



Dear Shelby Clark,

On behalf of [Adventure Cycling Association](#), I am writing to discuss a road safety issue on US 93 near Whitefish, MT.

Adventure Cycling's mission is to inspire, empower, and connect people to travel by bicycle. Our advocacy work focuses on four key aspects of bicycle travel: more miles of connected routes, bike-accessible transportation, safer conditions, and bike-friendly services. Our organization is proud to have more than 50,000 members, and with the power of the community behind us, we work to align the people, places, and infrastructure needed for meaningful bicycle travel.

The section of roadway that is of concern is the five-mile section from Twin Bridges Road to Whitefish. Hundreds of people travel this stretch of US 93 by bike every year. This section of highway is used by two of Adventure Cycling's routes, the Northern Tier and Great Parks North. It's also used by cyclists on the Great Divide Mountain Bike Route if they are accessing the Whitefish Bike Retreat, a very popular destination for traveling cyclists.

The conditions along the highway create dangerous conditions for cyclists. We have received numerous reports from riders that they feel unsafe due to crumbling shoulders and heavy traffic moving at high speeds. We've received reports for years about this section.

Adventure Cycling applauds Montana Department of Transportation for adopting a Vision Zero policy, and we know that safety of all road users is of utmost concern to the agency. With that in mind, we strongly urge Montana Department of Transportation to take the following steps:

- Prioritize this section of US 93 for roadway improvements that would increase cyclists' safety, including but not limited to widening shoulders on both sides of the highway.
- Implement bicyclist-actuated rectangular rapid-flashing beacons (RRFB), or another bicyclist-actuated lighting and signage solution, that would allow bicyclists to turn on flashing warning lights when they are in the area, which would alert drivers to use extra caution. (See this case study from the [Knapps Hill Tunnel](#) in rural Washington State.) We recommend implementing this at both ends of the five-mile stretch, to improve safety for both east-bound and west-bound riders.
- Implement "Bicycles May Use Full Lane" signage along the route. (This [study](#) shows that "Bicycles May Use Full Lane" signs are more effective in protecting cyclists than "Share the Road" signage.)

I look forward to discussing the situation with you further. I hope you are having a wonderful day.

Ren Parker

Safety Manager

rparker@adventurecycling.org