MANY THANKS

to the 1,000+ community members who took time to participate in the community visioning, and whose participation directly shaped the conceptual design that will continue to move forward into detailed design, engineering, and construction. We also want to recognize the determination and effort contributed by the following people:

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VISION
VISION STATEMENT

The vision of Kalispell’s revitalized Core Area is to transform from an industrially-oriented center into a vibrant, pedestrian-friendly, mixed-use neighborhood, focusing upon retail, residential, entertainment, and cultural amenities designed to proudly and consistently complement the existing historic Kalispell downtown area.

“To accomplish great things, we must not only act but also dream. Not only plan but also believe.”

– Anatole France, French critic, writer
INTRODUCTION

The Kalispell Trail and Complete Street project is a component of a $21M Project. A US Department of Transportation TIGER (Transportation Investment Generating Economic Recovery) grant of $10M was awarded in 2015. The first phase of the project involved construction of the Glacier Rail Park, which will be ready for operations in 2019. This (second) phase of the project seeks to “transform the underutilized heart of Kalispell into a thriving city center for all citizens.” This objective will be accomplished through removal of the existing railroad infrastructure, replacing it with nearly two miles of new concrete accessible urban trail linking parks, businesses, residents and the downtown. Additionally, one new north-south “Complete Street” will be constructed.

Further opportunities involve future private redevelopment of 44 acres of dispersed vacant or blighted property, including brownfields.

In 2019, the City of Kalispell will acquire a minimum of 100 feet of Burlington Northern Santa Fe (BNSF) railroad right-of-way (ROW) west of a theoretical 8th Ave WN extension and east of 3rd Ave EN, stretching to the north side of US Highway 2. The center portion of the project is composed of narrower, varying ROW and other easements retained by Burlington Northern. For design purposes, the trail corridor has been categorized into three districts: Grainery District, Downtown District, and Park District.
Main St. (US 93) at Depot Park is a central trail crossing that provides the opportunity to increase pedestrian safety and experience.

LIMITATIONS ON DESIGN
This TIGER-funded project has direct control over the design of a trail and other associated amenities which may be placed within the acquired BNSF right-of-way and easements. This project does not directly control any redevelopment of adjacent property, though it provides a vision for and seeks partnerships to guide future high-quality mixed-use residential and commercial construction. These types of developments will leverage the utility of the trail for residents and customers while improving the experience of the trail for the general public.
2
THE CORRIDOR
The Grainery District begins at Meridian Road and extends to 5th Ave WN, and is characterized by open, undeveloped rail yard and underutilized or abandoned industrial uses along its frontage with W Center St. The western half of this corridor is contained within a 100-foot-wide railroad right-of-way, while the east half (east of an 8th Ave WN extension) is private property with narrower easements covering three main branches of the railroad traversing it. The City of Kalispell expects future development in the area to be a mix of multi-family residential and commercial businesses. This western side of the city is currently underserved by parks, recreational facilities, and open spaces and may have opportunities to leverage these components.
DOWNTOWN DISTRICT

The Downtown District encapsulates the commercial and entertainment hub of the trail through connections to the Kalispell Center Mall, Depot Park, and, by extension, Historic Downtown Kalispell. This district spans from 5th Ave WN to 3rd Ave EN, and while this section is mostly built out, ample opportunities for redevelopment exist with the key focal point being a substantial expansion of the Kalispell Center Mall across the trail to the north. A visionary approach to this property will be a major factor in the success of the trail. Well-designed linkages and frontages to the trail with public space, connections to restaurants, and outdoor dining are all focal points to this vision.
PARK DISTRICT
The Park District lies entirely within a 100 foot right-of-way from 3rd Ave EN to the project terminus on the north side of Highway 2. This district borders Woodland Park and is characterized by a more natural setting with hills and views to the east and south. Substantial redevelopment potential exists along this portion of the corridor primarily to the north and also at key points in private ownership to the south.
3
PREFERRED DESIGN
INTRODUCTION

Throughout the summer and fall of 2018, the City continually met with stakeholders and the public to present trail alignment and design concepts, eventually reaching over 1,000 people. The project team also presented revised versions of a preferred design to the Trail Crew project advisory committee six times throughout the summer and fall. The plans and renderings found in this chapter were distilled from a combination of feedback from stakeholders, the community at large, and the Trail Crew.

This chapter begins with plan views of the preferred design, beginning with the west end of the trail at Meridian Street, moving eastward to the trail terminus north of US Highway 2, and noted as part of the respective districts they are located within. Plan views follow, in the same west-to-east manner, with bird’s eye renderings and sketches to lend depth and perspective. Trail amenities have consistently been noted by the community as priorities for the full build-out of the project and those categories or types are pictured at the end of this section.
Plan view from Meridian Street to 8th Avenue.
Plan view from 8th Avenue to 5th Avenue WN.
Plan view from 5th Avenue WN to The Mall.
Plan view from The Mall to 1st Avenue EN.
Plan view from 3rd Avenue EN to Woodland Park.
Plan view from 7th Avenue EN to Woodland Water Park.
Plan view from Woodland Park to Flathead Drive.
Connection to existing Great Northern Historic Rail-to-Trail at Meridian Street (looking west across Meridian Street).
Looking east over the Kalispell Center Mall and potential redevelopment area.
Concept of future development on north side of the Kalispell Mall that integrates the trail into the retail and dining attractions at a more pedestrian scale.

Features:
- Large scale retail limited in size, multi-story buildings
- Pedestrian friendly
- Community meeting space
- Development oriented toward trail and Main Street
Depot Park and the crossing at Main St, looking west.
4th Ave EN looking east.
Concept of winter use for splash pad as ice rink.
Detail vision of the Flathead Electric Coop, CHS, and MDT properties that present opportunity for redevelopment and improved trail amenities.
Section between Rygg Ford and Woodland Park, see page 21.
Concept of trailhead on Montana Department of Transportation (MDT) property at eastern terminus of project.
TRAIL GATEWAYS

MINOR TRAIL CROSSING
- Simple pedestrian lighting
- Street crossing signage
- Reclaimed metal rail with inlaid wayfinding

MAJOR TRAIL GATEWAY
- Metal beam with cut through lettering
- Simple pedestrian lighting
- Reclaimed metal rail
PRIMARY ELEMENTS

TRAIL
WAYFINDING
INTERPRETIVE SIGN
TRAIL SIGN
TRAIL CROSSING
TRAIL GATEWAY

SECONDARY ELEMENTS

TRASH RECEPTACLE
SEATING
PLAZA SEATING
PARK LIGHTING
TRAIL LIGHTING
PERMANENT RESTROOM
FIX IT STATION

LOCAL MATERIALS
STORMWATER PLANTING
NATIVE PLANTINGS
DRINKING FOUNTAIN
BIKE RACK
PRESERVED RAIL
PINK FLAIR CHERRY

TREES CHOSEN FROM THE CITY OF KALISPELL APPROVED BOULEVARD TREE LIST
SECONDARY ELEMENTS
- Siberian Larch
- City Sprite Zelkova
- Summer Sprite Linden
- Cherry Grove

TERTIARY ELEMENTS
- Public Art
- Playful Lighting
- Parking
- Picnic Area
- Farmers Market
- Recycled Rail Art
- Locomotive
- Climbing Wall
- Splash Pad
- Extreme Fitness Course
- Pump Track
- Playground
- Decorative Night Lighting
- Projected Light
- Art Walk
- Senior Park

Trees chosen from the City of Kalispell approved Boulevard Tree List.
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4

STREET CROSSINGS
STREET CROSSINGS

The trail will cross six existing and one future roadway at-grade. This amounts to a minimum of seven at-grade crossings over a 1.6-mile alignment. To maximize usage of the trail by people of all ages and abilities, these crossings must be intuitive, comfortable, and prioritize the safety of trail users. Design details will vary by the width and traffic speed/volume of each crossing. Table 1 details the Average Annual Daily Traffic (AADT) for each existing cross-street at count sites nearest the trail alignment, and north of Center St.

CROSS-STREET TRAFFIC CHARACTERISTICS

<table>
<thead>
<tr>
<th>STREET</th>
<th>LANE CONFIGURATION</th>
<th>AADT (2011-2017 AVG)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meridian Road</td>
<td>2-lane</td>
<td>10,000</td>
</tr>
<tr>
<td>5th Ave WN</td>
<td>2-lane</td>
<td>7,500</td>
</tr>
<tr>
<td>Main St</td>
<td>5-lane</td>
<td>23,000</td>
</tr>
<tr>
<td>1st Ave EN</td>
<td>3-lane</td>
<td>4,500</td>
</tr>
<tr>
<td>3rd Ave EN</td>
<td>2-lane</td>
<td>5,500</td>
</tr>
<tr>
<td>4th Ave EN</td>
<td>2-lane</td>
<td>5,500</td>
</tr>
</tbody>
</table>

* Sites nearest trail crossing, north of Center Street - data taken from: https://mdt.mt.gov/publications DATATRUSTS/traffic_maps.shtml

Existing Meridian Street crossing, looking west.

Existing 5th Ave WN crossing, looking west.
CROSSING TREATMENTS
There are a wide variety of commonly accepted treatments for improving safety and comfort at mid-block crossings. Treatment objectives are summarized below.

SHORTENING CROSSING DISTANCE
The width of a trail crossing dictates how long a distance a pedestrian or bicyclist has to cross, which is also related to the amount of time exposed to traffic. Shorter crossing distances result in greater comfort and improved intersection efficiency as pedestrians clear the travel lanes more quickly. All crossings have the ability to add a center refuge island, with the US 93 crossing allowing the combination of a center refuge and a curb extension (bulbout) on the west side of the intersection. Refuge Islands also have the benefit of allowing trail users to cross one direction of traffic at a time, making decisions to cross easier and allowing trail users to exploit more gaps in traffic.

HEIGHTENING AWARENESS
Trail crossings should be visible to motorists so that they are clearly identified. Signage, crossing markings, and trail branding all play a role in increasing visibility. There is the potential to utilize some of the existing overhead railroad signals as installations on the minor street crossings to enhance trail visibility and branding.

ASSIGNING PRIORITY
Montana drivers are required to yield to pedestrians and trail users at designated crossings. Reinforcing this obligation so that it is obvious improves yielding rates and improves crosswalk safety and comfort.

MINOR CROSSINGS
Similar conditions exist for trail crossings at Meridian Road, 5th Ave WN, 1st Ave EN, 3rd Ave EN, and 4th Ave EN. All existing street crossings (with the exception of Main St) have width that is surplus to the needs of two travel lanes. After analysis it was determined that center refuge islands applied consistently at each crossing would produce a common set of expectations at all trail crossings. Rectangular Rapid Flashing Beacons are recommended to provide additional visibility to trail users at these crossings and will be mounted on one or two recycled rail signal masts (see below graphic). Activation of the beacons (active – via push button, or passive – via microwave detector) will be under consideration during design phase. Crossings will be level for trail users with some appearing to be slightly raised to approaching vehicles. Raised crossings will be snowplow compatible.

Heightening awareness of the pedestrian crossing with a center refuge island and utilizing existing railroad signals for signage.
ENHANCED CROSSING TREATMENTS

There are two commonly used devices that are deployed in trail crossing contexts that improve safety for users.

RECTANGULAR RAPID FLASHING BEACON (RRFB)

RRFBs provide a user-activated reminder of motorist obligation to yield through a unique flashing amber light designed specifically to raise motorist awareness. These could be button activated or passively activated when trail users approach the crossing.

PEDESTRIAN HYBRID BEACON

If the RRFBs do not yield acceptable motorist compliance, the installations could be designed to be upgradeable to Pedestrian Hybrid Beacons (PHBs, also known as HAWKs). Hybrid beacons provide a pedestrian signal that is protected by a red signal indication. The main difference between a PHB and a full signal is that the PHB is dark when not activated and it uses a triangular signal head consisting of two red and one yellow lenses.

Top left: example of an RRFB for a bike route at an unsignalized intersection. These are user-activated, either passively through detection or push-button, alerting drivers to yield to bicyclists.

Bottom left: example of a hybrid beacon used to enhance pedestrian and bicycle safety at major street crossings or mid-block crossings, such as trail crossings.

Bottom right: detail of a hybrid beacon.
MAIN STREET (US 93) CROSSING

Main Street is a National Highway maintained by the Montana Department of Transportation. It currently has five lanes at the trail crossing and is the busiest roadway the trail crosses by a significant margin. This crossing is also at the intersection of the trail with its most logical connection to Downtown Kalispell. The Deep Dive considered this crossing location and showed examples of overpasses and various at-grade crossings. Public support exists for a trail overpass; however, TIGER grant funding for the trail would be completely expended just on this overpass if pursued. Additionally, substantial ramping would cut the trail off from connections to Depot Park and serve as a barrier to a connected Mall site on the west side. The City of Kalispell has been studying a potential five- to three-lane conversion of Main Street in recent years to expand sidewalks and provide other amenities to downtown. This proposal is not universally supported and the trail concept design assumes that the highway will remain at a five-lane configuration.

Treatment of the trail crossing at Main Street will be a significant component of the overall success of the project. If safe and comfortable, the crossing has the potential to be a focal point joining the east and west portions of the trail. If accommodated poorly, it could limit overall use of the trail and hamper its utility as a transportation corridor. There is substantial design guidance and research on providing safe crossings of multi-lane roadways. To appeal to all ages and abilities, treatments which reliably stop through-traffic and limit or prohibit conflicting turning traffic will be the most successful. According to National Cooperative Highway Research Program (NCHRP) 17-56, Rectangular Rapid Flashing Beacons (RRFBs) or hybrid beacons would be appropriate treatments. RRFBs would particularly benefit from the presence of a median refuge island.
**OPERATIONAL CONSIDERATIONS**

RRFBs are “on-demand” devices that activate immediately when the button is pushed. Additionally, FHWA requirements state that the activation interval must reset if the button is pressed again before the interval completes. Therefore, in busier pedestrian crossings, frequent activations can result in the beacons being active almost continuously, resulting in significant vehicle delay and frustration to drivers. Alternatively, hybrid beacons function more similarly to a traditional signal and can be coordinated with adjacent signals. Trail users then tend to collect at the sides and cross at once in a concentrated fashion. When no trail users are present, the beacon is inactive and “dark.”

**DESIGN ELEMENTS**

The proposed crossing at Main Street includes the following design elements:

- Curb extension on west side of street to shorten pedestrian crossing.
- Maintains two travel lanes in the north and southbound directions.
- Provides optimal crossing alignment by extending Depot Park north and converting Market Place into a one-way eastbound street.
- Provides 10-12 foot wide raised center median refuge for trail users as well as positive guidance for channelizing left turns into Market Place and US Bank.
- Increases parking capacity including for larger vehicles on the north side of Depot Park for Chamber of Commerce and event parking.

Main Street (US 93) crossing design includes a median refuge island.
5TH AVE WN CROSSING

The crossing of 5th Ave WN has a variety of considerations. This location is between the Kalispell Center Mall and potential redevelopment areas to the west. The existing rail line goes through the City Service Valcon Fuel Site. There are also rail spurs that intersect 5th Ave WN just to the south of Valcon and at the CHS grain elevator site. The CHS alignment was eliminated as it involved a longer out of direction travel for trail users. Two alternatives are presented to accommodate the trail crossing. Pros and cons are listed for the preferred and alternative alignment. The following design elements are part of both crossing alternatives:

- Median refuge island
- Level surface crossing for trail users
- Relocated railroad signal mast for trail crossing signage and RRFB devices.

PREFERRED ALIGNMENT

Pros:
- Avoids short-term conflict with City Service Valcon Fuel Site

Cons:
- Less-desirable long-term alignment for vehicle circulation. Left turn lanes aren’t usable for Mall entrance or Valcon entrance due to median refuge area
- Substantial changes to 5th Ave WN, increased trail cost / expense
**ALTERNATIVE ALIGNMENT**

**Pros:**
- Follows rail line – no issues meeting rail-banking rules
- Direct path for trail users, no out of direction travel
- True mid-block crossing location, no interaction with Mall entrance
- Long term, may be most interesting alignment if it can be incorporated into redevelopment
- Minimal changes to 5th Ave WN – cost-effective to project

**Cons:**
- Short term: less than ideal alignment through Valcon site with trail users traveling through parking lot
**MERIDIAN STREET CROSSING**

The crossing of Meridian Street occurs at the extreme west end of the project and connects the project with the existing Great Northern Historic Rail to Trail. The following design elements are part of the proposed crossing:

- Southern crossing alignment within the railroad right-of-way to maximize northbound left-turning vehicle storage onto Appleway Drive
- Median refuge island
- Level surface crossing for trail users
- Widened sidewalk on west side of street for connection to existing trail.
- Relocated railroad signal mast for trail crossing signage and RRFB devices
1ST AVE EN CROSSING

The crossing of 1st Ave EN occurs just east of the Kalispell Chamber of Commerce and Depot Park. The street is currently configured as a three-lane street making the provision of a median refuge straight forward. The following design elements are part of the proposed crossing:

- Removal of northbound left turn lane as Market Place will be converted to eastbound only.
- 13-foot-wide median refuge island
- Level surface crossing for trail users
- Utilization of existing overhead railroad signal masts for trail crossing signage and RRFB devices
3RD AVE EN CROSSING
The crossing of 3rd Ave EN occurs at the boundaries of the Downtown District and the Park District. The street is currently configured as a wide two-lane street with parking prohibited. Each travel lane is currently nearly 25 feet wide, making the provision of a median refuge straightforward. The following design elements are part of the proposed crossing:

- Seven-foot lane shift taper to create space for the refuge island
- 13-foot-wide median refuge island
- Level surface crossing for trail users
- Relocated railroad signal mast for trail crossing signage and RRFB devices
4TH AVE EN CROSSING

The crossing of 4th Ave EN is the farthest east at-grade crossing along the project extent. The street is currently configured as a wide two-lane street with intermittent curb and gutter and no sidewalks. Each travel lane is currently nearly 16 feet wide, making the provision of a median refuge straightforward. The following design elements are part of the proposed crossing:

- Five-foot lane shift taper to create space for the refuge island
- Eight-foot-wide median refuge island
- Level surface crossing for trail users
- Potential for relocated railroad signal mast for trail crossing signage and RRFB devices (four total masts available)
Prior to the Deep Dive, three potential complete street alternatives were identified by the Environmental Assessment (EA). These linkages were 8th Ave WN, 6th Ave WN and Woodland Ave. A portion of the Deep Dive public involvement was oriented towards gathering feedback on these three alignments. Two workshop boards were created for this purpose: the first was a context map detailing the locations of the potential alignments, the land uses and some of the local opportunities, and the second asked participants to use dot stickers to rate each option by a variety of criteria. From this exercise it was clear that the 6th Ave WN alignment had little support, with participants reasoning that it was too close to 5th Ave WN to be of significant value. 8th Ave WN and Woodland Ave both received substantial support with 8th Ave WN leading in its perceived value to improve economic activity in the core. Woodland Ave was noted as a greater potential value to non-motorized connectivity, and access to destinations. Woodland Ave was thought to have a greater negative impact to existing neighborhoods while 8th Ave WN was also perceived to have greater impacts to existing private property. Both alignments scored highly with regard to overall north-south connectivity and the value to the transportation network as a whole.

In general, 8th Ave WN was noted to have greater positive pressure on redevelopment and economic benefit to the core area, while Woodland Ave was noted to have a connection that benefited those wishing to bypass the core. With regard to non-motorized connections, many members of the public asked if Woodland Ave could at least provide a trail connection, if not a full complete street.

From a cost perspective, 8th Ave WN crosses at least two private parcels and would conflict with one or two existing structures (depending on the alignment chosen). This option would require property acquisition, which will impart significant cost.

Woodland Ave is a more straightforward connection, as no property acquisition is required, but is longer and would likely be more expensive to construct (700 to 1,200 linear feet of new roadway for Woodland Ave, versus 500 feet for 8th Ave WN).

The City of Kalispell will continue to pursue the possibility of connecting 8th Ave WN. At the time of publication of this document, the City is in discussions with landowners regarding the acquisition of property to construct 8th Ave WN. However, due to the potential that 8th Ave WN may not be a viable option, the City of Kalispell intends to create, open to public comment, and submit a supplement to the completed EA. The supplemental EA would evaluate the potential of connecting 1st Ave WN, 2nd Ave WN, 3rd Ave WN, or 4th Ave WN.
Three potential complete street alternatives identified prior to the Deep Dive were 8th Ave WN, 6th Ave WN, and Woodland Ave/7th Ave EN. Additional complete street alternatives of 4th, 3rd, 2nd and 1st Avenues WN shown in red.
5

PUBLIC PROCESS
THE PROCESS & OBJECTIVES
The project design team organized a “Deep Dive”, an intensive week-long immersion with planners and participating members of the public. It was held in the Kalispell Chamber of Commerce building from June 4 - 8, 2018.

Between Monday, June 4 and Friday, June 8, the City of Kalispell hosted a week-long charrette at a variety of venues and times. The charrette was an immense success and over six hundred participants offered their input over the course of the week. This high level of engagement was due to strong community interest and excellent project communication. In addition, the charrette was thoroughly covered by local media outlets both prior to and during the week’s activities, was supported by direct stakeholder outreach conducted by the City of Kalispell’s staff, and was marketed aggressively on social media platforms.

The goals of the Deep Dive were to:
1. Facilitate a comprehensive understanding of the opportunities and constraints of the trail corridor.
2. Review and explain the complete streets opportunities.
3. Solicit trail and complete street design preferences from the public.
The Trail Crew and the project team kick off the project on June 4, 2018.

OUTREACH EVENTS

OPEN DESIGN TIME
Monday through Thursday (June 4-7), the project design team worked in the chamber conference room at the Kalispell Chamber of Commerce. The public was welcome to drop in and provide feedback on both the project design boards and on the corridor map. During the week, a changeable message sign was placed on Main Street (US 93) just outside the Chamber of Commerce to welcome the public to the design process. Throughout the week, there were always members of the design team available to orient public drop-ins and walk them through the various design preference boards.

KEY STAKEHOLDERS
Critical to the Deep Dive process was a need to connect with landowners along the corridor, developers, and partnering agencies. On Monday, several key stakeholders along with a project team member rode a high rail car on the existing rail to solicit comments about the project. During the Deep Dive week, more than 20 individual meetings were held. These meetings fostered an improved understanding of the physical characteristics, constraints, vision, and plans underway which impact the trail corridor. Multiple opportunities for partnerships and project coordination were identified. It was clear that the redevelopment potential within the core area of Kalispell is vast, and many property owners were eager to better understand the ultimate vision and design of the trail. This understanding would provide some certainty for the first time since the planning for the trail initiated nearly a decade ago. These meetings illuminated many of the significant adjacent opportunity areas along the trail, but also identified potential issues for trail development, as the timing for many projects is unclear as to when and how they would impact or incorporate a built trail.

Public outreach during NW Montana Fair 2018.
EVENING EVENTS
Throughout the week, the project team set up evening open houses to better enable participation by members of the public who were unable to attend daytime events. Events were held at Kalispell Brewing Company, SunRift Beer Co., Kalispell ImagineIf Library, and the Kalispell Center Mall. Open houses lasted from 5 - 7 pm and were generally well attended. These events also intercepted members of the public who were not aware of the project.

RAILCAR TOURS
The vision of removing the railroad tracks and constructing a trail in their place has been around since the 1980s. While many project stakeholders are familiar with the project and general area of the proposed trail, few have traversed the corridor from start to finish, from the perspective of the rail. To provide stakeholders and members of the public with a unique view of the corridor, the project team partnered with the North American Railcar Operators Association to provide hourly tours of the corridor from 9 am - 3 pm on Thursday, June 7. Participants started at Depot Park, and exited the railcars at Woodland Park as well as at the north and west ends of the project to consider trail-related opportunities. A short survey on their experiences was conducted following their return to the depot.

Attendees at the final public meeting during the Deep Dive week review the final design ideas and provide feedback.
 COMMON THEMES

During the charrette, multiple interactive opportunities were offered. Activities included full tours of the future trail location, design studio time for owners of land along the trail, and informational sessions with the City’s trail design consultant. The charrette even extended to local hotspots such as the library, the mall, and two downtown breweries. Participants were welcomed to ask questions and provide feedback via surveys, in-person discussion, and interactive displays throughout the week. The following themes resulted from processing of hundreds of comments received from the public and a variety of project stakeholders.
CONNECTIVITY

As the new main corridor for bike and pedestrian traffic, residents view the Kalispell Trail as more than a central route through the Downtown District—they feel it is the key connector to facilities for people walking and biking throughout the greater Kalispell area. As such, it is crucial to find ways to connect this new trail thoughtfully with other existing systems (beyond the obvious Rails to Trails system on the west end of the Grainery District). Feedback shows an emphasis on tying to north-south trails that lead to Kalispell Regional Medical Center and the Hutton Ranch area, as well as points such as 7th Avenue EN, which could easily be tied to the trail near Woodland Park.

Naturally, the largest connection challenge for the Kalispell Trail is the crossing over Main Street (US 93). Respondents strongly favored a raised crossing (i.e., bridge) versus an at-grade crossing. However, this feedback was given without a full understanding of the cost or logistics to properly develop this structure. On the topic of access, some comment was provided regarding accessibility and ADA compliance, which would strongly direct the size of a raised crossing.

What is the most important section for the trail to get it right?
TRAIL AMBIANCE AND AMENITIES

The overarching theme of feedback offered by the Kalispell community is that they wish to see the trail embody a tasteful blend of the past, present, and future. Numerous comments encouraged repurposing portions of the rail line materials into modern, decorative art to be placed along the trail or incorporating portions of the tracks into the new trail.

Kalispell appears accepting of contemporary concepts but many providing input shied strongly away from bold colors or lighting, siting them as “garish” or even “not Montanan.” Instead, residents requested more discreet uses of colors and lighting, those that are playful but that will simultaneously blend well with the natural beauty that defines the Flathead Valley. Small touches of color, solar lighting at the base of the trail, or gently glowing swings were considered far preferable to brighter displays such as large lit rings or rainbow walls.

Aside from decorative lighting, feedback indicates that adequate lighting placed strategically throughout the trail is central to creating a safe and usable trail. While Kalispell is eager to embrace the future, residents also wish to see the city’s history clearly represented throughout the trail, but they want it feathered into displays and art – they don’t want the trail to “feel old.”

Feedback also indicated a desire for elements of whimsy and play. Splash parks, pump parks, and recreation space for people of all ages was noted repeatedly; several notes requested a dog park. However, while respondents shared that they wanted room for play, it was important to note these spaces should be well defined and were not to be a dominant theme along the trail.

Green space was a strong theme repeated throughout the week and is clearly important to making this trail feel representative of the community. Residents want open areas with natural grasses, greenery, and trees. In addition to green space, open areas to gather are paramount to the community. Repeated requests for an amphitheater and space for public events such as the farmers market or a concert were prevalent.
CONCEPT DESIGNS

The last day of the week-long charrette included presenting the final designs developed throughout the week. The 10 design boards and one overview map showing the entire alignment were pinned up in the Mall for review and comment by the public. Alta presented a summary of the week to the attendees, followed by open discussion and comment, providing the public time to interact closely with the designs. Three concepts were developed: Contemporary Trail, Historic Trail, and Natural Trail. Each of these concepts focused on highlighting different and unique characteristics of the trail, reflected in the choice of materials, amenities, programming, and landscape plantings. Hand and digital renderings were used to describe the design at important locations along the trail, along with photographs to tell a full story. These boards can be found on the following pages.
### Community Activity Concept from Community Feedback

**What are the three most important amenities to provide along the trail?**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Events, Festivals, and Concerts</td>
<td>18%</td>
</tr>
<tr>
<td>Restaurants</td>
<td>17%</td>
</tr>
<tr>
<td>Recreational Bicycling</td>
<td>14%</td>
</tr>
<tr>
<td>Running, Walking, or Fitness</td>
<td>14%</td>
</tr>
<tr>
<td>Family Outings</td>
<td>10%</td>
</tr>
<tr>
<td>Shopping</td>
<td>10%</td>
</tr>
<tr>
<td>Art Walk</td>
<td>10%</td>
</tr>
<tr>
<td>Dog Park</td>
<td>5%</td>
</tr>
<tr>
<td>Ice Skating Area</td>
<td>5%</td>
</tr>
<tr>
<td>Skate Zone</td>
<td>5%</td>
</tr>
</tbody>
</table>

**How do you envision yourself using the trail?**

- **Community Events, Festivals, and Concerts**: 18%
- **Restaurants**: 17%
- **Recreational Bicycling**: 14%
- **Running, Walking, or Fitness**: 14%
- **Family Outings**: 10%
- **Shopping**: 10%
- **Skateboarding**: 10%
- **Commuting to Work**: 4%
- **Play Areas for Kids**: 5%
- **Walking Dog**: 1%
- **Cherry Orchard**: 1%
- **Art Walk**: 1%

---

**Potential Activity Area Concepts from Community Feedback**

- Community Gardens
- Farmers Market
- Rest Areas
- Water Fountains
- Restrooms
- Exercise Stations
- Play Structures
- Natural Play Areas
- Rock Climbing
- Amphitheater
- Running Trail (natural surface)
- Outdoor Retail Space (e.g., food truck)
- Water Features
- Splash Park
- Storm Water Treatment
- Public Art
- Parking/Trailheads
- Flexible Event Space
- Cherry Orchard
- Restoration Meadow
- Viewpoints
- Plaza
- Outdoor Classroom
- Wayfinding
- Interpretive/Historical Signage
- Bike Parking
- Restrooms
- Picnic Areas
- Outdoor Yoga
- Water Fountains
- Movie Wall
- Art Walk
- Dog Park
- Ice Skating Area
- Pump Track/Dirt Jumps
- Skate Zone
Depot Park and the Kalispell Chamber of Commerce are centrally located within the City of Kalispell and adjacent to the proposed trail. A key feature of the concept design is the incorporation of destinations like these.

PLANS

After the Deep Dive, the City continued to meet with stakeholders and presented concepts at 19 community events (ThursdayFest, Picnic in the Park, Northwest Montana Fair & Rodeo, the October 16th Kalispell Chamber of Commerce Luncheon, and open house public events) throughout the summer and fall. The project team also presented revised versions of a preferred design to the Trail Crew project advisory committee six times throughout the summer and fall. The plans and renderings on the following pages were distilled from a combination of feedback from stakeholders, the community at large, and the Trail Crew.
APPENDICES
PUBLIC INVOLVEMENT

OVERVIEW
Approximately 600 members of the public signed in at various events during the Deep Dive. Many more people attended and provided comments at these events, but did not register their names.

TRAIL CREW
The “Trail Crew” is a 26-member citizen advisory group formed to provide guidance to the project team throughout the design of the trail. The Deep Dive was initiated and concluded with a Trail Crew meeting. Members of the Trail Crew were the first group to both provide information on design preferences and to react to the concepts presented on Friday, June 8th. Four subsequent meetings were held to refine the design plan.

Monday
June 4, 2018
5 to 7 PM - Evening Roundtable
Kalispell Brewery
412 S Main St
7PM - City Council Presentation
Council Chambers
201 1st Ave East

Tuesday
June 5, 2018
9 AM to 4 PM - Open Studio Drop-In
5 to 7 PM - Evening Roundtable
Sunrift Brewery
55 1st Ave W N

Wednesday
June 6, 2018
9 AM - 4 PM Open Studio Drop-In
5 to 7 PM - Evening Roundtable
Kalispell Library
247 1st Ave Eh

Thursday
June 7, 2018
8:30 AM to 4:30 PM - Public Railcar Tours
Tour the trail corridor on historic “Speeder” railcars.
9 AM - 4 PM Open Studio Drop-In
5 to 7 PM - Evening Roundtable
Kalispell Center Mall
20 N Main St

Friday
June 8, 2018
1 to 2:30 PM - Design Alternatives Presentation
Hear and see the vision for the Kalispell Trail
Kalispell Chamber of Commerce
15 Depot Park

The public was invited to “open design time” each day where they could interact with the design team and participate in recording their design preferences for the corridor. The project team met individually with key project stakeholders such as adjacent property owners, developers, and other agency partners to understand their preferences, concerns, and vision for the trail. Each evening a public event was held in Kalispell to allow the public the opportunity to comment on the project outside normal business hours. For an unique perspective of the proposed trail, railcar tours of the corridor were conducted on historic rail motorcars with the public. This concept design report leans heavily on the site-specific knowledge and the understanding of the preferences and interests of the community that were gained during the Deep Dive.
DEEP DIVE BOARDS

TYPICAL TRAIL SECTIONS

HISTORIC TRAIL

CONTEMPORARY TRAIL

NATURAL TRAIL

CONCEPT ELEMENTS

- FOCUS ON INTERACTIVE FEATURES AS PLACEMAKING
- ART AND PLAY BASED DESIGN
- MULTI-FUNCTIONAL ACTIVITY SPACES
- ABSTRACTION

CORTEN STEEL

SEATING

FORMED CONCRETE

TRAIL LIGHTING

INTERACTIVE ART

DYNAMIC LIGHTING
**HISTORIC TRAIL**

- Connections to Kalispell’s industrial history
- Interpret rail history as an outdoor museum
- More structured and defined program and spaces
- A physical timeline
- Use of rail inspired designs and patterns
- Use of existing historic materials

**CONCEPT ELEMENTS**

- Cast Iron
- BRICK
- Railroad Materials
- Seating
- Trail Lighting
- Dynamic Lighting

**NATURAL TRAIL**

- Connections to Kalispell’s natural history
- Landscape based design - unveiling original landforms and ecological processes
- More loosely defined program and spaces
- Environmental education
- Focus on local floral and fauna
- Use of natural materials

**CONCEPT ELEMENTS**

- Reclaimed Timber
- Local Stone
- Native Plants
- Seating
- Trail Lighting
- Dynamic Lighting
WEST TRAILHEAD

CONCEPT A

CONCEPT B

GRAIN ELEVATOR AREA

NATURAL TRAIL

HISTORIC TRAIL
CONCEPT A - Looking South

DEPOT PARK

CONCEPT B - Looking South

WOODLAND PARK AREA

1st Avenue E

Market Place Street

Main Street

Relocated Rotary Clock

Chamber of Commerce

Native Tree Allee

Interpretive rail time-line w/ timber benches

Event space

Landscape buffer

Market Place Street

Parking Lot

Stormwater planters

Cherry grove + granite

Event plaza

Proposed Depot Addition

Trellis / Shade structure
GATEWAY BRIDGE OVER HWY 2

HISTORIC TRAIL

CONTEMPORARY TRAIL

NATURAL TRAIL

EAST TRAILHEAD

CONCEPT A

CONCEPT B
Public feedback received on the complete street alignment options during the Deep Dive was robust and critical for the design process.