

**City of Livingston, City Parks and Trails Committee
Meeting Agenda - May 25, 2022**

The monthly meeting of the Livingston Parks & Trails Committee is scheduled for Wednesday, May 25, 2022, at 6:00 pm. The meeting will be held in the Community Room of the City County Building. Connor Cavigli, Chair, will facilitate this meeting.

1. Roll Call
 - a.
2. Agenda Review
 - a.
3. Approval of Minutes
 - a.
4. New Business
 - a. Discuss update to PTC strategic plan or if we can use all other existing documents as our guide posts (attachment)
 - b. Review the active transportation recommendations and T&ATP to make a recommendation to the city to add flashing signage on Park at various crossings (attachment)
 - c. Recommendation on signage requests from the city (attachment)
5. Old Business / Updates
 - a. Trail Maintenance Grants - Jeanne
 - i. Discuss one suggested trail to write a grant for next meeting
 - b. Woodlot updates - Clay
 - c. No Mow May 2022 updates - Clay
 - d. Invasive Weeds - Alison & Clay
 - e. Reservoir Park - Alison
 - f. Social and other media - Clay
6. Public Comments
7. Committee Comments
 - a.
8. Adjourn Meeting
 - a.

Note: Emails to the Parks & Trails Committee should be addressed to webmaster@livingstonmontana.org

City of Livingston, City Parks and Trails Committee Meeting Agenda - April 27, 2022

The monthly meeting of the Livingston Parks & Trails Committee is scheduled for Wednesday, April 27, 2022, at 6:00 pm. The meeting will be held in the Community Room of the City County Building. Connor Cavigli, Chair, will facilitate this meeting.

1. Roll Call
 - a. In attendance: Connor Cavigli, Tim Stevens, Quentin Schwarz, Carol Goosey, Jeanne Marie Souvigney, Alison Shannon-Lier, Clay Bolt
 - b. Absent: Sarah Stands
2. Agenda Review
 - a.
3. Approval of Minutes
 - a. *Jeanne Souvigney moves to adopt the March 23, 2022 with no changes, Tim Stevens seconds - Unanimously approved*
4. New Business
 - a. Discussion with Dan Baker of 2022 city parks and trails projects
5. Old Business / Updates
 - a. 2022 Priorities (attachment)
 - i. *Alison motions to approve the 2022 priorities, Jeanne seconds - Unanimously approved*
 - b. Trail Maintenance Grants - Jeanne
 - i. Jeanne has found a variety of grants that help with trail maintenance and signage - she is willing to put time into applying if the city would take our help
 - c. Adopt A Trail Report - Jeanne
 - i. Report sent to city staff to report back on 2021 hours
 - ii. Very cool to see the hours put in and this has been sent to the commission
 - d. Commission action on Trails and Active Transportation plan - Connor
 - i. Adopted in April by commission as an appendix to the Growth Policy to give it more teeth
 - ii. This is a huge addition to the city's planning tools
 - e. Logo update - Quentin/Connor
 - i. City is deferring this indefinitely, Quentin will keep us updated if anything changes
 - f. Reservoir Park updates - Connor

- i. So far nothing is going to be done but we are considering asking to use existing funds to put in infrastructure that is long lasting (ie things like water and fencing)
- g. Status of Bitterroot Trail updates - Connor
 - i. Repairs coming soon, within the month according to the city
- h. Park St crossing at Main Street - Tim
 - i. We will make a recommendation on this at our next meeting
- i. Woodlot updates - Clay
 - i. No updates as last meeting was canceled
- j. No Mow May 2022 updates - Clay
 - i. City slimmed down the list of participating locations
 - ii. We will plan to do a press release on this as well
 - iii. Maggie Tar offered us seeds from Easter so we'll use those for promotional events
- k. Social and other media - Clay
 - i. Posting more regularly, but nothing significant to report

6. Public Comments

7. Committee Comments

- a. Jeanne - Becky Douglas sent an email to the city manager and she is asking about the statue of Sacajawea by the civic center as she wants the city to establish a committee to run the maintenance of that statue since the city once approved that committee. There are apparently funds to maintain the statue area as well. Quentin will run with this with the commission and it may come around to our committee as well.

8. Adjourn Meeting

- a. *Carol motions to adjourn, Alison seconds, unanimously approved*
- b. *Meeting adjourned at 7:53 pm*

Note: Emails to the Parks & Trails Committee should be addressed to webmaster@livingstonmontana.org

Livingston Parks & Trails Committee

2019 Strategic Plan

Introduction

The purpose of the Livingston Parks and Trails Committee (PTC) is to assist the Livingston City Commission (Commission) in the long-term planning of parks and trails. The major themes of this three-year strategic plan is to (1) build community support, (2) create a solid base for effective communications, and (3) cultivate resources to create a sustainable and interconnected system of parks and trails

Mission

To advocate on behalf of the public to create and maintain park, trail, open space and other outdoor recreational opportunities that enhance the quality of life for all of Livingston's residents.

Vision

Enhance community through a system of interconnected parks and trails that offer diverse, healthy outdoor experiences within a rich variety of landscapes and natural habitats.

Values

- Collaboration
- Environmental stewardship
- Commitment to the public good

Goals

- Actively engage with the Commission, primary stakeholders and city departments to ensure that parks and trails are regularly considered and addressed in their decisions, including through the City's Growth Plan.
- Educate and involve the community to drive support for parks and trails in Livingston.
- Expand and improve the current network of parks, trails and other outdoor recreational areas.

Strategies

1. GOAL: Actively engage with the Commission, primary stakeholders and city departments to ensure that parks and trails are regularly considered and addressed in their decisions, including through the City's Growth Plan.

Strategies:

- Design and implement a communications plan to communicate to stakeholders and enable outreach and cultivation of partners.
- Increase presence in all forms of local media

- Participate in relevant community and civic organization events and meetings, attend pertinent Planning Board and City Commission meetings
 - Invite City stakeholder employees to attend PTC meetings on a regular basis
 - Work with the City to maintain an up-to-date PTC webpage
2. GOAL: Educate and involve the community to drive support for parks and trails in Livingston.

Strategies:

- Create community partnerships and make explicit connections to the Active Transportation Coalition, Bike Club and Park County Parks & Recreation Board
 - Provide opportunities for deeper city/county/community relationships, events, and projects
 - Engage the community including conducting a PTC survey
3. GOAL: Expand and improve the current network of parks, trails and other outdoor recreational areas

Strategies:

- Collaborate and provide input to long term city and county planning processes
- Identify and promote potential new and existing parks and trails projects
- Create a multi-faceted fundraising plan that includes grants, donors, sponsorships and events that support outreach efforts
- Partner with the community in development of a new wellness center and/or pool

Outcomes

By 2022...

- PTC will regularly consult with and be consulted by the City regarding matters affecting parks, trails and open space, including outreach opportunities.
- Citizens of Livingston will be able to clearly identify PTC and its efforts on behalf of the city.
- There will be a strong coalition of coordinated and active supporters of parks and trails in Livingston.
- The Livingston City Growth Plan will reflect the vision of the PTC.
- Sackett Park exists and a 7-8 mile loop trail connects the existing city parks and trails.

Park Street Pedestrian Activated Flashing Beacon Yield Sign Recommendations



TO: City Manager & Director of Public Works
FROM: Active Transportation Coalition
RE: Pedestrian activated yield sign recommendations Park Street
DATE: November 23rd, 2020

The Active Transportation Coalition (ATC), Park County Environmental Council (PCEC) and Livingston Bicycle Club (LBC) hosted bicycle and walking audits along Park Street to assess locations for city-funded pedestrian-activated yield signs and rapid flash beacons. The aim of the improved signage increases pedestrian and bicyclist visibility, reduces vehicular conflicts, and facilitates safe crossings across one of our busiest streets, Park Street. While there is a focus on Park Street, we aim to continue this work and improve the safety of intersections for pedestrian and cyclists of all ages and abilities throughout our city.

Two audits were conducted, one in the summer on July 27th and one in the fall October 15th, 2020. Participants included both north and south side residents aged between 8 to 65 years old. The group prioritized the most critical areas of crossing Park Street in terms of safety, comfort, convenience, and accessibility when walking or riding a bicycle. All the locations discussed are in a MDT right of way and the City would need to work with them on all proposed improvements.

Analysis and prioritization points:

- **Popularity and frequency:** High traffic areas frequented by pedestrian and bicycles and where vehicles may not always stop despite pedestrian yield signs and crosswalk infrastructure
- **Interconnection:** Crossings tie into active transportation routes (routes that connect our residences to daily destinations such as school, the grocery store, downtown, library) versus recreational routes (trails for the sake of a trail)
- **Cost:** Associated complexity and implementation costs such as landing pads, ADA transitions and sidewalks already exist on both sides of the intersection
- **Reflections and suggestions:** Observations, user input and historical vehicular collision data

Empirical experiential input formulated the outcomes of these recommendations. Additional data was provided by the Livingston Police Department, listing all pedestrian and bicycle accidents involving vehicles from 2014 to present (see Appendix 2, Table 1). 36% (9/25) of all accidents that occur on Park Street intersections are due to vehicles not seeing pedestrians or bicycles traveling on the sidewalk or in crosswalks along Park Street. If we include accidents near businesses and within parking lots along Park Street, the ratio increases to 44% (11/25) of all accidents occurring along this transportation corridor. Therefore, increasing the safety of pedestrians and bicyclists along Park Street should be (and is) a priority of the City.

Table of Contents

OVERALL	3
A note on infrastructure, equality and the scope of this review...	3
Priority intersection 1 - Park Street and Main Street	4
Priority intersection 2a - Depot to 2nd Street	5
Priority intersection 2b - Park Street and 3rd	6
Priority intersection 3 - Park Street and West Geysler	7
Priority intersection 4 - Marks In and Out (seasonal)	8
ADDITIONAL LOCATIONS AND AREAS OF CONCERN	9
APPENDIX	10
1. Public comments received	10
2. Vehicle collisions with pedestrians and bicycles	11
3. T-Intersection Improvements (2 nd Street, Main Street and the Depot)	12
4. Midblock Pedestrian Crosswalk Design	14

List of Figures and Tables

Figure 1 Park Street and Main looking East.....	4
Figure 2 Park Street on the corner of 2nd (looking towards the Depot)	5
Figure 3 Park Street and 3rd Street intersection (looking East)	6
Figure 4 Park Street and Geysler Street crosswalk (looking West)	7
Figure 5 Marks In and Out/NWE building and Park Street Intersection (Source: Google)	8
Figure 6 Recommended pedestrian improvements (Source: West Park Street & North 2nd Street – Livingston Traffic Signal Warrant Study, 2017)	12
Figure 7 T-intersections signage treatments and bike lane locations (Source: NACTO 2010 Complete intersections)	12
Figure 8 T-intersection Park and 2 nd Street Pedestrian Crossing Proposal Schematic	13
Figure 9 Before and after midblock crossing infrastructure	14
Table 2 Vehicular collision data with pedestrians and bicyclists (Source: Dale Johnson, Chief of Police, Livingston Police Department, October 2020)	11

OVERALL

Overall, improving intersections along Park Street would require increasing pedestrian and bicycle visibility, shortening crossings, and clarifying the bicycle and pedestrian right of way for drivers. While a majority of crosswalks along Park Street (as well as around schools) have pedestrian yield signs, most do not have signals or beacons. One crossing intersecting with Town and Country parking lot has a circular flashing signal, however, the crossing is not ADA compliant and the crossing is not highly utilized.

It was observed that many vehicular drivers do not see or observe the yield signs along Park Street or HWY 10 intersecting with 89-South Bike Path, and therefore, do not stop for pedestrians or bicyclists waiting to cross. The only exception was the yield sign and crossing on Park and Yellowstone Street, where bicyclist and pedestrians seem to be more visible in the daylight. If visibility is compromised, this lends itself to pedestrians having to step out for cars hoping drivers stop and yield. These observations are discussed below in the series of intersection priorities. Intersections are prioritized based on the prioritization points discussed above. The recommendations include both priority locations as well as some infrastructure improvements.

A note on infrastructure, equality and the scope of this review...

Recommendations are limited to Park Street and MDT right of way roads, a request initiated by the City Manager. Not only is Park Street one of the busiest streets, it hosts the highest incidents of vehicular and pedestrian/cyclists' conflicts (see Table 1). Park Street is also recognized as the arterial that divides our north and south neighborhoods. A division that is compounded by the paralleling railroad network. These recommendations hope to be a nascent bridge of the north and south divide.

Priority intersection 1 - Park Street and Main Street



Figure 1 Park Street and Main looking East

Reflections:

- Highly used by pedestrian and bicycle users, this intersection is a popular corridor adjacent to the underpass, one of the three railroad crossing points between the north and south sides of town for all users.
- A commonly used crosswalk for vehicular users when parking at the Beanery to access Main Street and Park Street businesses.
- ADA accessibility needs to be improved on eastside that connects with the stairs.
- As the original location for the street flag pilot study, a woman and child reiterated the importance and effectiveness of the flags. As northside residents, both confirmed using the flags often and felt much safer crossing the street when the flags were available.
- Bicycles often turn onto Park Street from Main going in both directions and it is unsafe for most cyclists, and they cannot/do not use the crosswalk.

Recommendations: The intersection would benefit from four pedestrian **activation** points (on all corners) to facilitate safe crossings of the east and west side pedestrian crosswalks; from Mainstreet accessing both the stairs (eastside) and pedestrian ramp under the underpass (westside). A focus on the westside is preferred to accommodate established ADA accessibility. A sidewalk could be implemented on the northside of Park from B-street to 2nd street to improve multi-modal accessibility. Bicycle lane right of way signage to be improved along Park Street.

Priority intersection 2a - Depot to 2nd Street



Figure 2 Park Street on the corner of 2nd (looking towards the Depot)

Reflections:

- Depot has a high potential to be a multi-modal tourist hub and central active transportation point.
- Depot parking lot used to access downtown and local businesses (such as Gils and the Murray) and active transportation users accessing 89-South Bicycle Trail.
- Area is heavily jaywalked; many pedestrians crossing mid-block.
- This location is the most dangerous section of Park Street observed during our audit, as a result of parking along Park Street, and frequented parking lot proximal to downtown businesses.
- Pedestrians and bicyclists did not use the crosswalk ½ block away on 2nd Street, especially when crossing from the north to south side of Park Street.

- Illegal parked vehicles on the corner of the south side of Park and the east side of 2nd obstruct vehicular visibility and safe turning onto Park Street. An injury occurred here in 2014 when a car starting from a parked position and collided with a pedestrian in the crosswalk they did not see.
- Employees of the Gourmet Cellar and Depot confirmed high jaywalking frequency and suggested mid-block crossing configuration (see Public Comments page 10); over 3rd street location.
- Additional capital improvements are needed to improve infrastructure on the north side of Park Street near and around the Depot. The stairs and cement retaining wall cannot be made ADA compliant and may serve as structural integrity of the Depot itself. Perhaps an extended curb or sidewalk is possible, recommendations in previous engineering study found in Appendix 3.
- A diagonally T-intersection crossing from the parking lot to the corner of 2nd Street was previously recommended by the ATC and Depot, but configuration rejected by MDT (see Appendix 3).

Recommendations: Address the highest jaywalking incidents from The Gourmet Cellar parking lot to Gils/Dan Bailey's and support heavy tourist activity in this location. Increase visibility with curb extensions. A 2017 study recommended moving the east leg crosswalk to the westside with the addition of the sidewalk and curb extensions (see Appendix 3) but this may be more costly and delay implementation. Suggest implementing a mid-block crossing from the Depot to Dan Bailey's/Gils (see Appendix 4). A T-intersection crossing at 3rd street (see next priority) could be the more cost effective (yet this may not relieve the jaywalking problem). Pedestrian crossing warning signs could be improved, or pedestrian flags implemented with a mid-block or T-intersections, as this is a high use area for tourists and locals alike (see figure 6).

Priority intersection 2b - Park Street and 3rd



Figure 3 Park Street and 3rd Street intersection (looking East)

Reflections:

- Crosswalk from Depot Park to 3rd Street provides access to Livingston Public Library, Post Office, and is close proximity to popular tourist destinations, namely, The Murray Hotel and Bar, 2nd Street Bistro, Gils and Dan Bailey's.
- Additional pedestrian directional signage might be required directing users towards the end of the block and preventing jaywalking in the middle of the road.
- There is no landing pad on the north side of Park Street, and cost of additional infrastructure to be included. The crossing would benefit from curb extensions.
- This crossing could be used to connect the 89-South Bike Path with the southside of town extending future recommended bicycle routes and safe routes to school.

Recommendations: If the 2nd Street crossing area cannot be improved in a cost effective manner, this is a close runner up but would require change of behavior from current and frequent users. Consider this location as a crossing for extending the city trail network connecting to the 89-Bike Path and connecting to safe routes to school. See figure 6 for potential T-intersection improvements.

Priority intersection 3 - Park Street and West Geyser



Figure 4 Park Street and Geyser Street crosswalk (looking West)

Reflections:

- A highly used crosswalk for pedestrians and bicyclists crossing Park Street, this connects to the very busy Geyser Street (a southside traffic artery), to Winan's School, and into a City recommended bicycle route at Geyser and 5th Street.
- Drivers are often distracted trying to merge from Geyser to Park Street and vice versa.
- In 2018, a vehicle collided with a pedestrian causing injury, reporting not having seen the pedestrian in the crosswalk. Cyclists on the southside of Park ride on the sidewalk for perceived safety but in reality, decreases visibility and increases the chance of vehicular collision.
- This intersection is getting busier and it was observed that many vehicles either do not see pedestrians in the crosswalks or were ignoring the pedestrian yield signs.
- The speed limit seems fast for an area with a lot of traffic and driving 35mph+.
- Improving this intersection presents a good opportunity to connect an active transportation route with the south side of city and extending recommended trails and bicycle routes.

Recommendations: Include bicycles yield crossings on the yield signage as this intersects with the 89-South Bicycle Trail. Include curb extensions to increase visibility of pedestrians and bicyclists. Consider relocating the pedestrian crossing and activated yield sign to Crawford or 14th Street, to minimize pedestrian and bicycle conflicts with turning vehicles. Consult with traffic engineer to confirm safety logic of relocation recommendation.

Priority intersection 4 - Marks In and Out (seasonal)



Figure 5 Marks In and Out/NWE building and Park Street Intersection (Source: Google)

Reflections:

- Pedestrian crossing traffic is seasonal during the summer months resulting from Marks In and Out customers. Verizon staff and clients also cross Park Street to enjoy the park facilities and some old car festivals have been held here in the past.
- Without a crossing, landing pad or ADA infrastructure, capital improvements increase project costs exponentially. Improved infrastructure will incentivize more people to cross Park and potentially more collisions.
- The NWE (Montana Power) building next to Mark's is underutilized. Although there is a City suggestion to pave and make it a parking (\$75,000 CARES funding), this is a short-term solution to parking overflow as our population and tourism grows. It also benefits very few city residents and is primarily supporting surrounding businesses.
- If the aim is to increase the safety of pedestrians, suggest creating a pocket park on the City land (instead of a parking lot) and significantly reduce, or eliminate pedestrians crossing Park Street altogether.

Recommendations: Prioritize issue of pedestrians crossing Park Street over vehicular parking overflow. First, redirect and discourage pedestrian traffic to cross Park Street by investing in a pocket park and if feasible, revitalizing and repurposing the NWE building (instead of knocking it down) as an outdoor/covered area. Following discouragement, invest in ADA compliant mid-block crossing (see Appendix 4) intersecting the NWE building (versus the corner of 8th Street) to reduce vehicle conflicts turning onto and from 8th Street. Lastly, being that the need for safe crossings is seasonal, this intersection could benefit from pedestrian crossing flags that can be taken down in the fall/winter months if ADA infrastructure is implemented. Until such time a pedestrian activated yield sign can be afforded.

ADDITIONAL LOCATIONS AND AREAS OF CONCERN

HWY10 and 89-south separated bike path crossing/intersection

- Pedestrian yield signs shared with the RR-xing might not be visible to vehicles.
- The 35mph speed limit is too high given the fact that it is an intermediate speed limit for stepping up to 60mph per hour towards the Interstate. E.g. Vehicles are speeding up to 60mph as they head west on HWY10 and not slowing down fast enough to 35mph.
- When trying to cross, pedestrians and bicyclists groups are often split up, dodging passing cars that do not yield or stop.
- **Recommendations:** Implement a 25mph speed limit change and installation of a pedestrian activated yield sign and rapid flash beacon, as well as an additional trail crossing signage for bicycles and pedestrians. To request to the commission to fund a speed study.

O-Street Connector to Bennett Street (T-intersection)

- Primary corridor for northeast side residents (including Green Acres) to access the south side of town, this crossing sees higher traffic counts every year. Destinations include Livingston HealthCare, all schools (except kindergarteners at Washington), recreational trails (Meyers River View, O-Street Connector, and Swingly/Harvat Bench and other public lands - BLM, city/county, state).
- Blind rise over the bridge, high-speed limits merging onto and off an HWY, crossing three lanes of traffic - this area is a high-risk liability.
- High costs for implementation of legal infrastructure, landing pad and sidewalks is a barrier, as well as approval from stakeholders and owners (MDT, MRL, etc).
- **Recommendations:** As an area of high safety concern from the public and the lack of AT infrastructure connecting north and south sides, this remains a top priority from the Parks and Trails Committee, Livingston Bicycle Club and members of the ATC. To include in the Active Transportation Plan and awaiting 5th Street planned improvements for reference.

T&C and 10th

- There is a circular flashing pedestrian yield beacon that appears to NOT be working regularly (potentially in evenings and mornings?)
- Crosswalk has no landing pad and infrastructure lacks ADA compliance (includes a curb).
- **Recommendation:** Public comment (see below) to add a cross walk to the northside of 12th Street in front of Taco Johns.

5th and Park

- Bicycle infrastructure and right of way confusing, users tend to land on the sidewalk (near the 89-bike path) to feel safe from turning vehicles. Bicycles on sidewalks are difficult for vehicles to see and predict, often causing conflicts and collisions.
- Signage to indicate trail x-ing is an improvement communicating to vehicular drivers.
- Parents do not feel safe letting their children cross this intersection.
- **Recommendation:** Improve right of way signage and bike lanes to indicate shared lane in both directions. Significant improvements to be made to crossing and sidewalk for safety measures and potentially widen sidewalk for shared use between bicycles and walkers. Awaiting planned improvements to provide comment. Review Complete Intersections document.

APPENDIX

Includes public comments, vehicle and pedestrian/bicycle collision data, T-intersection crossing configurations and suggested improvements, as well as midblock configurations.

1. Public comments received

The south end of Park Street needs attention. It can be impossible to cross at the Geyser St. crosswalk. Also, the crosswalk at 12th and Park creates a dangerous crossing as it crosses onto the railway line, making bikes and walkers having to walk along the edge of the road to get to the sidewalk. The crosswalk should be on the north side of 12th [street], in front of Taco John's.

The speed limit in the areas I mentioned, Geyser St and 12th St crossings is 35 mph, I think drivers have a harder time stopping for pedestrians or bicycles when they are coming into town off the hwy or from Yellowstone NP with the higher speed limit. I would love to see the speed limit lowered as soon as folks come into town... maybe at the signal coming off of 90.

Also, I imagine the city knows this but the offramp from 90 west REALLY needs a signal. I've seen vehicles backed up there hoping to make a left.... hah, fat chance! I think a signal there would help folks making a left and create a break in traffic for crosswalk users on the southern end of town. - Cathy Alger

It is terrifying to cross Park Street at Bennett to the bike path! Vehicles DO NOT come across Veteran's Bridge at 45mph! Vehicles going east are accelerating and others are turning. 😬 - Mary Whiting.

I cross from the Gourmet Cellar to Gils almost every day and I see people doing this constantly. Most drivers are from here, so they know to stop. If they don't, stepping out in traffic seems to work. Better pedestrian warning signs would be helpful to let drivers know there is a lot of activity here. – Gourmet Cellar Employee

Improved pedestrian and bicycle signage at the Depot will greatly support the safety of people (inside and outside their vehicles) and tourism activities of our community. Pedestrians often stand on the curb waiting for traffic to stop; however, cars only stop when someone steps out into the street, which is counterintuitive for pedestrian safety. If you do a simple google image search, the two most popular photographs of Livingston are the east side of main and then the corner of Park and 2ndStreet, where tourists stand in the middle of the street to capture the Murray and the Depot often blocking traffic. In the future, the Depot is a prime location as an interpretation center, as it is already a launch point for pedestrians and bicyclists to explore downtown and is located at the start of the 89-South Bicycle Trails and future Rails2Trails national network. It would behoove the city to invest in infrastructure that serves both our residents and our growing tourism economy. - Laura Cota (Executive Director – Livingston Depot Foundation)

2. Vehicle collisions with pedestrians and bicycles

Table 1 Vehicular collision data with pedestrians and bicyclists (Source: Dale Johnson, Chief of Police, Livingston Police Department, October 2020)

year	location	pedestrian or bicycle	injury?	circumstances
2014	"B" & Lewis	Bike	no	bike jumped off curb in front of vehicle
2014	Park & Rogers	Pedestrian	yes	Driver did not see pedestrian crossing in crosswalk
2014	5th & Chinook	Bike	yes	bike jumped off curb in front of vehicle
2014	2nd & Park	Pedestrian	yes	car started from parked position, pedestrian in crosswalk
2014	View Vista @ PHS crossing	Bike	yes	bike jumped off curb in front of vehicle
2014	Park & 333 exit	Pedestrian	yes	vehicle did not stop at stop sign as pedestrian was crossing; ped struck by m
2015	"B" & Lewis	Pedestrian	no	vehicle turning did not see pedestrian
2015	"B" & Park	Bike	yes	vehicle turning did not see bike
2017	10th & Clark	Bike	yes	vehicle turning did not see bike
2017	5th & Front	Bike	yes	Bike ran stop sign and went in front of vehicle
2017	Park @ Albertsons	Pedestrian	no	Ped crossed in middle of street from behind parked car
2017	Ace parking lot	Pedestrian	no	Ped tried to stop vehicle suspected of theft; driver left scene
2017	300 W. Geyser	Bike	yes	Vehicle passing bike in same direction; trailer hit bike
2018	9th & River	Pedestrian	yes	vehicle failed to stop for ped crossing in crosswalk
2018	Geyser & Park	Pedestrian	yes	vehicle turning did not see pedestrian
2018	Park & 333 exit	Bike	yes	night time, no headlight on bike. semi pulled onto Park St., bike ran into se
2018	5th & Park	Pedestrian	yes	vehicle turning did not see pedestrian
2018	Albertson Parking lot	Pedestrian	no	vehicle did not stop for ped crossing in crosswalk
2019	14th & Park	Pedestrian	yes	Ped wearing dark clothes at night walking in middle of road
2019	100 W. Chinook	Bike	fatal	bike jumped off curb in front of vehicle
2019	T&C parking lot	Bike	no	vehicle exiting parking lot did not see bike on sidewalk
2019	Spirits Parking lot	Bike	no	bike rode into side of vehicle
2019	100 N. 2nd	Bike	yes	bike exited alley in front of vehicle
2019	100 W. Front	Pedestrian	yes	vehicle turning did not see pedestrian
2020	Town Pump south parking lot	Bike	yes	vehicle exiting parking lot did not see bike on sidewalk

Data analysis: Education is clearly needed for bicycle riders and potentially vehicle operators. There are a lot of 'bike jumped off curb in front of vehicle' and 'driver did not see bike on the sidewalk'. Data does not indicate age of person, but if they are children, school kids receive bicycle safety training only in middle school, which is too late.

These collisions were often caused by drivers turning and not seeing pedestrians and cyclists, but why? Was it something about the infrastructure of the intersection? Was it a left hook when the driver was waiting for oncoming traffic? Were they distracted because they were on a phone? Or was the pedestrian on the wrong side of the road? Bad things happen, especially to cyclists, when they are riding on the sidewalk or on the wrong side of the road. If we had that information, we could work on how to make the pedestrians/cyclists more 'visible'. It may require an infrastructure improvement, laws or education, or a combination of all.

Recommendations: ATC to work with Highway Patrol and LPD on gathering and improving data. ATC and city/county to talk to schools about improving bicycle safety and safe routes to school engagement. To also include directional data for drivers and pedestrians.

3. T-Intersection Improvements (2nd Street, Main Street and the Depot)



A traffic signal study of Park and 2nd in 2017 recommended pedestrian infrastructure intersection improvements (see figure 7). These included curb extensions on the west leg of 2nd and extended sidewalk to wrap around the staircase and over towards B Street, thus facilitating a move of the pedestrian cross walk, stating, “Curb extensions would reduce sight issues for both north-south crossing pedestrians and vehicles on Park St. and Moving the crosswalk to the west leg places the crosswalk in the higher demand Park St. pedestrian crossing location.”

Figure 6 Recommended pedestrian improvements (Source: West Park Street & North 2nd Street – Livingston Traffic Signal Warrant Study, 2017)

Prior to funding traffic studies, such as the 2017 West Park Street & North 2nd Street – Livingston Traffic Signal Warrant Study, some pedestrian and bicycle infrastructure improvement guidelines can be found in the [Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicycles and Pedestrians from NACTO](#). The below schematic provides potential improvements for a T-intersection configuration such as Livingston’s 2nd Street and Main Street. Figure 7 suggests curb extensions, additional signage treatment, and bicycle right of way improvements. However, to improve the bike-ability and of our town, one would also reduce shared roadways along Park Street and implement a separated bicycle lane.

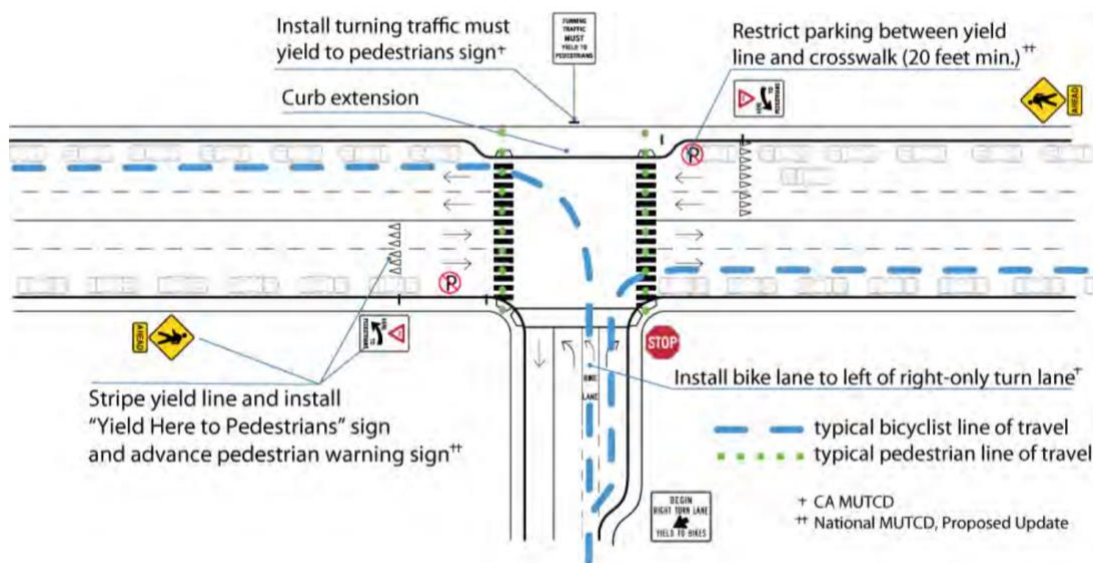


Figure 7 T-intersections signage treatments and bike lane locations (Source: NACTO 2010 Complete intersections)

It is worth noting that the Depot has great potential to be a central tourism and multi-modal hub with its proximity to downtown and popular destinations. On a national tourism and recreation level, the Depot intersects with the anticipated national Rails2Trails trail network which will eventually extend from the east to west coast of the US. Figure 8 demonstrates the original T-intersection proposal of a diagonal crosswalk configuration; however, this T-intersection does not comply with MDT standards. While this configuration is not possible, a midblock crossing (intersecting with Gils) may be suitable to MDT (see Appendix 4). And may be more cost effective than a sidewalk extension as proposed in Figure 6.



Figure 8 T-intersection Park and 2nd Street Pedestrian Crossing Proposal Schematic

The yellow dots are staggered traffic light suggestions based on completed traffic signal warrant study for the intersection of W. Park St. and N 2nd St (the study did not recommend lights in 2017). The orange line represents pedestrian and bicycle traffic flow from The Depot to the City's 89 South Bicycle Trail.

4. Midblock Pedestrian Crosswalk Design

Midblock crosswalks facilitate crossings to places that people want to go but that are not well served by the existing traffic network. These pedestrian crossings, which commonly occur at schools, parks, museums, waterfronts, and other destinations, have historically been overlooked or difficult to access, creating unsafe or unpredictable situations for both pedestrians and vehicles. Designers should study both existing and projected pedestrian volumes in assessing warrants for midblock crossings to account for latent demand. Source: <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/midblock-crosswalks/>



Figure 9 Before and after midblock crossing infrastructure

Proposed PTC request regarding signs

May 2022

1. Adopt A Trail recognition signs
2. Signs for parks and trails, prioritizing locations that don't have signs and then replacement signs
3. Wayfinding signs

Adopt A Trail signs – We recommend installing Adopt a Trail/Park signs to recognize our volunteer trail and park cleanup teams. We have seven approved teams who are required to complete and report at least three cleanups in a calendar year. We proposed previously that the signs could look something like those use by MDT for highway cleanups. Delta signs developed this template, using the existing city logo for now, for a 12” x 18” ‘Adopt A Trail’ sign and a 12” x 6” team recognition sign.



Signs for city parks and trails – We recommend initiating a program to: 1) standardize city parks and trails signs through consistent use of colors, style, logo, etc., which identifies the location as part of the Livingston Parks & Trails system; and 2) install new standardized signs at all city parks and trails, prioritizing those that do not have name signs and then other parks and trails when signs need to be replaced.



We recommend continuing the use of larger signs for park name signs, similar to the Sacajawea Park sign, and smaller signs for trail name signs, and to consider continuing the use of iron signs along the interior of trails or parks similar to what currently exists at Myers River View Trail and Bitterroot Trail (motorized vehicles, leash law, etc.).

Wayfinding signs – We recommend developing a wayfinding strategy for Livingston trails and pathways, as recommended in the new Trails and Active Transportation Plan. This would include a system of wayfinding signage that includes a clear, recognizable brand for signage directing people to key destinations within Livingston.

Logo – In December, the PTC recommended a logo to be used on parks and trails signs. This recommendation followed a \$5,000 allocation of CARES Act funding the Commission approved for logo development and signage in 2021, of which \$3,700 remains for signs. We look forward to working with City staff on next steps.



COLOR VARIATION EXAMPLES



Instagram

