onto Country Way from Reserve street and restrict left hand turn from Country Way onto Reserve Street. As you upgrade Reserve Street to handle more traffic, you will only increase the problem of Country Way. Causing a greater safety problem. Our neighborhood has expressed our concerns to the County Commissioners, local law enforcement and Dave Prunty the Flathead Public Works Director, with no resolution. AS you work to upgrade Reserve Street please take this into consideration. There is a greater problem than just upgrading Reserve.</p> <p>Thank you for your consideration and asking for input into this project.... Sincerely, Mark and Wendy Lalum</p>	<p>Mr. and Mrs. Lalum,</p> <p>Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt.</p> <p>We are aware of the cut-through traffic using Country Way as a shortcut to bypass congestion. As our study defines goals to help identify improvements, we will consider this particular issue.</p> <p>Evergreen Drive isn't on the national highway system, so the Montana Department of Transportation can't address that street. Reserve Drive is on the system, which is why we're able to look at improvement options there.</p> <p>Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor.</p> <p>Have a nice day!</p> <p>Lisa Olmsted Public Involvement Manager DOWL</p>	3/31/2021
3/29/2021	Virtual Platform		Design	Diamond interchange at Reserve and Whitefish Stage. You don't need 4 lanes the rest of the highway, a diamond will fix the issue of cars turning onto Whitefish Stage. Buy the properties out at the intersection and just make it happen.	Comment provided through virtual platform, no response needed	
3/29/2021	MDT Web Comment	Jessica Lemeza	Design	In regards to the West Reserve study, PLEASE PLEASE PLEASE listen to the public opinion on this, we all feel the best solution would be to expand the road into a four lane with official turning lights, NOT A ROUNDABOUT. Please please please do not put another pointless roundabout into Kalispell, I beg of you!!!!	<p>Hi, Ms. Lemeza,</p> <p>Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor.</p> <p>Have a nice day!</p> <p>Lisa Olmsted Public Involvement Manager DOWL</p>	3/30/2021
3/30/2021	Virtual Platform		Traffic Operations	Your traffic study estimates that 13,000-20,000 vehicles travel the corridor each day, but the study was begun in September of 2020 during the heart of the Covid-19 pandemic. I observed considerably less traffic in the Flathead Valley over the last year due to the pandemic. Have you adjusted your traffic estimates to account for the fact that your study is being conducted during a time of non-typical traffic flow?	Comment provided through virtual platform, no response needed	
3/30/2021	Virtual Platform		Design	The intersection with Highway 93 should include an overpass to connect with the bypass. This alone would dramatically reduce congestion at this intersection.	Comment provided through virtual platform, no response needed	
3/30/2021	MDT Web Comment	Earl Houtz	Traffic Operations	<p>As a frequent traveler on West Reserve Drive, I believe the Eastbound traffic flow could be greatly improved by the addition of a right-turn (Southbound) lane at the WF Stage Road junction.</p> <p>In the time it takes for a vehicle to make the 90 degree turn to enter WF Stage Road from West Reserve, 2-3 Eastbound vehicles could be passing through the intersection.</p> <p>Additionally, I have witnessed that West Reserve Drive to the North of Home Depot appears to be a confusing area for tourists to navigate as they enter from the Highway 93 bypass from the West. I would hope that improved signage for that area would be a part of the future planning.</p> <p>Thank you for working on this challenging area of the Flathead Valley!</p>	<p>Mr. Houtz,</p> <p>Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt and let you know that the study team will be reviewing all public input. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor.</p> <p>Have a nice day!</p> <p>Lisa Olmsted Public Involvement Manager DOWL</p>	3/31/2021

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Date Comment Received	Type (email, telephone)	Name (Company)	Comment Theme	Comment	Response	Response Date
3/30/2021	MDT Web Comment	Hugh Glass	Design	Installing a turning lane for traffic heading east down reserve and turning right on whitefish stage. This is to help expedite all traffic heading to Edgerton elementary school. This would help immensely. The sidewalk on the south side of reserve from 93 to whitefish stage is nice but rarely used.	Mr. Glass,  Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt and let you know that the study team will be reviewing all public input. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor.  Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/31/2021
3/30/2021	MDT Web Comment	Gayle Graf	Traffic Operations; Design	Mitigating the traffic on West Reserve is long overdue. I lived of this street for a year and was forced to find alternatives through neighborhoods near mine. It definitely needs to be 4 lane, and other good crossroads (other than Rose Crossing) need to be developed.	Gayle,  Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt and let you know that the study team will be reviewing all public input. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor.  Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/31/2021
3/31/2021	Virtual Platform	Justin Young	Traffic Operations	Having a business on Cooperative Way, I feel it necessary to have left and right turn onto west reserve drive.	Comment provided through virtual platform, no response needed	
3/31/2021	Virtual Platform	Ryan Mitchell	Traffic Operations	Cooperative Way serves multiple businesses and provides an important connection to West Reserve Drive. Please maintain all turning movements at this intersecting roadway, including left turns from and onto Cooperative Way.	Comment provided through virtual platform, no response needed	
3/31/2021	Virtual Platform	Christian von Delius	Design	How about a BRIDGE to Connect 4 Mile Drive from Hwy 93 to W Evergreen Drive? Currently there are ONLY two E-W passages across the Stillwater River.	Comment provided through virtual platform, no response needed	
3/31/2021	Virtual Platform	Christian von Delius	General	Just NOT a roundabout which are pure stupidity.	Comment provided through virtual platform, no response needed	
3/31/2021	MDT Web Comment	Christian von Delius	Traffic Operations	You are missing the bigger picture regarding West Reserve Drive in Kalispell. The reason so many people USE West Reserve is because they HAVE to. The only crossings of the river is on Hwy 2 W east of the S-curves OR West Reserve. We need a NEW route and BRIDGE across the Stillwater River.	Christian,  Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt and let you know that the study team will be reviewing all public input. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor.  Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/31/2021
3/31/2021	MDT Web Comment	Lynne Lippy	Design, Multimodal	I feel that road should have been a 4 lane. With bike lane. Turning lanes and lights to move traffic. Widen whitfish stage also.	Ms. Lippy,  Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt and let you know that the study team will be reviewing all public input. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor.  Have a nice day!  Lisa Olmsted Public Involvement Manager DOWL	3/31/2021

**W. RESERVE DR. CORRIDOR PLANNING STUDY  
LIST OF PUBLIC COMMENTS**

Date Comment Received	Type (email, telephone)	Name (Company)	Comment Theme	Comment	Response	Response Date
3/31/2021	MDT Web Comment	Stephen Haines	Design	You needed a "study" to tell you west reserve kalispell was a complete disastrous traffic jam? Anyone who has driven the road in the last 10 years is well aware of this. Making this road a FULL 4 lane road with a center turn lane should have been a priority years ago. Kinda like whoever decided to make the southern half of the bypass a single lane with roundabouts, clearly does not live or drive in this valley!	Mr. Haines, Thank you very much for taking to the time to provide a comment on the West Reserve Drive Corridor Planning Study. I'm writing to you to confirm receipt and let you know that the study team will be reviewing all public input. Public comments like yours are incredibly important to these planning studies and your perspective is greatly appreciated. Please feel free to reach out if you wish to provide any additional thoughts related to the W. Reserve Dr. corridor. Have a nice day! Lisa Olmsted Public Involvement Manager DOWL	3/31/2021
3/31/2021	Virtual Platform	Jeri Moon	Traffic Operations	Our association building located on Cooperative Way needs to have easy access for our members and staff. Both left and right turns are important to and from Cooperative Way intersecting with Reserve.	Comment provided through virtual platform, no response needed	
4/1/2021	Virtual Platform	Josh Sonju	General	This light (and the rest of the lights on Hwy 93) are way too long in duration. You need to get the traffic through efficiently, and shorter duration lights help stagnant traffic.  This entire road should have been a 4-lane at least 10 years ago and have dedicated turn lanes at this light.	Comment provided through virtual platform, no response needed	
4/1/2021	Virtual Platform	Josh Sonju	General	This should have been widened into a 4-lane with 2 dedicated turn lanes (7 total lanes) when Hutton Ranch Plaza was developed at least 10 years ago. There is literally no foresight with traffic planning in the Flathead Valley. Highway 2 West of Kalispell is the same way.	Comment provided through virtual platform, no response needed	
4/13/2021	Virtual Platform	Gary Moses	Design; Study Perimeter	This area should be expanded further north as there is a school planned for the corner of Whitefish Stage and Rose Crossing. Therefore bike path extensions from Reserve and widening of Whitefish Stage north of Reserve should have high priority.	Comment provided through virtual platform, no response needed	
5/24/2021	Virtual Platform		Multimodal	Hi! With population growth and rising gas prices, we need more healthy, easy, affordable ways to get around. A multi-use path along west reserve dr would connect residents to schools, jobs, and shops throughout the year. Please prioritize non-motorized transportation options.	Comment provided through virtual platform, no response needed	
8/12/2021	Email	Blake Warner	General	I would like to attend any future public meetings pertaining to the west reserve dr study, could you please include me on a contact or email list if available Thanks Warner Blake	Hi, Blake,  Yes - I'll absolutely include you on future communication. The virtual public meeting to present the draft Corridor Study is in the works now, planned for an early September event. We'll have things finalized in the next couple days, I hope, so expect more detail very soon.  Thanks for reaching out.  Lisa Olmsted	
9/9/2021	Zoom; Public Meeting #2	Lorraine Clarno	General	I do not know if it is just me and my MAC laptop, but your PP doesn't fit the screen and I can't see all the content. FYI	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Lorraine Clarno	General	Thank you - l.clarno@kalispellchamber.com	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	MARK Lalum	Design	Would you explain further the access modification you would recommend regarding country way	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Anon Evanoff	Design	Will Country Way be used as a bypass during construction?	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	MARK Lalum	Design	did you do a car count on country way?? If so what were those numbers	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Anonymous Attendee	Traffic Operations	Can the County Way road speed limit be lowered? 25mph equals 45-50 currently maby 15mph might slow to 25-30	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Anonymous Attendee	General	We are in the County not the City of Kalispell? Please explain	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Brent Higgins	Traffic Operations	To beat a dead horse, Why wasn't Country Way included in the corridor for study? It has become the Reserve Bypass and the traffic pattern has become established and will not change with the improvements.	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Lorraine Clarno	General	Thank you for the Zoom and I will be checking out the website more.	Answered live in public meeting	

**W. RESERVE DR. CORRIDOR PLANNING STUDY  
LIST OF PUBLIC COMMENTS**

Date Comment Received	Type (email, telephone)	Name (Company)	Comment Theme	Comment	Response	Response Date
9/9/2021	Zoom; Public Meeting #2	Katharine King	Multimodal	What is the thinking behind the recommendation for 8' sidewalk widths on the north side of West Reserve and only 5' sidewalk width on the south side?	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Katharine King	Multimodal	Please clarify, is north and south of West Reserve sidewalk to be built connecting Hwy 93 to Hwy 2?	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Dale Novak	Multimodal	Thank you, this plan will certainly help public transit to expand! - Mountain Climber	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Erica Wirtala	Design	Is there any potential for increasing the access potential down to the river?	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Katharine King	General	Thank you.	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Brent Silcox	Design	Could the right turn lanes on whitefish stage both from east and west be done soon?	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Martha Watkins	Design	Have you considered wildlife crossing. I live on the whitefish River, fencing to lead deer and bear under the bridge on the whitefish river would reduce wildlife kills via vehicle	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Skramstad	General	What are your plans to help alleviate the use of Country Way as a bypass from West Reserve to Whitefish Stage?	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Rob Collier	General	What is the usual time to inform utilities to plan in case of having to move or upgrade to prepare when road work is happening?	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Martha Watkins	General; Noise	One of the solutions is to move some of the traffic to rose crossing or some other cross street. Has this been discussed. Secondly, Noise. Any solutions for that Marty Watkins	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Anonymous Attendee	Multimodal	Will there be a buffer zone between Reserve and the bike paths on the north and south side of the road?	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Susan Sande	Signal Timing	Might it be feasible to change the traffic light to have all Wfish Stage north; truning east or west bound traffic move soley & then all south; turning east, west traffic move alone...leaving Reserve just as it is with the turn signal.	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	David Peters	Construction	What is the soonest we might anticipate any improvements to aid in traffic flow?	Answered live in public meeting	
9/9/2021	Zoom; Public Meeting #2	Martha Watkins	Access	The lower part of West Reserve has multiple driveways coming out directly on the road. This is a residential area Any resolutions for traffic issues in this area? Marty	Answered live in public meeting	

**COMMENTS RECEIVED  
DURING PUBLIC AND  
AGENCY REVIEW**

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**WEST RESERVE DRIVE**  
— CORRIDOR PLANNING STUDY —

**W. RESERVE DR. CORRIDOR PLANNING STUDY  
PUBLIC COMMENTS RECEIVED DURING PUBLIC AND AGENCY COMMENT PERIOD**

Date Comment Received	Type (email, telephone)	Name (Company)	Comment Theme	Comment	Response	Response Date
9/14/2021	Email	Randy & Penny DePaul	Right-of-way	<p>Vicki, As landowners along West Reserve Dr in Kalispell we would like a little clarification on the proposals that were discussed at last week's virtual meeting. What we understand is that the stretch from Whitefish Stage Road to Hwy 2 is looking at becoming a 5 lane with boulevards and sidewalks on both sides. It was mentioned that it would affect properties on both sides of the current West Reserve Dr to the tune of 250 ft on each side of the center line. Our property is currently 348.5 ft in depth therefore it would be wiping out all but about 100' of our property.</p> <p>Thank you, Randy &amp; Penny DePaul</p>	<p>Thank you for your comment.</p> <p>The corridor study confirmed that there are viable projects that will help improve the area and helped to narrow down cost estimates for feasible projects. Information in the virtual meeting presented planning-level recommendations for short-, mid-, and long-term prospective projects for the corridor, including the recommendation to widen the roadway and what that could potentially look like. A corridor study is too early in the process to address specific details; those details are determined during the project development phase.</p> <p>Thanks again for taking the time to comment and please let me know if you have further questions. I've also included Bob Vosen, Missoula District Administrator, on this e.mail. He will be able to answer any specific questions you may have about your property.</p> <p>Vicki</p>	9/16/2021
9/15/2021	Email	Angela Pitts	Traffic Operations	<p>I am a resident on Country Way and have seen a massive increase in traffic and speed of drivers in the last several years. People are using Country Way as an alternative to waiting for poorly timed lights on Reserve and Whitefish Stage. I'm not sure who did the last traffic study on this road, but sensors were placed on the road in June 2021, appx. one day AFTER school let out. The data collected was most likely highly inaccurate due to not counting the hundreds of cars on the morning for school drop off. In reading the study and findings presented, nothing noted a change to the lights pattern. Whitefish Stage, for example (north-south) could benefit from a dedicated light for northbound traffic (as it is often backed up all the way to Glacier commons. Traffic heading northbound can wait 5-6 lights before making it to the intersection. This is due to the now increased volume of Reserve from the connector to Rose Crossing.</p> <p>If there is just 10 vehicles going southbound, it takes up all the resources/time of the light. Change it. Although northbound traffic to go, after x minutes, allow southbound.</p> <p>I understand longer term solutions, but the amount of traffic that has been dumped into these two roads from the bypass and new Rose Crossing should warrant a look at how this impacts downstream resources, It feels that each of these "solutions" were created without looking at how it impacted the total solution.</p>	<p>Ms. Pitts,</p> <p>Thank you for taking the time to review the draft document and submit a comment. I understand your frustration with the overflow traffic on Country Way. While Country Way isn't a street within the MDT system of roads, and not directly addressed by this corridor study, improvements to W. Reserve Dr. would take some of the pressure off Country Way. The traffic count in June was some other group so we're not sure what that entailed. The Rose Crossing development, Kalispell Bypass, and others were considered by the corridor study. There is also another MDT project ongoing on the northern section of Whitefish Stage Road, which influenced the perimeter of this corridor study. The Whitefish Stage Road intersection was identified as having significant issues. Short-term timing changes were reviewed, but many had detriments to other traffic movements. The study committee recognizes the challenges at the intersection, but determined that longer-term solutions are needed including additional lanes in conjunction with timing improvements.</p> <p>Again, thank you for your comment. We'll be considering all of the study comments we receive as we move toward finalizing this study.</p> <p>Thanks, Lisa Olmsted DOWL</p>	9/16/2021
9/16/2021	Email	Shane Pitts	Traffic Operations	<p>Living on Country way for the last 20 years, it's absolutely amazing to me that no one at the country or MT DOT has recognized the single biggest issue on Whitefish stage, which has a dead simple fix.</p> <p>The Rose crossing cutacross has caused Southbound traffic on WFStage to grow exponentially. 90% of the Northbound WFStage traffic is left turning to go West on Reserve. The entire Northbound congestion on WFStage could be solved by simply changing the light pattern to allow Northbound traffic for a minute, and then Southbound traffic right after.. exactly how half the lights in the North Kalispell area function already.</p> <p>Adding a left turn lane on WFStage to Northbound traffic at Reserve will solve nothing. Unless that road is widened for a mile, it's only going to allow 6-10 cars in it, and the rest of the traffic behind that will simply block the Northbound lane, waiting for a light to turn left.</p> <p>Tell someone to wake up, and just go change the light pattern, so Northbound WF Stage doesn't back up to the S turns.. its pretty simple.</p> <p>Shane Pitts</p>	<p>Thank you for your comment. We'll be considering all of the study comments we receive as we move toward finalizing this study.</p>	9/16/2021

**W. RESERVE DR. CORRIDOR PLANNING STUDY  
PUBLIC COMMENTS RECEIVED DURING PUBLIC AND AGENCY COMMENT PERIOD**

Date Comment Received	Type (email, telephone)	Name (Company)	Comment Theme	Comment	Response	Response Date
9/22/2021	MDT Web Comment	Katharine King	Multimodal; Noise; Incremental Improvements	<p>I appreciate the West Reserve Corridor Study. As an area resident my questions and comments are: Please consider construction of West Reserve as a complete street: sidewalks and bike lanes on both north and south sides of West Reserve to improve safety. Complete street facilities encourage alternative modes of transportation potentially reducing vehicular congestion, even in the case of steady projected population growth for the area. It seems now is likely the easiest time to acquire needed right of way on the north side of West Reserve, at least between Hwy 93 and the Whitefish River, as the land there is mostly undeveloped. Please consider a noise study in the areas adjacent to residential areas. The surrounding residences already can hear loud vehicles and increasing the vehicular capacity of West Reserve will certainly increase the noise. Please consider incremental improvements that will create benefits in the near(er) term, even if some may have to be revised at full project completion. The prediction that some improvements may only be in place 5 to 10 years and then replaced with the full project is cognizant of making wise use of limited funds. However, it also devalues the idle time spent and crash dangers presented to users in that interim period. If no funding or incomplete funding is the status of the project, interim improvements may be well worth the "short term" expense. I appreciate this opportunity to share my perspective on the Corridor Study and look forward to its progress. Thank you.</p>	<p>Ms. King,  Thank you for your thoughtful comments. We'll be considering all of the study comments we receive as we move toward finalizing this study.  Have a nice day,  Lisa Olmsted DOWL 406-869-6329</p>	9/22/2021
9/27/2021	Email	Tim McEntire	Truck Traffic	<p>Ms. Crnich,  My name is Tim McEntire and I am the Northwest Region Representative for the Montana Logging Association. I service our membership that resides in the northwest part of the state. I want to thank MDT for inviting me to the recent Zoom meeting on the planning study on West Reserve Drive. West Reserve Drive is a major corridor for the timber industry with Weyerhaeuser-Evergreen mill seeing anywhere from 200 to 300 heavy trucks entering and leaving there facility daily. West Reserve also is used to transport materials to both F.H. Stoltze and Weyerhaeuser-Columbia Falls that are vital to their operation. I appreciate MDT taking consideration to the importance of a safe and functioning road that can accommodate large truck traffic during the planning process. If there is anything in the future that I can be of any assistance with, please reach out.  Thank you for your time, Tim McEntire</p>	<p>Thank you for you comment.  Vicki</p>	9/27/2021
10/18/2021	Email	Rob Collier	Construction; Incremental Improvements	<p>Good day Vicki,  I am the Assistant Manager at Evergreen Water &amp; Sewer District No.1 which will be affected by the proposed improvements of West Reserve Dr. Your study has already been in contact with us and we appreciate the communication. I am writing to see what a possible time frame may be for the engineering of improvements and construction. We are in the process of our ten year CIP and want to have a plan for our utilities ready for the engineering phase. Both our water and sewer utilities are in the driving lanes on the lower end of West Reserve between the Whitefish River bridge and US Highway 2 East. At this point we tentatively are scheduling an RFK for that work in 2024 – 2025 fiscal year. Any information that you can share with this would be appreciated for our planning and to be ready at the time needed.  Thank you,  Rob Collier Assistant Manager Evergreen Water &amp; Sewer District No.1</p>	<p>Good afternoon-we plan on having the planning study for W. Reserve wrapped up by the end of this month. This study identified potential alternatives for the corridor but it is too early in the process to address specific details; those details are determined during the project development phase.  I've included Bob Vosen, Missoula District Administrator, and Jacquelyn Smith, Missoula District Preconstruction Engineer, on this e.mail. They will be able to provide information regarding the timing associated with moving a project forward from this study.  Thanks! Vicki</p>	10/18/2021