

# Montana Transportation Alternatives (TA) Program 2017 – 2018 TA Application

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## **1. Project Name**

Bike/Ped Path Hwy 93 – Kidsports Connector Multi Use Pass - Kalispell

## **2. Local Entity Sponsor (Sponsor) and Population**

City of Kalispell, population over 5,000

## **3. Project Contact (name, title, address, phone number(s), email)**

Chad Fincher, Director, Kalispell Parks & Recreation  
P O Box 1997  
Kalispell, MT 59903-1997  
(406) 758-7960  
[cfincher@kalispell.com](mailto:cfincher@kalispell.com)

## **4. Estimated Total Project Cost**

Construction:	\$156,100
Preliminary Engineering:	\$46,830
Construction Administration:	\$23,415
Total:	\$226,345

## **5. Project Eligibility**

This project meets the eligibility criteria under the Surface Transportation Block Grant (STBG) program of the Fixing America's Surface Transportation (FAST) Act which replaced the Transportation Alternatives Program (TAP). This project was previously eligible and met program criteria under TAP, **23 U.S.C. 101(a)(29)**. Projects meeting previous eligibility under TAP are eligible for the STBG program. Therefore the Bike/Ped Path Hwy 93 project is eligible under **23 U.S. Code § 133 (6) of the FAST Act**

Recreational trails projects eligible for funding under section 206, pedestrian and bicycle projects in accordance with section 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)), and the safe routes to school program under section 1404 of SAFETEA-LU ([23 U.S.C. 402](#) note).

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This proposed project supports a number of TranPlan21 Bicycle and Pedestrian Transportation policy goals.

### **Policy Goal A: Institutionalize bicycle and pedestrian modes.**

**Action A.1.** This project is an important continuation of the MDT bicycle and pedestrian program, as it will connect and network a number of completed MDT trail projects (Meridian, Three Mile, US Highway 93 Alternate Route and Great Northern trails; Rails to Trails). This trail project will assist ped/bike users in traveling directly from the KYAC sports complex to retail shopping and retail development to the north, Eagle transit bus stops, residential subdivisions, newly built apartment complexes and Glacier High School.

### **Policy Goal B: Target bicycle and pedestrian improvements to account for differences in current and future use.**

**Action B.3.** This project is proposed in a location where the current use is apparent by the man made beaten path that exists along this stretch of Hwy 93. This project will meet this goal as it will change the current man made foot path use to an asphalt path/trail that is set back from the highway with adequate safety separation. Bicyclists when given the option of a narrow uneven human made foot path or backpedaling and retracing to stay on hard surface, will oftentimes choose the shoulder of the road than either of those options. This project will alleviate the need for pedestrians and bicyclists to make poor choices that could jeopardize their safety, while providing a safer alternative.

**Action B.4.** This project meets this goal by completing a trail network project, as evidenced by the existing trail that dead ends at this location. This proposed section is a final link in a path/trail network that will complete a grid system in north Kalispell.

**Action B.5** North Kalispell and the Flathead Valley continue to grow at a fast pace, creating both congestions and air quality problems. This is particularly true of areas where this trail is proposed, with back up traffic and idling vehicles being the norm. Completing the path/trail network with this connection will encourage the thousands of users of the Kalispell Youth Athletic Complex to utilize the trail to get to the complex to avoid street and parking congestion, while benefitting air quality.

**Action B.6.** The project will meet this goal by maintaining consistent bicycle/pedestrian friendly design, meeting ADA and AASHTO requirements and meeting the high level of maintenance standards the City of Kalispell is committed to.

The Kalispell Area Transportation Plan was adopted by the Kalispell City Council on April 21, 2008. It was jointly funded by MDT and the city and was prepared in cooperation with Flathead County, the Kalispell Technical Advisory Committee (TAC), MDT, Federal Highway Administration and the Kalispell Planning Board and City Council. The Bike/Ped Path Hwy 93 project is shown as a proposed trail on the plan. (Please see Appendix – Kalispell Area Transportation Plan Figure 4.2) This project is consistent with local transportation plans, strategies, intents and goals of the local transportation plan by; completing a vital link in the existing trail system, providing a safe transportation alternative and meeting a need identified by the citizens of Kalispell.

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## 6. Project Statement

The proposed project would be the construction of a section of pedestrian/bike path from the current trail at the Kalispell Youth Athletic Complex (commonly referred to as KYAC or Kidsports), located at the corner of Hwy 93 and Four Mile Drive to Spring Prairie Phase IV, a mixed retail development currently under construction. This project would consist of approximately 892' lineal feet of 10' wide asphalt path/walkway.

This project is proposed as the final connector and trail head starting point from the KYAC sports complex to retail shopping and retail development to the north, Eagle transit bus stops, residential subdivisions, newly built apartment complexes, Glacier High School and the new Flathead Valley Community College Dorms. It is estimated that users at the KYAC number in the 55,000 – 60,000 range with spectators raising that number to 75,000 – 90,000 annually. Through a Department of Commerce Grant the KYAC will be expanding to full buildout adding eight new playing fields and support infrastructure. Parking will be included in the infrastructure however parking is a premium at the KYAC and oftentimes appeal to participants and spectators to park in outlying areas and walk to the fields. This trail section will allow people utilizing the sports complex the ability to bike or walk to KYAC easing congestion.

New development that has occurred north of the sports complex has been required by the city to build trails, paths and walkway systems as a part of their projects. This proposed connector will provide a necessary link north, increase the east-west connection and provide access to the system of trails recently built.

Currently, without this section the Hwy 93 east side trail system can access KYAC through the tunnel but cannot continue north on the west side of the highway to services north of the complex without crossing back over to the east side and traveling to the nearest intersection with a crosswalk at Hwy 93 and Treeline Road. The intersection at Hwy 93 and Treeline is commonly known to be a very hectic and busy intersection with frequent vehicle accidents, particularly in the right lane, turning right on red – the area where a pedestrian would typically cross. This creates a definite undue hardship for users with disabilities, increasing both their physical travel time, perhaps taxing their physical abilities and forcing them to utilize a pedestrian crossing in a busy major highway. This section of trail would allow them shorter direct access to amenities at Spring Prairie development and adjoining trails on the west side of highway 93.

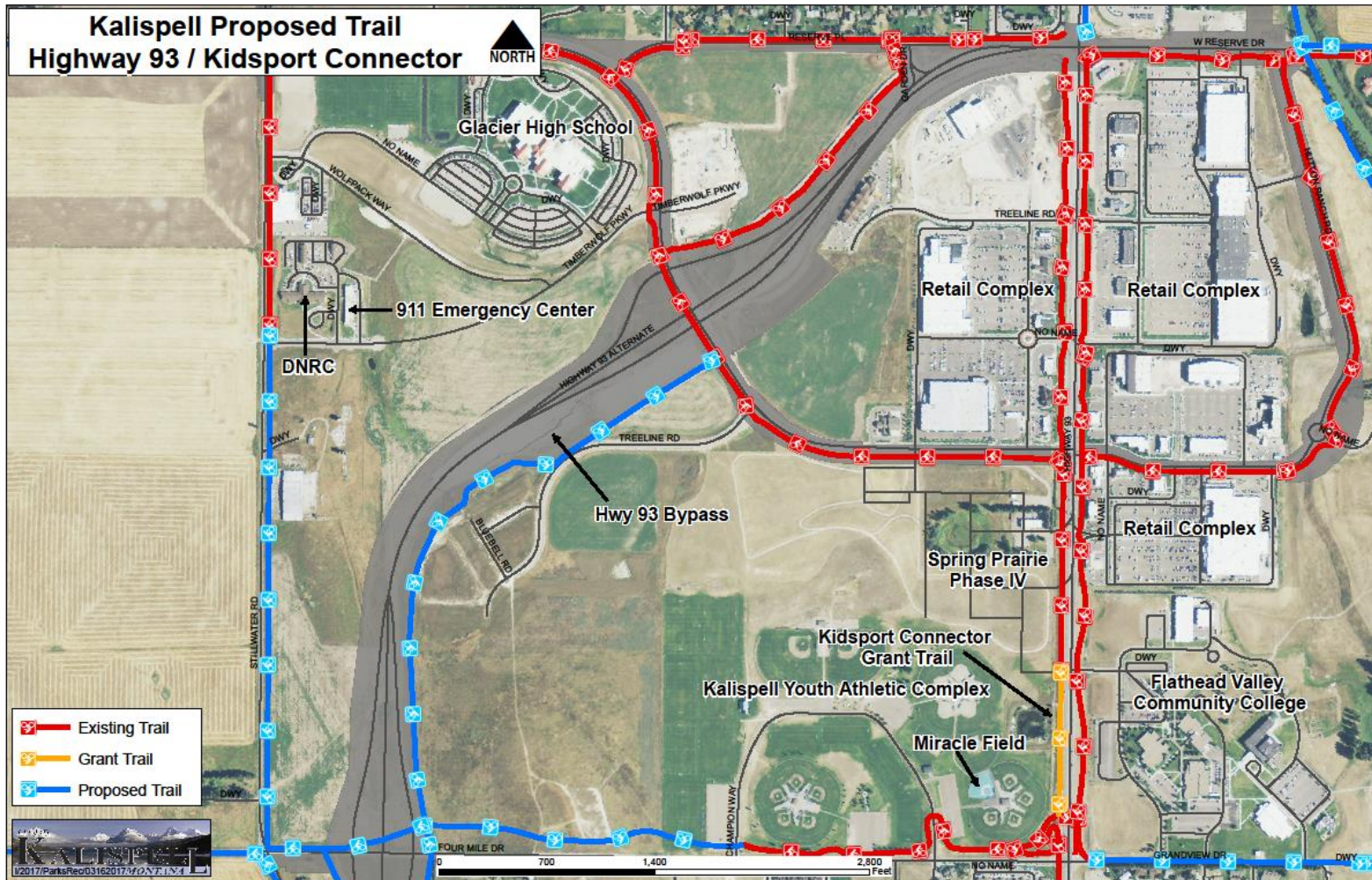
This project will meet the needs of all users, being designed and constructed to ADA (Americans with Disabilities Act) and AASHTO (American Association of State Highway and Transportation Officials) requirements. The Kalispell Youth Athletic Complex is home to Miracle Field, an adaptive field, with a smooth, rubber surface, similar to running tracks that allows individuals with disabilities to navigate without obstruction. This final connector to the KYAC would allow for users with disabilities to easily access the complex and Miracle Field.

Construction of the final phase of the Bike/Ped Path Hwy 93 would significantly address the local needs by providing a safe bike/pedestrian path, connection of existing trail projects and completion of a vital link in the Kalispell Trails Master Plan.

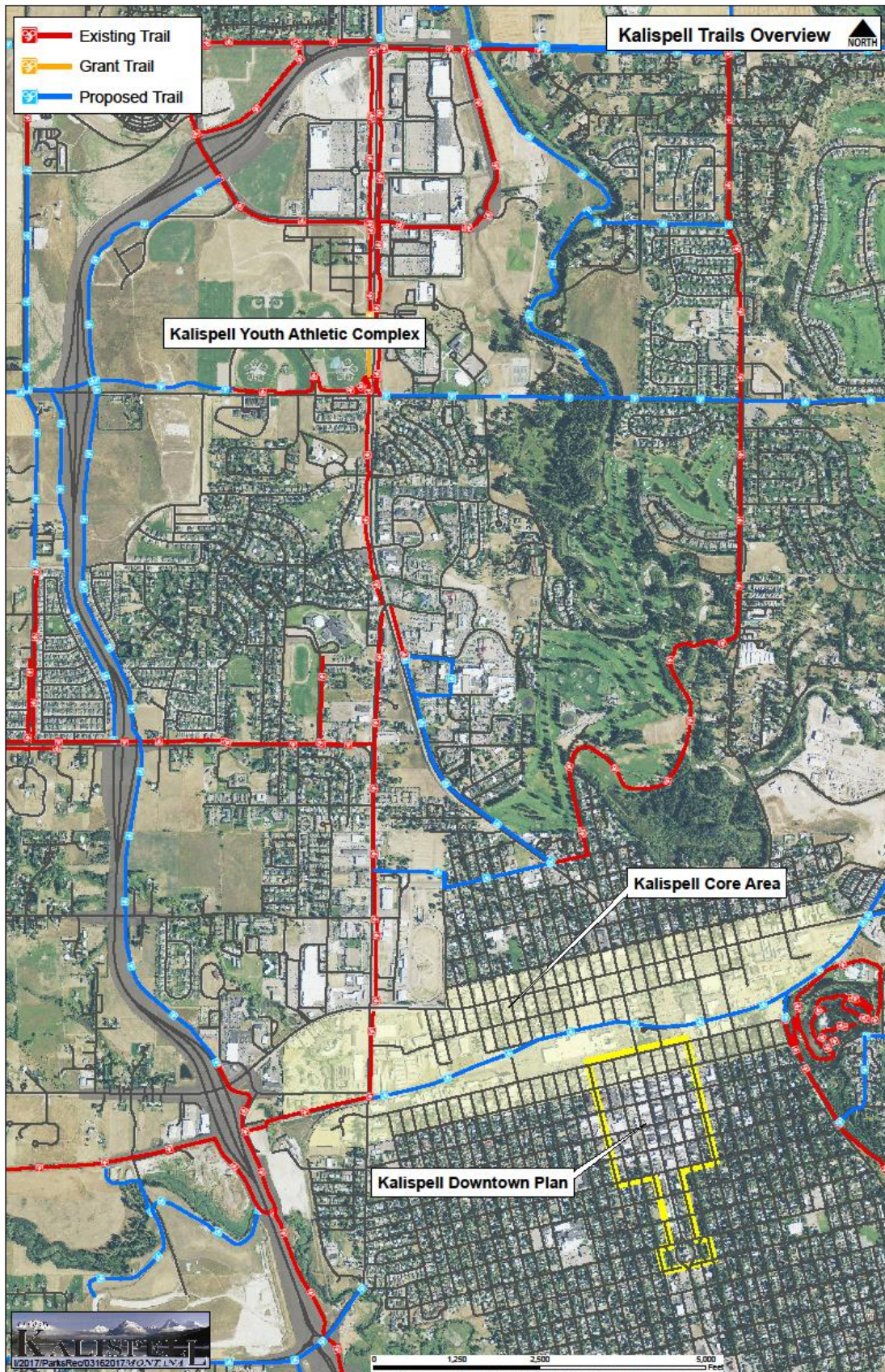
This project is within the incorporated city limits, is within three miles of historical downtown Kalispell and is all “on-system” being in the MDT right-of-way.

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### Safety/ADA

Construction of this final segment of trail is important to provide access for ADA users. At this time they have no access from the complex to the amenities to the north without going the longer route of through the tunnel to the trails on the east side of the highway, then crossing back to the west at a busy intersection. It is a substantial imposition and hardship to expect a person with disabilities to compound their existing challenges and physical capabilities to travel a greater distance to reach services that this trail would provide. This trail will also lessen the chances of users traveling the beaten foot path or highway shoulder, both of which pose serious safety concerns. It is apparent from the beaten foot path that when faced with the option of back tracking and a longer route through the tunnel to the east side Hwy 93 trails and the perceived unsafe, busy crossing they would encounter at the Treeline Road, users have made a direct route footpath to access amenities and trails north of the sports complex. It is a safe assumption that bicycles riders may opt out of this rough surface foot path and will travel the shoulder of the road to access trails on the west side of Hwy 93. Physical distance, connectivity and perceived trail safety plays a large part in trail usage.

Model results suggest that intrinsic motivation, general health status, perceived trail safety, perceived miles between home and trail, and neighborhood connectivity were significantly related to probability of trail use and extent of trail use, while working-class status, commuting distance, and physical barriers to the trail were negatively related. (*Proximity and Perceived Safety as Determinants of Urban Trail Use: Findings from a Three-City Study. Environment & Planning A, 42(1), 57-79*).

Construction and completion of this path/trail provides users of all abilities a safe route and no reason to consider the footpath or the road shoulder as an avenue for pedestrian/bicycle travel. The location of this trail in north Kalispell has experienced a high rate of growth and development in the last 10 years, resulting in heavy usage along this stretch of highway by both vehicles and pedestrians/bicyclists. MDT traffic counts indicate 2015 Annual Average Daily Traffic (AADT) at 34,420 on Hwy 93 near the intersection of Four Mile Drive and Hwy 93. (Please see Appendix – Montana Department of Transportation Data Collection).

Additionally, Kalispell and the Flathead Valley is a tourist destination, experiencing high levels of vehicle users unfamiliar with this stretch of highway and unsuspecting of pedestrian and bicyclists traveling unprotected on the highway shoulder or on a foot path within close proximity to the highway. These combined factors greatly increase the dangerous situation that exists without an actual pedestrian/bicycle trail.

Pedestrian accidents are more than twice as likely to occur in areas without sidewalk/trails (*National Complete Streets Coalition*). Statistics tell us that more than half the fatal pedestrian accidents take place on arterial roadways, typically designed to be wide and fast (*Montana Complete Tool Kit for Cities, Small Towns & Tribal Communities*). This project will remove any need for pedestrian/bicycle traffic to consider the highway shoulder and from the immediate road surface and allow a continual safe separated avenue of travel. The project will encourage safer pedestrian/bicycling behavior and lower crash risk. With improved safety, both physical and perceived, a substantial increase of pedestrian/bicyclist usage to jobs, education, shopping, healthcare, and other destinations is anticipated.

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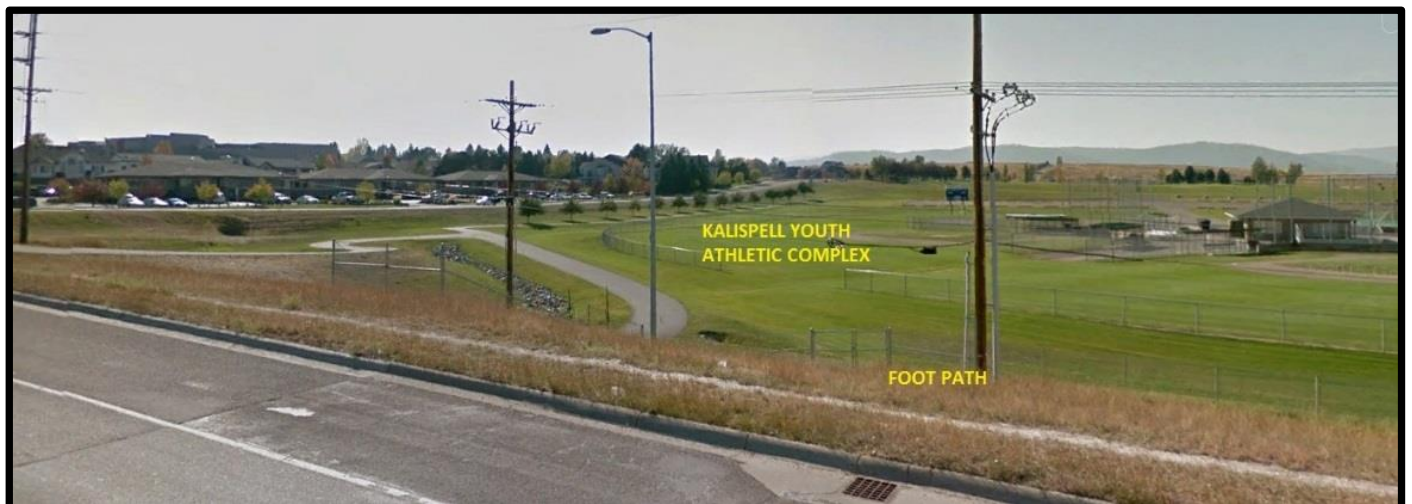
## Accessibility

Engineered path/trail design and construction will meet ADA and ASSHTO requirements and standards, providing equal opportunity and enabling users of all abilities to use the trail.

This trail will provide users access to numerous bus stops along the west side of Hwy 93. Flathead County operates the local Montana public transportation system Eagle Transit busing service and provides general public and paratransit services within the county. All of their vehicles are ADA accessible and equipped with lifts, with some buses having bike racks. Eagle Transit provides special low-fare mass transportation for persons with disabilities and/or elderly and \$1.00 each way rides for the general public. Eagle Transit provides both local routes and city to city routes from Kalispell to Whitefish and Columbia Falls. Completion of this project would provide users of all abilities and ages increased access and equal opportunity to independently and self-sufficiently access the services of Eagle Transit.

This trail will be adjacent to the Kalispell Youth Athletic Complex, which provides 30 playing fields for various sports and includes the Miracle Field (an adaptive sports field hosting baseball and soccer leagues for participants with disabilities, regardless of their abilities) the only one of its kind in Montana. Accessibility will be improved as the connectivity created through this project will provide access to outlying parking areas, retail, restaurants and services.

The City of Kalispell is a public agency with a goal to working with other agencies, business and organizations to continually integrate and promote trail and walkway design, construction, maintenance and use into the city's transportation development. Creating safe pedestrian and bicycle routes that allow access and travel by walking, wheel-chairing, jogging and bicycling builds a more livable, accessible, safe community for people of all ages, abilities and income levels.



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## Connectivity

This proposed trail project will complete a network of trails and provide east/west and north/south connectivity without any breaks in the linkages in the immediate neighborhood of north Kalispell. Due to the location of this trail and the surrounding network of trails, this trail could be considered a trail head starting point. Upon completion, this project will connect two major existing trails; Meridian and Lawrence Park and the Kalispell downtown urban core from the south. The Meridian trail connects to the 22 miles of the Great Northern trail, which extends from Somers and Flathead Lake to the mountain community of Kila, west of Kalispell. The Great Northern trail provides a link and access to the recently completed Hwy. 93 Alternate trail system. This project achieves connectivity and access to alternate trails at the Kalispell Youth Athletic Complex, Flathead Valley Community College and the Reserve Loop/Reserve Drive/Glacier High School trail. Much anticipated network connectivity will be accomplished with the completion of this vital link. The public will have tangible safe pedestrian/bicycle access to north Kalispell's varied services and facilities including; residential neighborhoods, parks, the community college, hospital/medical facilities, the largest youth sporting facility in Montana, Glacier High School, and numerous retail facilities and businesses. Completion of the Bike/Ped Path Hwy 93 will provide users a safe defined trail to important Eagle Transit bus stops located at places such as Kalispell Regional Medical Center, Flathead Valley Community College and the North Kalispell Shopping complex (please see Appendix – Eagle Transit Bus schedule). These northern bus stops serve as city to city commuter bus stops providing pedestrian and bicyclers (buses have bike racks) connectivity to Whitefish and Columbia Falls.

## Project Risk Analysis

The City of Kalispell has evaluated and analyzed this project for associated risks and mitigation resolutions. Risks identified include:

- Budget
- Matching Funds
- Public Involvement
- MDT Coordination
- Project Independence
- Project Ownership and Maintenance
- Project Right-of-Way
- Project Utility Impacts
- Project Other Risks
  - Slope/topography
  - Fencing (existing)
  - Retaining Wall(s) & handrails
  - Stormwater Retention Pond Management

## Budget:

The construction budget is based on an estimate received from RPA Engineering firm of \$175 per lineal foot. RPA estimated this cost based on the last two recent TA projects (3 Mile Drive and Hwy 93) completed in Kalispell. These projects are similar and relative to a trail of this nature and design, however were bid together allowing for some project savings. RPA advised the city to use \$175/LF for



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construction,  $892' \times \$175 = \$156,100$ . Preliminary engineering budget estimate is 30% of the project or \$46,830 and the construction administration is estimated at 15% of the project cost, \$23,415 based on MDT's Transportation Alternative FAQ website for administrating the costs. There are no anticipated utility relocate costs included in the budget. The total budget is estimated to be \$226,345.

### Matching Funds:

This project will be completely on a designated state highway system and within MDT right-of-way therefore will not require matching funds from the local entity.

### Public Involvement:

The public helped to create the original Kalispell trails master plan, during the early years of the ISTE program. This proposed connector was identified as an important link toward the completion of a trail system. This project has been brought before City Council through various workshops and the budget process, providing the public a forum at which to discuss and share their comments and thoughts. Routinely, the existing pedestrian and bicycle travel in the right-of-way has been voiced as a safety concern by citizens and the project has been identified as the #1 priority by City Council. Letters of support from individuals, businesses, and other organizations, can be found in the appendix.

### MDT Coordination:

City staff have worked closely with MDT personnel, both locally and District from the inception of planning this trail. The Parks Director has discussed the project with personnel from Helena and also discussed the project at site review, which MDT Kalispell engineer James Freyholtz attends.

### Project Independence:

Upon completion of this project the Bike/Ped Path Hwy 93 will be 100% complete as originally proposed from 4 Mile Drive to the south and Old Reserve Loop to the North. This project is independent from the other projects that have been completed adjacent to it; however once completed will connect with an existing network of many other completed trail systems and serve as an independent safe route from the west side of the city to the hospital complex, shopping, Glacier High School and new employment opportunities that the City has seen in areas north of this section of trail.

### Project Ownership and Maintenance:

Upon completion by the State and its contractor, the City agrees that it will service, maintain, and pay the cost of operating the project described in this application. This section will be included in the overall City's trail master plan that includes weather related and surface maintenance. Sidewalks at City operated facilities shall be cleared within 36 hours of end of snowfall. Clearing snow from sidewalks adjacent to private property is the responsibility of the property owner or resident per City Code Sec. 24-17.

### Project Right-of-Way:

This project will be completely "on-system" on designated state highway system and within MDT right-of-way therefore will not require right-of-way acquisitions or trail easements. Status of the ROW was

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determined utilizing the Flathead County GIS and through documentation the city has on file for the Kalispell Youth Athletic Complex development of DNRC state lease land.

### Project Utility Impacts:

City of Kalispell Planning and Public Works departments generated a map indicating City owned infrastructure including; stormwater, water, sewer lines and fire hydrants that are in close proximity to the proposed trail location. It is not anticipated that any of these utilities will have an impact on the project. There are a number of power poles with guy wires along this stretch of highway, however they will be to the far west of the trail with the guy wires extending west from the poles and are not expected to inhibit trail construction or impact the trail and trail usage in any manner. Underground utilities including; fiber optics, telephone and cable generally follow the power lines based off of recent construction activities by others in this area. It is not anticipated that to construct the trail we will dig to depths that conflict with underground utilities.

### Project Other Risks

#### Slope and Topography

This project is level and no issues or risks with slope or topography are anticipated.

#### Retaining Walls & Handrails

This project has been reviewed for risks relating to retaining walls and handrails being needed. Due to the level topography and lack of slope in the trail, it is not anticipated that retaining walls and/or handrails will be needed and any risks related to retaining walls will be encountered.

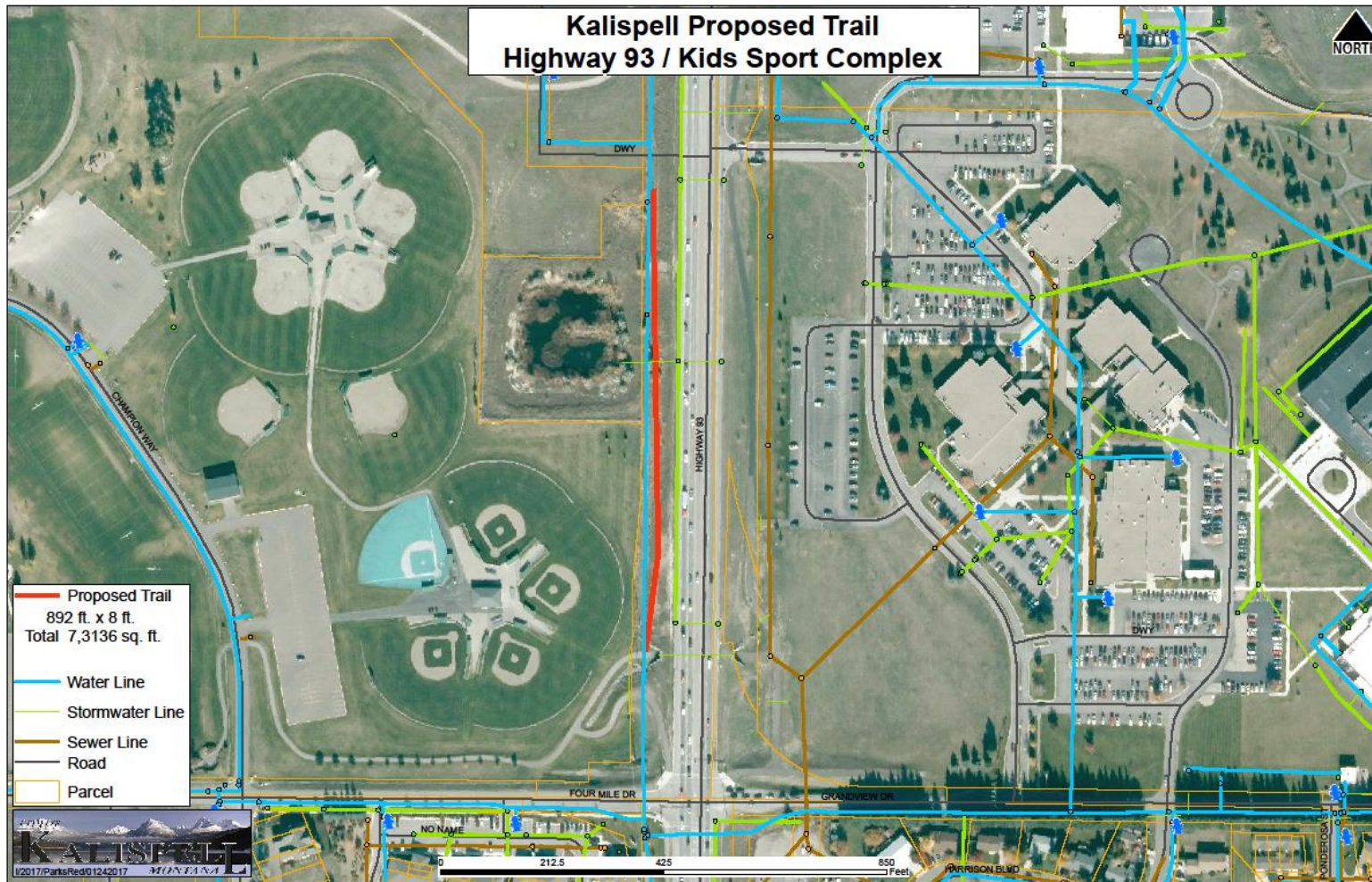
#### Fencing (existing)

Montana Department of Transportation has a chainlink barrier fence that runs the length of their right away border, around a MDT stormwater retention pond, and up to the tunnel under Hwy 93. The fence will need to be reconfigured at the location of the tunnel to allow trail access.

#### Stormwater Retention Pond Management

Montana Department of Transportation has a stormwater retention pond for Hwy 93 on Department of Natural Resources land adjacent to their right-of-way and north of the sports complex. This pond should pose no conflicts with the trail construction or trail use, however MDT personnel will need to cross the trail to monitor and service the pond. Signage will be necessary to indicate to both trail users and MDT personnel of the vehicle access.

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City of Kalispell utilities

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## Sources Cited:

Wolch, J.R., Tatalovich, Z., Spruijt-Metz, D., Byrne, J., Jerrett, M., Chou, C.-P., et al. (2010). Proximity and Perceived Safety as Determinants of Urban Trail Use: Findings from a Three-City Study. *Environment & Planning A*, 42(1), 57-79.

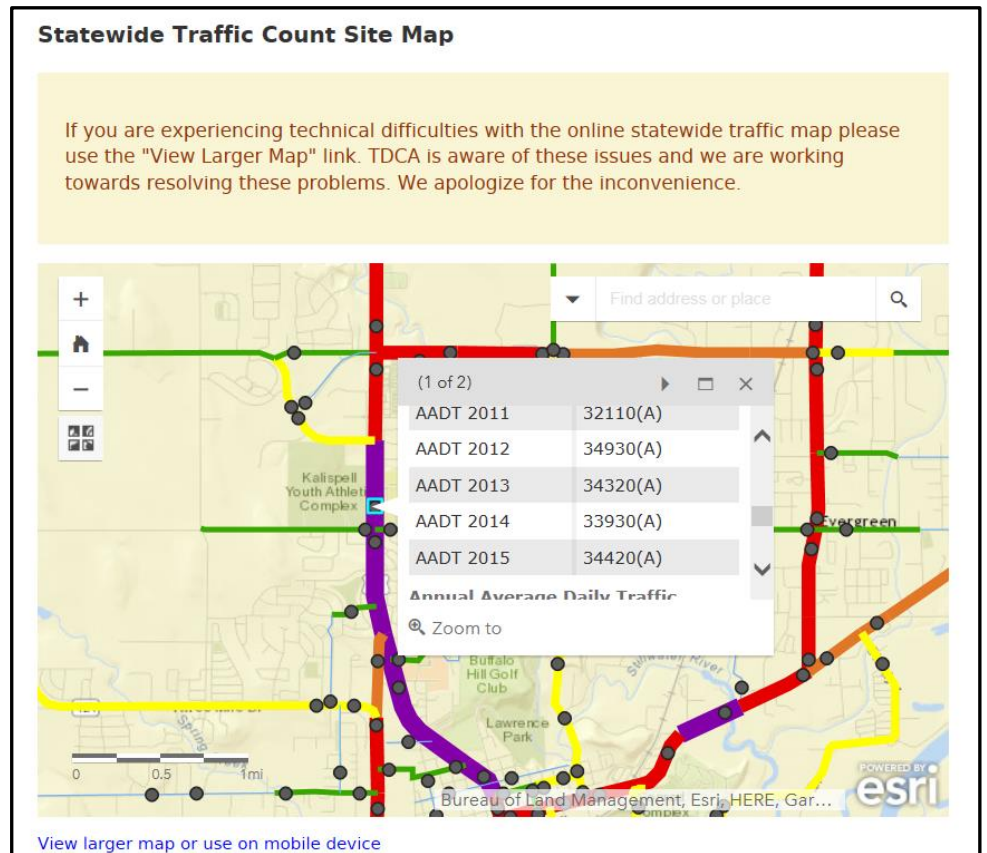
[http://www.mdt.mt.gov/publications/datastats/traffic\\_maps.shtml](http://www.mdt.mt.gov/publications/datastats/traffic_maps.shtml) Montana Department of Transportation Data Collection Traffic Count Site: 15-7B-080 US 93, 114+0.977, N of Grandview Dr

## Appendix

- A. MDT Traffic Count
- B. Eagle Transit Bus Schedule
- C. Letters of Support

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## A. MDT Traffic Counts



## B. Eagle Transit Bus Schedule

AM KALISPELL / WHITEFISH COMMUTER				PM KALISPELL / WHITEFISH COMMUTER				KALISPELL / COLUMBIA FALLS COMMUTER			
KALISPELL	A.M.	A.M.	A.M.	KALISPELL	P.M.	P.M.	P.M.	KALISPELL	A.M.	A.M.	P.M.
Lions Park @ bus shelter	6:00		9:16	Lions Park @ bus shelter			5:08	Lions Park @ bus shelter	5:43		5:09
Super 8 @ curb	6:01			Summit	4:00			Super 8 @ curb	5:44		5:10
Court House E (1st Ave. E & 9th St.)	6:02		8:16	KRMC / Hospital	4:01			Court House E (1st Ave. E & 9th St.)	5:45		5:11
Library (S. side steps on 3rd St.)	6:04		8:21	Court House West (North bound) 1st Ave. W & 9th St.			5:00	Library (S. side steps on 3rd St.)	5:47		5:13
Smith's on 3rd Ave. E across street from liquor store	6:08			Sykes—202 2nd Ave. W. (North Bound)			5:11	Smith's on 3rd Ave. E across street from liquor store	5:49		5:15
KRMC / Hospital	6:11	7:17	9:26	Glenwood Dr. & Two Mile Dr. (N. Bound)			5:18	KRMC / Hospital	5:54	7:16	5:20
FVCC @ bus shelter	6:15	7:21	9:30	FVCC @ bus shelter	4:03		5:24	FVCC @ bus shelter	5:58	7:21	5:24
IHOP—Hwy 93 @ bus shelter	6:18	7:31	9:34	IHOP—Hwy 93 @ bus shelter	4:04		5:27	IHOP—Hwy 93 @ bus shelter	6:01	7:31	5:27
Midway Mini-Mart	6:29	7:42	9:45	Midway Mini-Mart			5:36	Applied Materials (Reserve)	6:04	7:34	5:30
<b>WHITEFISH</b>				<b>WHITEFISH</b>				<b>COLUMBIA FALLS</b>			
North Valley Hospital	6:38	7:49	9:52 *	North Valley Hospital*	4:18*		5:43	Hwy 2 & 40 Town Pump	6:23	7:53	5:49
Mountain Mall (sub way, 43 in front of McDonald's)	6:41	7:54	9:54	Mountain Mall (sub way, 43 in front of McDonald's)	4:19		5:47	Super 1 Foods (on Hwy 2)	6:27	7:57	5:52
Columbia Ave. (Between 6th St. & 7th St.)	6:45	7:58		Columbia Ave. @ 6th St. E.			5:49	C.F. High School @ 8th Ave.	6:31	8:01	5:56
O'Shaughnessy Center	6:49	8:02	10:00	O'Shaughnessy Center	2:30	4:23	5:53	Columbia Heights Park & Ride	6:37	8:07	6:02
Baker Ave. Post Office	6:54	8:07		Baker Ave. Post Office	2:33	4:26	5:56	Mountain Mocha (on Hwy 2)	6:42	8:12	6:06
19th St. W. & Baker Ave. @ curve	6:57	8:10		19th St. W. & Baker Ave. @ curve	2:35	4:28	6:01	Pizza Hut (on Hwy 2)	6:45	8:15	6:07
Hospital sign near west. bus stop.	6:58	8:11		Hospital sign near west. bus stop.	2:37	4:30	6:03	Applied Materials (Birch Grove)	6:56	8:26	6:17
MT Coffee Traders (S. bound Hwy 93)	7:00	8:13		MT Coffee Traders (S. bound Hwy 93)	2:38	4:31	6:04	<b>KALISPELL</b>			
Forest Acres (S. bound Hwy 93)	7:04	8:17		Forest Acres (S. bound Hwy 93)	2:42	4:35	6:08	Applied Materials (Reserve)	7:08	8:38	6:30
<b>KALISPELL</b>				<b>KALISPELL</b>				<b>KALISPELL</b>			
Mountain Villa Apartments	7:11	8:25		Mountain Villa Apartments	2:48	4:41	6:14	Starbucks (2350 US Hwy 93 N.)	7:12	8:43	6:35
Starbucks (2350 US Hwy 93 N.)	7:12	8:26		Starbucks (2350 US Hwy 93 N.)	2:49	4:42	6:15	Costco / McDonalds (2350 US Hwy 93 N.)	7:13	8:44	6:36
Costco / McDonalds (2350 US Hwy 93 N.)	7:13	8:27		Costco / McDonalds (2350 US Hwy 93 N.)	2:50	4:43	6:16	Hwy 93 & 4 Mile	7:15		
Hwy 93 & 4 Mile	7:15			Hwy 93 & 4 Mile	2:51	4:44	6:17	FVCC @ bus shelter		8:46	6:37
FVCC @ bus shelter		8:29		Summit (on Windward Way)	2:55	4:48	6:21	The Summit (on Windward Way)	7:15	8:50	6:41
Summit (on Windward Way)	7:16	8:33		KRMC / Hospital	2:56	4:49	6:22	KRMC / Hospital	7:16	8:51	6:42
KRMC / Hospital	7:17	8:34		KRMC / Hospital	2:59	4:49	6:22	Production (66 4th Ave Winn)		8:56	
KFC (60 North Main St.)		8:36		KFC (60 North Main St.)		4:52	6:27	KFC (60 N Main St.)		8:57	6:45
Big Sky Manor (110 2nd Ave. West)		8:41		Big Sky Manor (110 2nd Ave. West)		4:54	6:29	Big Sky Manor (110 2nd Ave. West)		8:58	6:47
				Court House West (1st Ave. W & 9th St.)		4:56	6:31	Court House West (1st Ave. W & 9th St.)		9:00	6:48
				Salvation Army Thrift (Hwy 93 S.)		4:57	6:32	Salvation Army Thrift (Hwy 93 S.)		9:02	6:49
				Rosauer's @ bus shelter		4:58	6:33	Rosauer's @ bus shelter		9:03	6:50
				Flathead Industries	3:00						

\* "R" = request stop  
Bus will stop on request only. Use the stop request cord or notify the driver well in advance of your destination.

Transfer Stop

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- C. Letters of Support
  - Kalispell Police Department
  - Glacier High School
  - Flathead Land Trust
  - Montana State Parks – David Landstrom
  - Montana State Parks – Brian Schwartz
  - Northwest Montana Association of Realtors
  - Glacier Bank



# KALISPELL POLICE DEPARTMENT

312 1<sup>st</sup> AVE EAST – PO Box 1997 – KALISPELL, MT 59903

TELEPHONE (406) 758-7780 – FAX (406) 758-7799

E-MAIL - KPD@KALISPELL.COM

*'Striving to Exceed Expectations'*

To: Chad Fincher, Parks and Rec Director  
From: Captain Wade Rademacher  
Re: Bike/Pedestrian Pathways  
Date: 1/20/2017

A handwritten signature in blue ink that reads "Wade R." followed by a long horizontal flourish.

This letter is in support of the two bicycle/pedestrian pathways along Highway 93 in Kalispell.

Wyoming St to Bountiful Dr: This area is currently void of any pedestrian pathway on either side of the highway. This stretch of highway has a significant increase in grade and also contains a substantial curve. Posted speeds at the south end are 35 MPH with an increase to 45 MPH as you head north. Because of the speeds, grade, and curvature, the shoulders of the highway are not safe for pedestrians. The east ditch area has very steep inclines that are tough to navigate. When I have seen people walking along the highway on the east side, they are usually in this area. I feel it would be impossible for elderly people or handicapped people to navigate this stretch. During winter months, this area is rarely accessible at all to snow build up, pushing pedestrians onto the shoulder area which is already dangerous. This main stretch of highway is a connector for the main part of town to the north end. The north end of town contains medical facilities, a community college, a high school, and is a major retail area. Pedestrian access to and from this part of town is severely hampered by the lack of easily negotiated trails/pathways. A pedestrian trail/pathway would make it easy and safe for pedestrian travel.

Highway 93N near 4 Mile Dr to Spring Prairie IV (west side): This shorter connector would help pedestrian travel from the area near the southeast corner of Kids Sport to the newly developed Spring Prairie phase IV. There are currently no designated pathways on this side of the highway. While there is one currently on the east side of the highway it requires pedestrians traveling from Kids Sport to Spring Prairie phase IV to go a long ways out of their way with two highway crossings. Most of the traffic I have observed in this area are children. They are either forced to take a longer route with the highway crossings (45 MPH speed limit) or travel on a rough dirt pathway or highway shoulder. Neither of these west side options are very safe, especially for handicapped pedestrians. A west side connector would greatly enhance the safety for pedestrians travelling along this stretch of highway.

ROGER NASSET, CHIEF OF POLICE



# Wolfpack

Glacier High School Activities•375 Wolfpack Way• Kalispell, MT• 59901•Tel. 758-8618•Fax. 758-8619•www.sd5.k12.mt.us/ghs

To: Recreational Trails Program

From: Mark Dennehy  
Activities Director/Assistant Principal Glacier High School

Re: Letter of Support for West side of Highway 93 to 4 Mile Drive

Date: January 20, 2017

The Kalispell School District and Glacier High School would like to formally support Kalispell Parks and Recreation Department in their effort to obtain funding for the Highway 93 Bike/Pedestrian Path that will connect on the West side of Highway 93 from Kidsport Northward. This will allow students, families, and others the need to cross Highway 93 when traveling from neighborhoods and GHS that are on the West side of the highway. This connector is vital for our community to provide our kids and community a safe and secure route in North Kalispell. This will also allow people to avoid crossing many of the busy intersections when traveling to Kidsport and other areas. Now is the time to complete this very important project.

If you have any further questions, please feel free to call me at 758-8620.





**FLATHEAD  
LAND TRUST**  
Conserving Our Legacy of Land and Water

Chad Fincher  
Kalispell Parks & Recreation  
P.O. Box 1997  
Kalispell, MT 59903

January 25<sup>th</sup>, 2017

Dear Mr. Fincher:

I am writing on behalf of the Flathead Land Trust, a non-profit organization dedicated to protecting northwest Montana's spectacular land and water legacy through community based conservation. Flathead Land Trust supports the Kalispell Parks and Recreation's request for grant funds from the Montana Transportation Alternatives program for a bike and pedestrian trail along the West side of Hwy 93 near the intersection of 4 Mile Drive.

Flathead Land Trust recognizes that such trail networks provide outstanding benefits to our community, including providing improved health, happiness, safety, and economic outcomes for members of the community. This proposed trail connection would provide a safe and convenient alternative to the existing unsafe situation of people walking along the shoulder of a busy highway. It would further promote healthy physical activity and reduce reliance on motorized travel.

Flathead Land Trust asks that the Montana Transportation Alternatives program award Kalispell Parks and Recreation the grant funding requested for this trail project. Thank you!

Sincerely,

Paul Travis  
Executive Director





Chad Fincher  
Parks and Recreation Director  
Kalispell Parks and Recreation  
P.O Box 1997  
Kalispell, MT 59903

January 30, 2017

Dear Mr. Fincher:

I am writing with my strong support for the city's TA grant proposal to fund two important segments of bicycle/pedestrian trails in Kalispell. As a resident of Kalispell, I am really excited to see these two trails added to city's network. Combined with the recent addition of the Kalispell bypass trails, these two additions would make important connections that will provide safe transportation alternatives for kids and adults to travel between home, work, school or recreational facilities. I am personally familiar with the US 93 segment, and this segment will provide critical bike/ped access to one of the busiest commercial and recreational areas of the city. The current access along the highway is extremely difficult and dangerous, and a trail there will provide crucial linkage from the core of the city to existing trail segments located near Kidsport and Flathead Valley Community College. It would also connect the city to Kalispell Regional Medical Center and the Summitt Fitness Center. Simply put, this is a vital connector.

The second segment of trail along Four Mile Dr. is also a valuable connector. Coming from the West, it will connect the rapidly growing West Side of Kalispell to the busiest organized sporting complex in Flathead County, not to mention Glacier High School.

Aside from the obvious safety benefits of these connectors, the value to the community for health and recreation will be significant. By reducing the number of cars traveling within the city we also reduce road dust and congestion, and by providing a safe way to travel on foot or bicycle, we encourage healthy lifestyles. On top of that, it's just plain fun to use trails!

These trail segments fit perfectly within strategies laid out in the Kalispell Parks and Recreation Master Plan, the Flathead County Master Trails Plan, and the Montana State Trails Plan. And for good reason; they are well conceived and much needed.

Thank you for efforts and good luck!

Sincerely,

David Landstrom  
Region One State Parks Manager  
Montana Fish, Wildlife & Parks



1/25/2017

Re: Montana Transportation Alternatives (TA) Program grant funding application for the  
East side of Hwy 93 from Wyoming Street to the south side of Bountiful Drive

To Whom It May Concern:

As an avid trail user in Kalispell, I fully support the request by Kalispell Parks and Recreation Department for funding to complete a section of trail in our community. I personally use their trail system on a weekly basis with my family and for my travel to work. The City has done an excellent job in creating bicycle and pedestrian connection routes throughout Kalispell. Their trail system provides a hub of connection routes to both state and county trail systems surrounding Kalispell.

This connection is particularly important for safe travel between a residential area and Kalispell Regional Medical center. This section would also provide access to an athletic club, child care, churches, and restaurants which provide public services and employment.

The Kalispell Parks and Recreation Department provides safe routes for alternative travel within our city. These trails improve our quality of life by facilitating ways to exercise while we work and play.

Thank you for your consideration.

Sincerely,

Brian Schwartz  
Park Manager, Lone Pine District.



# Northwest Montana Association of REALTORS<sup>®</sup>, Inc.

110 Cooperative Way  
Kalispell, Montana 59901  
www.nmar.com

Office (406) 752-4313  
Fax (406) 752-7834  
nmar@mlsnmar.com

February 22, 2017

Kalispell Parks and Recreation Department  
301 1<sup>st</sup> Ave E  
Kalispell, MT 59901

RE: Montana Transportation Alternative (TA) Program Grant Application

Dear Director Fincher;

On behalf of the Northwest Montana Association of Realtors (NMAR), I am sending this letter in support of the Kalispell's Parks and Recreation Department's application for grant funding.

Representing over 750 Realtors in Northwest Montana, we understand that the proposed investment in trails and walkways on the north end of Kalispell that connects the Kidsports facility and points within the Spring Prairie Phase IV development to the intersection of Four Mile Drive is invaluable in terms of public safety and as a public amenity. Real estate transactions and property values rise when this type of infrastructure is readily available. Walkability and accessibility are measurable attributes to a community and Realtors regularly utilize this information in their sales information.

NMAR strongly urges approval of this grant application of TA grant funding for the bike/ped trail as these projects will enhance the vitality of the immediate community and surrounding valley. NMAR believes that this investment will result in a thriving, viable community where people will desire to live, raise their children, work, play and retire. Your kind consideration of this application is appreciated.

Sincerely,

Jeri Moon, E.O.  
Executive Officer  
Northwest Montana Association of Realtors



February 8, 2017

Kalispell Parks and Recreation

PO Box 1997

Kalispell, MT 59901

Attn: Chad Fincher, Director

Dear Mr. Fincher;

Glacier Bank of Kalispell is in full-support of the bike/pedestrian path that will connect the existing path from Kids Sports to the Prairie Center shopping district. The project targets an unmet need in Kalispell and certainly will mitigate a safety issue that arises when our bicycling commuters dodge motor vehicle traffic on busy highway 93.

Many people work in the Shopping District which would be served by the path and many College students now use the shoulder of the highway in order to get from the college to the shopping district. In addition, Kids Sports attracts thousands of youth participants, spectators and visitors each year. The safety of these children is of utmost concern and a bike/pedestrian path will help keep them off the roadway.

We have built strong relations with the Parks and Recreation Dept. and the City of Kalispell and it is our belief that construction of the path will serve many people immediately and in the years to come.

Sincerely,

A handwritten signature in black ink that reads "Robert A. Nystuen".

Robert A. Nystuen, Market President

Glacier Bank