

City of Livingston Walk Audit Summary

The City of Livingston partnered with the Western Transportation Institute (WTI), to provide technical assistance and work with the community to select and implement pilot traffic calming projects as recommended in the Livingston Downtown Master Plan. A walk audit was conducted to engage residents in the pilot project selection process on Thursday May 1st, 2025, from 5:30 to 7:00 pm. Livingston city staff, residents, and business owners participated in the walk audit and shared their perspectives. The walk audit route is outlined below in purple. Participants started at 2nd St. & W. Callender St. and walked the counterclockwise around the perimeter of the purple shaded area, stopping to discuss observations on safety and walkability.

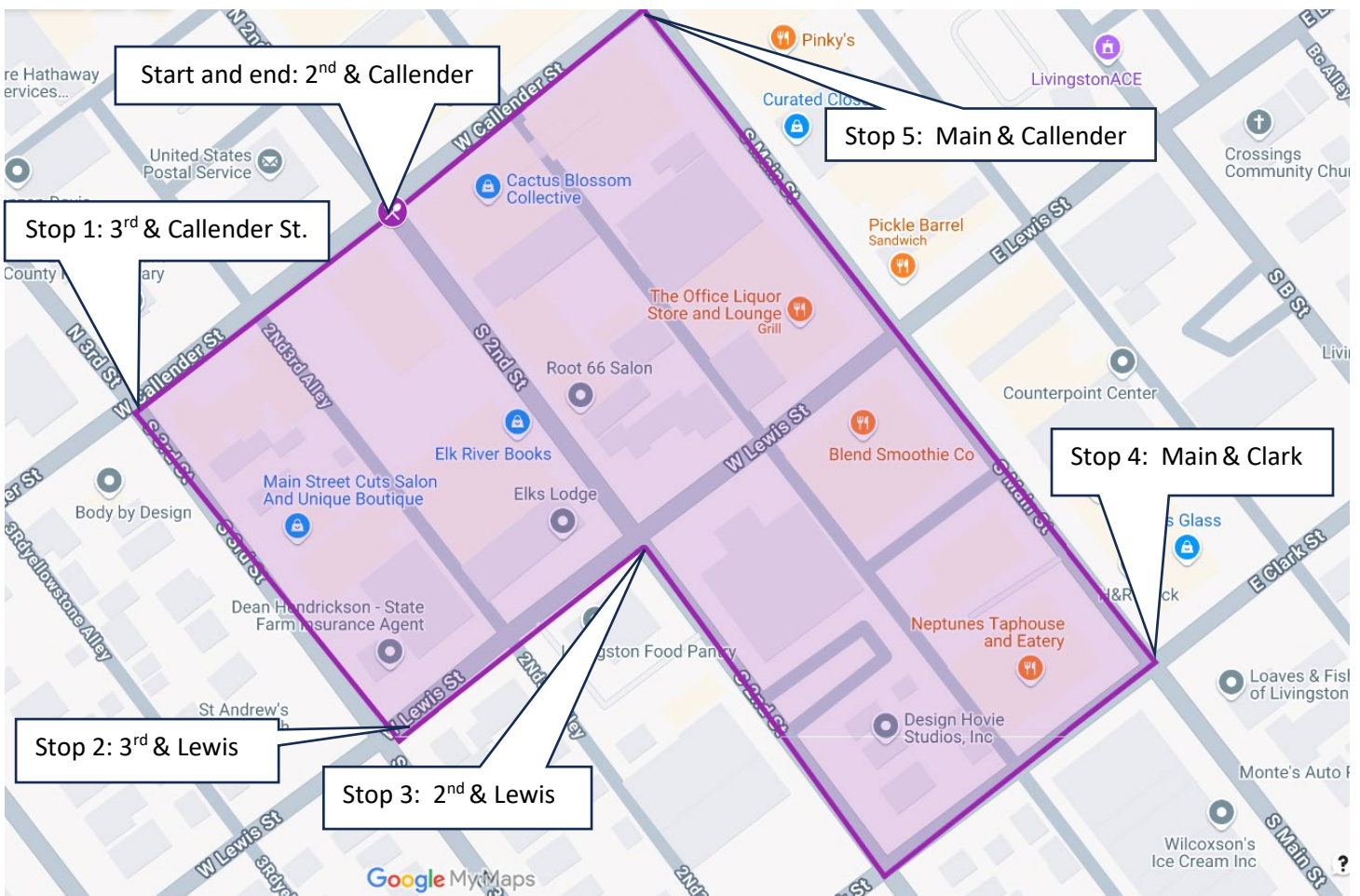


Figure 1: Livingston Walk Audit Route

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Walk Audit Attendees and Affiliations

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Participants: Greg Anthony, Adam Ballew, Jennifer Severson, Patrick Stewart– City of Livingston; Richard Lowe- The Mint, Jack Luther- Historic Preservation Commission; Emily Johnson – Empire Theatre; Laura Bray – Arts Council/Gallery Association/Frame Garden; Lisa Garcia – Urban Renewal Agency; Kris King – Explore Livingston, Alecia Jongeward, Bethany Allen, Sarah Stands- Park County Environmental Council (PCEC).

Criteria to Consider During a Walk Audit

The following criteria can help communities assess walkability. It has been adapted from Mark Fenton’s “Tips on Leading a Walk Audit” and guidance from Dan Burden, two national walkability experts.

1. **Land use/destinations:** Mixed-use areas create a variety of amenities and attractions that allow pedestrians to make multiple stops for multiple purposes during an outing. A varied mix of land uses provides opportunities to live, work, shop, play, learn and pray close together.
2. **Network connectivity:** Pedestrian facilities (sidewalks, crosswalks, paths) are continuous and consistent, allowing people to get where they need and want to go without having to alter their route.
3. **Safety and accessibility:** Travel by any mode is safe, comfortable, and inclusive of people of all ages and abilities.
4. **Design:** Pedestrian facilities are functional and inviting. Human-scale design rewards pedestrians by incorporating:
 - a) **Transparency** at ground level creates a sense of being seen, watched over (storefronts optimally are 70-90% glass at ground level in more urban areas)
 - b) **Sense of enclosure** comes from separation from traffic by parking lane, green space, street trees - as well as from vertical boundaries such as awnings, string lights, hanging baskets, banners on light posts etc.
 - c) **Visual complexity** (as well as auditory and olfactory) and viewsheds reward those moving at slower speeds and create a unique sense of place.

Walk Audit Overview & Analysis

The walk audit was an opportunity for WTI and City of Livingston staff to engage with residents and hear their perspectives on various streets and intersections in the downtown area. Thirteen people participated in the walk audit, which started at the intersection of W. Callender & 2nd Street and made a counterclockwise loop stopping at various points along the way. Main themes from the walk audit are listed below:

- Lack of shade and greenery in downtown. It's hot in summer and there is a need for more trees and shaded areas.
- Need for more public space that is comfortable for people to gather; more seating, planters and similar placemaking. The wide streets and intersections provide opportunities for attractive public space with planters, seating, shade, and art.
- Visibility issues for people driving in downtown alleys and some intersections. Their view of people using sidewalk is obstructed by buildings.
- Safety for students walking and biking to school was identified as a priority.
- Slowing down traffic will increase safety, which is especially a concern for vehicles entering downtown from the west.



Figure 2: Walk audit participants discussing observations and ideas

Walk Audit Participants' Observations & Discussions

The following sections describe the walk audit route and summarize participants' observations and key areas of discussion.

Stop 1: 3rd St. & Callender intersection

Starting at 2nd Street, the group walked west on Callender past the Post Office, stopping at the corner of 3rd St. by the Livingston-Park County Public Library. Below are examples of observations verbalized by participants:

- Someone asked why truncated domes are used going into, but not out of library/post office driveways. The purpose of the domes is to alert people with visual impairments that they are about to leave the sidewalk and enter a street or place where motor vehicle traffic may be present. It is not clear why they were apparently installed inconsistently.
- The sidewalk was in good condition and wide enough to walk side by side.
- This section of sidewalk is not shaded, and it can get hot walking along this stretch.
- There is no traffic calming through this section of Callender and speeding is an issue, especially from the west.
- There is a lot of traffic in and out of the post office across the sidewalk, making it less attractive to walk.

Existing features: This intersection has curb extensions on the east side only. The street widths at the pedestrian crossings at Callender St. and 3rd are approximately:

- Callender (east side) – 30'
- Callender (west side) – 39'
- S. 3rd (north side) – 33'
- S. 3rd (south side) – 34'

Possible pop-up pilot: Given Callender's greater width west of 3rd St, adding a pedestrian refuge island was discussed as one option to calm traffic approaching downtown from the west.

Stop 2: 3rd & Lewis Intersection

The group walked south on 3rd St. to its intersection at Lewis through a residential area and past Frontier Assisted Living, then walked east on Lewis and stopped at its intersection with 2nd for discussion. Participant observations of the 3rd St section included the following:

- Shaded sidewalk
- Large heaves in some sidewalk sections create tripping hazards (especially when walking closely behind others, where you can't see very far ahead). We discussed how sidewalk maintenance is property owners' responsibility, an issue commonly leading to degraded sidewalk conditions here and in many communities across the U.S.
- The area smelled like an ashtray in some sections.
- Traffic can be slower in this area due to more frequent stop signs.
- Lewis St. has a tree lined boulevard west of 3rd, but no boulevard or trees East of 3rd through downtown. This results in wider pavement, less greenery, a lack of shade and overall a less attractive place to walk.

Existing features: This intersection has stop signs on 3rd St only. The street width at the pedestrian crossings at Lewis and 3rd are approximately:

- Lewis (east side) – 50'
- Lewis (west side) – 37'
- S. 3rd (north side) – 37'
- S. 3rd (south side) – 37'

Possible pop-up pilot: Collect preliminary speed data and based on results, apply speed management features (ex: traffic circle, chicane, curb extensions) that support the proposed Lewis St cross-town bikeway that received a high priority ranking in Livingston's Trails & Active Transportation Plan (April 2022). Incorporate placemaking into traffic calming features to highlight local culture.

Stop 3: 2nd St. & Lewis intersection

The group walked east on Lewis from 3rd St. to 2nd St. toward Livingston's downtown area. Below are examples of observations verbalized by participants:

- There is no “shy” distance on the sidewalk between 3rd and 2nd St. There are blank walls adjacent to the sidewalk on one side and parked cars on the other (no boulevard or vegetation); not an appealing place to walk.
- The truncated domes are oriented correctly, which is good.
- Would you want your kids to ride their bikes on Lewis here? There is an effort to create a bike to school bus.
- The intersection area feels very commercial, with buildings set back, not a friendly feeling for pedestrians, lacks greenery.
- You can't see people on the sidewalk when driving from alleys (due to buildings). Could a mirror help? Some people park in downtown alleys for work and worry they will hit a pedestrian when leaving.
- This area doesn't have the historic charm that other parts of Livingston have
- On a positive note – city staff shared that 2nd St. in this area is planned for reconstruction this summer. This corner used to have gas stations, and the wide driveway approaches will be reduced, creating a safer and more attractive pedestrian space.
- Discussed placemaking efforts by highlighting historic signs like the faded “Park Hotel” on old brick building near this corner
- Desire for sidewalks with boulevards, trees/greenery for shade and benches for seating. Could planters help? Overall, there is a lack of trees in downtown Livingston, fewer than in most downtown areas.



Figure 3: Looking east on Lewis St. where street widens between 3rd and 2nd Streets (image: Google maps)

Existing features: This intersection is a 4-way stop. The street width at the pedestrian crossings at Lewis and 2nd are approximately:

- Lewis (east side) – 45'
- Lewis (west side) – 50'
- S. 2nd (north side) – 45'
- S. 2nd (south side) – 45'

Possible pop-up pilot: Collect preliminary traffic speed and volume data. Consider features that will support the proposed Lewis St. cross-town bikeway that received a high priority ranking in Livingston's

Trails & Active Transportation Plan (April 2022) and incorporate placemaking into those features to highlight local culture. This could include installation of curb extensions or even changing traffic control patterns to accommodate slower speeds and bicycles.

Stop 4: Main & Clark St. Intersection

The group walked south on 2nd St., then east on Clark St. stopping at Clark and Main near Neptunes Taphouse and Eatery. We observed May Day protesters on Main St. Below are examples of observations verbalized by participants:

- This intersection has Neptunes Eatery on NW corner, H&R Block/Nevins Glass on NE corner, Loaves & Fishes/ HRDC services on SE corner and Wilcoxon's Ice Cream industrial building on SW corner.
- Sidewalks are relatively new, and corners are accessible with curb ramps and truncated domes.
- When riding a bicycle here, the stop sign is too far back (coming from east) to see around the corner – which is scary when riding a bike.
- A bike rack would be nice here.
- There is a lack of public space downtown. Intersections like this with extra width could provide more attractive public space with seating, shade, art...
- Neptunes is very busy. It would be nice to have a waiting space on this corner in summer.
- It would be nice to have shade on the east side of the street, which gets very hot in the summer
- City staff pointed out that the storm drain on the east side of street is set back from the corner, so it may be better able to accommodate drainage if curb extensions were constructed than the storm drain on the west side, which is closer to the intersection.
- Could you borrow trees for a summer installation to provide shade? Would they fit in planters?
- High school students tend to avoid Main St. and to use 2nd St instead. Ask them why.

Existing features: There is angled parking on the east side of Main St. and parallel parking on the west side. This intersection has a 4-way stop. The street width at the pedestrian crossings at Clark and Main are approximately:

- Clark (east side) – 49'
- Clark (west side) – 49'
- Main (north side) – 55'
- Main (south side) – 55'

Possible pop-up pilot: Install curb extensions and in-road yield to pedestrian signs in this high-priority, pedestrian safety-focused location as recommended in the Livingston Downtown Master Plan, page 30. This will make people who walk more visible in crosswalks and create more attractive public space with placemaking features such as planters, seating, and art.

Stop 5: Main & Callender Intersection

The walk audit participant group continued walking north on Main St. and stopping at the intersection of Main and Callendar. Observations included:

- People enjoyed walking along Main St. It has nice overhead covers, wide sidewalks and well-kept store fronts
- In the past, some community members felt that bulb outs impacted the historic character and feel of Livingston.
- People in this group expressed more support for seasonal bulb outs with flex posts and planters, than for concrete bulb outs.
- Generally, people here don't like change, but the demographics have changed a lot in recent years.
- Many liked the bike rack on this corner that is in place during the warm season and removed in the winter.
- Traffic sped up around the newer curved corners at this intersection. The Frame shop sign, that overhangs this corner, has been hit by large trucks a few times since the newer corners were constructed.

Existing features: There is angled parking on the east side of Main St. and parallel parking on the west side. This intersection has a 4-way stop. The street width at the pedestrian crossings at Main and Callender are approximately:

- Callender (east side) – 44'
- Callender (west side) – 40'
- Main (north side) – 55'
- Main (south side) – 55'

Possible pop-up pilot: Install curb extensions in this high-priority, pedestrian safety-focused location as recommended in the Livingston Downtown Master Plan, page 30. This will make pedestrians more visible in crosswalks and create attractive public space with placemaking features such as planters, seating, and art.

Participants' location priorities

After the walking portion of the audit, participants gathered in a restaurant and broke into smaller groups to discuss priorities. Each group was asked to discuss what location was their top priority for change and what the greatest needs were at that location. Their responses follow.

Group 1

- 2nd street- driving pedestrian traffic there and making it more welcoming. These businesses often suffer as it feels less connected to downtown.
- Key intersections and sunnier areas of Main Street – add greenery and places to sit. There is limited space on the main strip to gather comfortably.

Group 2

- There is congestion during school drop off at Geyser and Main. Consider a roundabout or traffic circle.

- Parklet adjacent to any business near a bar/restaurant, such as downtown Main St., between Park and Lewis, Park St. Feedlot, American Bank Parking Lot
- Social seating with planters at Main and Callender and at 2nd and Callender

A variety of needs and creative ideas were discussed as follows:

- Pedestrian safety and placemaking. Shade/plants on east side of streets/parking lots (shade cloth for parklets)
- Support local businesses (incentivize people to stay/hang out)
- Windrider bus stop painted on street with local icons
- Sidewalk hopscotch and dance circles
- Cross walks that are painted like train tracks

Group 3

- 2nd Street and Callender- safety and placemaking
- N. 3rd Street and Callender- safety and greenery
- There is a need to make it easier for students of all ages (Winans Elementary, East Side Elementary, Sleeping Giant Middle School, Park High...) to bike and walk to school.
- There is a lot of potential to pair with schools. “Park does the painting” won money at PCEC’s L-Town Soup to support teenagers who want to paint murals! [L-Town Soup](#) is a community micro-grant where local groups pitch project ideas and attendees vote on the winning pitch.

Recommended Locations for 2025 Pilot Projects

The following locations are recommended for pop-up pilot projects in summer 2025. Proposed pilot projects would consist of curb extensions that shorten the crossing distance for pedestrians and make them more visible to people driving. Projects will use flex posts and other features to enhance public space such as planters, seating and art at the following locations:

1. Clark and Main St. – this location is a high priority in the Livingston Master Plan. It is an entryway to the proposed festival street to the south. It is near Loaves and Fishes, which provides free meals to people who are experiencing food insecurity and it connects to Livingston schools to the south. Curb extensions here can create a safer and more attractive environment for people who may not have the ability to drive a motor vehicle and people waiting to get into restaurants and other nearby services.
2. 2nd & Callender St. – this location has potential to draw more pedestrian traffic to 2nd Street and can provide more comfortable outdoor space for people waiting to get into restaurants and other services in this area.

If time and budget allow consider the following:

- Callendar and 3rd - A pedestrian refuge island on Callender to the west of 3rd could help slow traffic coming into downtown from the west and test a different type of traffic calming treatment that could be implemented in other areas of the community.

- Main St. and Callender – This is a high traffic pedestrian area that could benefit from curb extension. Extending the curb on the southeast corner will also help prevent large trucks from hitting the Frame Garden shop’s overhead sign.

Re-allocating street pavement to create more attractive space that can be used by the public to gather, sit and enjoy the historic downtown is a first step toward accomplishing goals identified in Livingston’s Downtown Master Plan. These locations selected for 2025 pilot projects are informed by the Master Plan, City of Livingston staff and Livingston residents that participated in this walk audit and WTI staff. It is anticipated that Livingston will continue to work to implement pilot projects to test concepts from the Master Plan in other locations in the coming years.

Next Steps

1. Submit this walk audit report to City staff and walk audit participants for review and edits.
2. Draft sketches of pilot projects and possible features for planning and iteration between WTI, city staff, and community partners.
3. Work with the city to determine whether budget and time allow additional temporary traffic calming features or placemaking features in the downtown area this summer.
4. Obtain appropriate permissions from regulating authorities, such as encroachment permits from the city for the pilot projects.
5. Advise city staff on materials procurement and plan for installation of pilot projects in spring/summer 2025.
6. Develop an online survey with the City of Livingston to collect data on community and visitor perceptions of the pilot projects.
7. Plan for removal: Pilot projects will remain in place through early fall with removal before winter maintenance in the fall of 2025.
8. Prepare final report and presentation to be shared with the City of Livingston and partners.

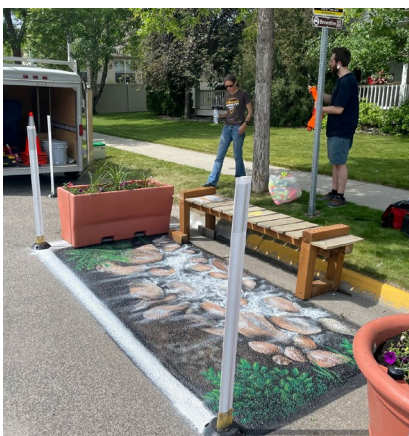


Figure 4: Pop-up bus stop (WTI)



Figure 5: Four seasons of the Bitterroot by high school art club (WTI)