



Active Transportation Plan



2016 - 2020

Approved by the Park County
Commission on February 25, 2016

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State Trails Plan²⁹, Montana DPHHS Montana Complete Streets Toolkit for Small Cities, Towns and Tribal Communities³⁰ and the MDT Statewide Transportation Improvement Plan³¹.

Future Development and Maintenance Recommendations

A reality for most communities that develop urban pathways, recreational connections and parks and facilities is that once those amenities are built (some with state and federal funding), there is likely little or no maintenance funding available. Federal transportation funding is generally focused on providing capital funding for road projects. In the last federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), three programs that were focused on bicycling and walking – Safe Routes to School, Recreational Trails and Transportation Enhancements – were consolidated into one program – the Transportation Alternatives Program (TAP). This consolidation was accompanied by a roughly 30% reduction in funding.

It is far easier to integrate trail systems and parks into the design of a neighborhood before the area is sold and built out. Once boundaries, fences, roads and landscaping are set, easements and permissions are tough to come by. If a public pathway route is designed into a development at the planning stage, the overall costs are reduced and the question of permission is eliminated. Prior pathways system planning allows local governments to identify appropriate routes and solutions, alerting developers to the reasons for them to plan pathways that connect to the growing network in Park County.



Designing neighborhoods and communities for walking and biking while adequately accommodating cars and trucks creates better communities that work for developers, residents, local government and visitors. Past selection of proposed trail alignments has been guided by the following objectives and opportunities (per past plan and document recommendations):

- Developing high priority routes and destinations identified by the public.
- Creating connections between neighborhoods, schools, businesses and parks.
- Locating trails along linear corridors such as rivers, rail lines and road/utility easements.
- Correcting existing unsafe situations.
- Working within the subdivision review process to establish public trail corridors.

²⁹ <http://stateparks.mt.gov/recreation/recTrailsProgram.html>

³⁰ http://ntl.bts.gov/lib/56000/56000/56056/MT_COMPLETE_STREETS_TOOLKIT_MT_DPHHS_2012.PDF

³¹ http://www.mdt.mt.gov/publications/docs/plans/stip/2014stip_final.pdf

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- Improving bike/pedestrian facilities in downtown Livingston during the upcoming urban renewal district street improvement project.
 - Serving the non-motorized transportation and recreational needs of fast growing neighborhoods such as the north side of Livingston and elsewhere.
 - Locating recreational trails on public lands and in areas with development constraints, such as steep slopes.

The Parks and Recreation Board has developed a parks projects priority list which is designed to keep track of what upgrades, additions and maintenance needs are a priority for Park County. The list is intended to be evolving and as projects are completed and removed, new projects will be added. As priorities change, projects will be added or eliminated. As funding opportunities become available, the list may also be adjusted. Policies considered when creating and updating the list include:

- Parks should serve different geographic areas and users groups; and,
- Priorities for park improvements are based on demand for facilities, underserved communities, likelihood of development and ongoing maintenance and available funding.

Funding is generally limited for alternate transportation and recreation projects. The County will not be able to approach large-scale or expensive projects with its current budget. Outside funding and assistance will be necessary to complete most projects. Funding sources sometimes dictate how monies may be spent, and therefore the types of projects the county can implement. However, having projects listed as a priority as part of an adopted plan will help the Parks and Recreation Board be competitive when applying for certain types of funding. The order in which projects on the following list are implemented will largely be opportunistic, based on the availability of funding. Following is a description of high priority projects, but not listed in order of priority. Some of the projects are achievable in the short-term, others may take twenty years to accomplish. Having a list to choose from will provide options as opportunities arise.

- Indoor recreational facility
- Historic markers at preservation, prehistoric and educational sites
- Trails and greenways
- Linked bike and multi-use paths and designated bike/multi-use routes on county roads as shared transportation corridors
- Undeveloped county road right-of-ways as trail systems and bike paths
- Preservation of natural features and scenic pull offs
- Large (15+ acre) multi-use park in Paradise Valley and Shields Valley
- Ice skating/ice hockey rinks
- Outdoor amphitheater
- Bathroom facilities along the Yellowstone River for river users
- Outdoor restrooms and garbage cans along bike paths
- Riparian area preservation
- Preservation of the old jail at Gardiner historic site

Communication/Coordination among Area Stakeholders



Within Park County, nine public entities manage recreation facilities and areas including: Park County, the USFS, MFWP, DNRC, USFWS, BLM, NPS and the incorporated communities of Livingston and Clyde Park. All stakeholders are active in management or development of recreation facilities at some level. Strategic coordination has assisted in the successful planning and implementation of several past Park County projects.

Funding Opportunities

Funding for parks and trails amenities has traditionally been limited but is building momentum and interest among state and federal agencies as the trend toward more active and healthy communities and citizens continues to grow. While raising funding levels for development and maintenance is the least preferred method, there are other options available to the Parks and Recreation Board and to the Public Works and Planning Departments in order to develop, renovate, improve or maintain facilities.

Federal Grants

U.S. Department of Commerce Economic Development Administration (EDA) - Among the various programs administered by the U.S. Department of Commerce EDA is the Public Works program. The investment program provides funding with the goal of empowering “distressed communities to revitalize, expand and upgrade their physical infrastructure.” Among other uses, EDA Public Works funds can help redevelop brownfield sites and increase eco-industrial development. The EDA also offers limited local technical assistance to distressed areas in times of need.

U.S. Department of Transportation (USDOT) Federal Lands and Tribal Transportation Program - The Federal Lands and Tribal Transportation Program (FLTTP) is a consolidation of a number of previously existing government funding programs for transportation projects on federal land. The Federal Lands Transportation Program (FLTP), which is one component of the FLTTP, is an evolution of the former Federal Lands Highway Program combined with the former Park Roads and Parkways Program (PRPP). The FLTP funds projects that improve access within federal lands for which state and local governments are not responsible, including national forests, national recreation areas and national parks. One section of the FLTP specifically includes a provision for the use of federal funds for pedestrian and bicycle projects within these federal lands.

Another component of the FLTTP is the Federal Lands Access Program (FLAP). The FLAP is similar to the FLTP, but it provides funds for projects that improve access to federal lands on infrastructure owned by either state or local governments. As with the FLTP, the FLAP includes a provision for the use of the funds for pedestrian and bicycle projects. Multi-use trails for bicyclists and pedestrians are an excellent way to enjoy the natural beauty of federal lands and can increase interest in and use of federal lands.

Neither of these programs is a grant program. Instead, only the five Federal Land Management Agencies (FLMA)—the NPS, USFWS, USFS, U.S. Army Corps of Engineers and BLM—can receive FLTP or FLAP funds directly from the FHWA. Other agencies may receive these funds, but only at the request of one of these five FLMAs.

USDOT Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant Program - Funding available for transportation projects across the country to fund capital investments in surface transportation infrastructure and awarded on a competitive basis to projects that will have a significant impact on the nation, a region or metropolitan area. The TIGER program aims to make transformative surface transportation investments by providing significant and measurable improvements over existing conditions. The grant program focuses on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for disconnected communities both urban and rural, while emphasizing improved connection to employment, education, services and other opportunities, workforce development or community revitalization.

State Grants

Community Development Block Grant Program (CDBG) - Providing annual grants on a formula basis to local governments and states for a wide range of community planning initiatives, CDBG funds are intended for activities that benefit low- and moderate-income persons, prevent or eliminate slums or blight and address urgent community development needs.

MDT Transportation Alternatives Program - The Transportation Alternatives (TA) Program authorized under Section 1122 of MAP-21 (23 U.S.C. 213(b), 101(a)(29)) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and, projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

MFWP Recreational Trails Program - Montana State Parks administers the Recreational Trails Program (RTP), a federally funded grants program that supports Montana's trails. RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks.

RTP funding is completely separate from all Montana State Park revenues, camping fees, and related funding sources. RTP applicants can include federal, tribal, state, county or city agencies, private associations and clubs. Examples of eligible projects include: urban trail development, basic front and backcountry trail maintenance, restoration of areas damaged by trail use, development of trailside facilities and educational and safety projects related to trails.

MFWP Land and Water Conservation Fund (LWCF) Stateside Program - The LWCF 50/50 matching grant program is administered by state agencies in cooperation with the NPS. Program funds are intended for the acquisition and development of outdoor recreation areas; trails are one priority of this program. In particular, funds “target projects that would enhance urban parks and community green spaces,” with a focus on “developing blueways and public access to water resources and conserving large landscapes.”

Southwest Montana Resource Advisory Committee Title II Program Funding - The committee is authorized under the Secure Rural Schools and Community Self-Determination Act (Pub. L. 110-343) (the Act) and operates in compliance with the Federal Advisory Committee Act. The purpose of the committee is to improve collaborative relationships and to provide advice and recommendations to the Forest Service concerning projects and funding consistent with Title II of the Act.

Urban and Community Forestry (UCF) - A program of the U.S. Forest Service, UCF “provides technical, financial, research and educational services to local government, nonprofit organizations, community groups, educational institutions and tribal governments.” Trails and greenways are a key part of the program, which is administered by forestry agencies in each state.

National, Regional and Local Foundations and/or Trusts

Burlington Northern Santa Fe (BNSF) Railway Foundation - The BNSF Foundation had been BNSF Railway's main vehicle for charitable giving since 1996 when the BNSF Railroads merged to form the Burlington Northern Santa Fe Railway, now known as the BNSF Railway. The BNSF Railway Foundation has supported and helped improve quality of life for thousands of communities across the 28 states through which BNSF operates, and where BNSF employees live, work and volunteer. Indeed, as the corporation's assets have grown, the Foundation's giving has expanded to help more and more communities.

Gallatin Valley Land Trust (GVLТ) - GVLТ connects people, communities and open lands through conservation of working farms and ranches, healthy rivers and wildlife habitat and the creation of trails in the Montana headwaters of the Missouri and Upper Yellowstone Rivers. Since their our founding in 1990 GVLТ has helped conserve over 67 square miles of land in Gallatin Valley and the surrounding communities through partnerships with private landowners, sustaining stewardship of family lands using voluntary conservation agreements. Through public and private partnerships GVLТ has helped expand the Main Street to the Mountains trail system to over 80 miles in length, providing recreation, transportation and a connection to nature.

Livingston Community Trust - The Livingston Community Trust was formed in the spring of 1986, organized by a small group of Park County residents and endowed initially by a donation from the Burlington Northern Foundation and the Burlington Northern Railroad. It is a private, non-profit corporation managed by a nine-member board of directors, all of whom are full-time residents of Park County, Montana. The directors meet, as business requires, to conduct the business of the Community Trust - primarily the funding of local projects worthy of community support.

Montana Fish and Wildlife Conservation Trust (MFWCT) - The MFWCT was established by the U.S. Congress in 1998, funded by proceeds from the sale of cabin sites on Canyon Ferry Reservoir that had previously been leased from the Federal government. The purpose of the trust is to provide a permanent source of funding through grants for the acquisition of publicly accessible land in Montana in order to:

- Restore and conserve fisheries habitat, including riparian habitat,
- Restore and conserve wildlife habitat,
- Enhance public hunting, fishing and recreational opportunities, and
- Improve public access to public lands.

National Recreation Trails (NRT) - Though not a source of funding, NRT designation from the U.S. Secretary of the Interior recognizes exemplary existing trails of local or regional significance. NRT designation provides many benefits, including access to technical assistance from NRT partners and a listing in the NRT database. In addition, some potential support sources will take NRT designation into account when making funding decisions.

Park County Community Foundation (PCCF) - PCCF makes grants available to nonprofits or public entities working for the benefit of Park County through a competitive grant making process and through Donor Advised Funds. Proposed projects should be for the benefit of Park County residents and priority is given to programs that create and improve quality services and programs for vulnerable and under- served populations; develop or test/evaluate new, creative community solutions; and/or promote problem solving that supports partnerships, collaboration or integration of service.



Rails-to-Trails Conservancy (RTC) - RTC transforms unused rail corridors into vibrant public places - ensuring a better future for America made possible by trails and the connections they inspire. RTC is a nonprofit organization dedicated to creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people. The Conservancy serves as the national voice for more than 160,000 members

and supporters, 30,000 miles of rail-trails and multi-use trails, and more than 8,000 miles of potential trails waiting to be built, with a goal of creating more walkable, bikeable communities in America. RTC's mission, and its value, is magnified in urban areas, where one mile of trail can completely redefine the livability of a community. Where trails are more than just recreational amenities, creating opportunities for active transportation and physical activity—improving our health and wellbeing—as they safely connect us to jobs, schools, businesses, parks and cultural institutions in our own neighborhoods and beyond.

Rivers, Trails and Conservation Assistance Program (RTCA) - The RTCA is a technical assistance arm of the National Park Service dedicated to helping local groups and communities preserve and develop open space, trails and greenways. RTCA is an important resource center for many trail builders in urban, rural and suburban areas. While RTCA does not give out grants or loans, the program “supplies a staff person with experience in community-based outdoor recreation and conservation to work with partners” on the ground.

Dennis & Phyllis Washington Foundation - The Dennis and Phyllis Washington Foundation has supported a broad spectrum of worthy causes benefiting people of all ages. The Foundation seeks to fund non-profit organizations that help improve the quality of people’s lives. Since 1988, it has funded programs for those with special needs, summer camps for cancer-stricken or troubled children and ensured access to theater, arts and music programs by economically disadvantaged youth and their families. It has granted wishes for terminally ill children, awards for science and math fair winners, and funded programs to purchase clothing, school supplies and toys for needy children. The Foundation also has supported rescue missions, food banks, shelters for victims of domestic violence, free mammogram exams for low-income women, and dental screenings and preventive care for underprivileged youth.

Additional Funding Sources

Historic Preservation Funding Sources

Many trail corridors contain historic structures, which are often of regional or national significance. Administered by the NPS, the Historic Preservation Fund awards matching grants to state and tribal historic preservation offices for the restoration of properties that are on the National Register of Historic Places.

Environmental Contamination Cleanup Funding Sources

Many rail corridors are contaminated from years of industrial use. To remediate this environmental pollution, there are many federal and state funding sources from which trails can benefit. The Environmental Protection Agency (EPA) has devoted a section of its website to funding and financing for brownfields, which are former industrial sites where contaminants or pollutants may be present. Many trails have taken advantage of brownfield funding, including Rhode Island’s Woonasquatucket River Greenway Project, the Elkins Railyard redevelopment in West Virginia and the Assabet River Rail Trail in Massachusetts. The EPA also administers Superfund, the federal government’s program to clean up some of the nation’s worst uncontrolled hazardous waste sites.

Recent and Current Active Transportation Projects

Park County has been successful in the past five years, securing funding from multiple sources to provide planning and construction activity support multiple projects that benefit the community in a variety of recreation and transportation related ways. Projects associated with active transportation and outdoor recreation that have received funding since 2010 include:

- **Building Active Communities** - The need for more walkable, active Montana communities is pressing. Local governments, businesses and families are faced

with a crisis of rising healthcare costs driven by ever increasing sedentary lifestyles and preventable chronic diseases. Local leaders are recognizing the economic benefits of safe, walkable, bikeable and accessible communities, including the opportunity to attract new businesses, tourism and a stable, well-paid workforce. Park County was selected to attend the Montana State University Building Active Communities Initiative in March 2015 which provided in-depth, interactive training and technical assistance, to support community-led approaches to develop active and vibrant communities. Consolidation of two current Park County Parks and Rec Plans with the addition of interactive trail mapping features are major goals of this initiative.

- **Confluence Park** - As previously described, Confluence Park is located in Gardiner, Montana. The parcel has a long history of use by boaters, kayakers, swimmers, fisherman and other outdoor recreationalists who for over 75 years have accessed the area more as a public access than the private property it actually is. The parcel is the only public access to the Yellowstone River in the town of Gardiner; the Queen of the Waters Fishing Access is located 3.5 miles to the north. Funds were recently awarded by the MFWCT for the purchase of the approximately 1.2 acre parcel to ensure perpetual public access. Public information signs will inform the public of essential information regarding acceptable activities, rules associated with the publicly accessible parcel and information regarding the YNP land entered to access the property. Project activities will occur throughout most of 2015.

- **Fleshman Creek Restoration Project**

- The purpose of the project was to restore and enhance a two-mile reach of Fleshman Creek. Infrastructure replacements were critical to provide for stream restoration activities and address existing utility deficiencies within and immediately adjacent to the project area. Infrastructure work activities included water main



replacements, new sewer main installation and the installation of a new sanitary lift station at G-Street Park. Replacement of the undersized hydraulic structures, and restoration of the channel corridor, now will convey floodwaters to reduce the risk of flooding. Undersized and inefficient culverts were replaced with hydraulic structures designed for high water events and water movement while reducing stream velocity. Fish movement was additionally aided by the prevention of debris jams at pipe inlets. Newly contoured streambanks were replanted with native woody and herbaceous vegetation aiding in bank stabilization, riparian protection, flood energy dissipation, pollutant filtration and improved water quality.

- **Gardiner Gateway Project** - This project seeks to improve vehicle and pedestrian safety, reduce traffic congestion, enhance parking, enhance visitor experience and provide greater pedestrian accessibility at the northern entrance

into Yellowstone National Park. Portions of this multi-phased project are funded mainly by United States Dept. of Transportation Federal Lands Access Program funds with construction completion planned to coincide with the 2016 NPS Centennial.

- **Gardiner Sidewalk Extension** - This CTEP funded project enhances pedestrian access and safety to the west end of town. The new sidewalk area (approximately 1,000') runs parallel to US Highway 89 on the north side at outskirts of Gardiner between the Rodeo/Fairgrounds and Scott Street. A small portion on the south side of US 89 also has approximately a 700 foot section of sidewalk installed adjacent to existing curb and gutter. This project was incorporated with an existing MDT road improvement project providing a very significant cost savings including equipment mobilization, project engineering and materials procurement costs - at about 30 - 50% of the price if the CTEP project was conducted as a stand-alone bid project. The required 13.42% matching funds for this project was provided by the Greater Gardiner Community Council.
- **MDT TA Trail Extension and Pedestrian Safety Project** - The ~ 4,430 linear foot extension to the existing path will begin at the termination of the existing Carters Bridge Bike/Pedestrian Path and utilize the previous railway bed, where possible, to the Old Yellowstone Trail North road located near mile marker 49. The path will cross the Livingston Ditch via a pedestrian bridge and will require base course construction, drainage grading and rock fall protection for ~ 2,100 linear feet. Completion of this multi-use path will provide users the opportunity to travel into Paradise Valley on secondary routes in lieu of using the US Highway 89 shoulder or the narrower East River Road. Project final design and geotechnical activities are near completion and construction activities are anticipated for spring/summer 2016.



- **US Highway 89 South Resurfacing and Safety Project** - This project, funded partially with MDT CTEP funds will enhance pedestrian safety and improve the existing trail system. The proposed project will utilize allocated CTEP funds and other funding resources for a project that would resurface a two-mile trail system, originally built with CTEP funds about twenty years ago. The trail runs

adjacent to US Highway 89 heading south to Gardiner and Yellowstone National Park outside of Livingston, Montana. A slurry seal product will be used to smooth out the riding surface and provide long term durability. The required 13.42% matching funds for this project will be provided by Park County in-kind and cash matches, Park County Parks and Recreation Board funds and possible Montana Fish, Wildlife and Parks Recreational Trails Program grant funds. Project activities are anticipated to begin in fall 2015 and continue through spring 2016.

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- **View Vista Sidewalk and School Safety Project** – This project replaced and installed curb, gutter and sidewalks along View Vista Drive, H Street and F Street in the summer of 2015. The project provides ADA approved sidewalks as well as safe routes to schools and the Park County Fairgrounds for pedestrians and bicyclists. Though Park County is not charged with expenses associated with City of Livingston sidewalk infrastructure, the County contributed \$105,500 in CTEP dollars in order to ensure that the project would be completed and for increased safety and transportation alternatives for community members.

Other projects with pending grant applications include:

- **Yellowstone National Park South along US Highway 89 Trail Connectivity and Pedestrian Safety Project** – In June 2015, Park County applied USDOT TIGER funding to assist with the construction of a nearly 28-mile off-highway trail system, connecting the termination of the MDT extension at Old Yellowstone Trail North with Old Yellowstone Trail South. The last missing link of an active transportation corridor - the Yellowstone National Park South Pedestrian Trail (YNPSPT) - is a regionally and nationally significant project, providing off-highway, alternative transportation opportunities to local, regional and state residents as well as to over three million tourists visiting the area each year. The project would include a 27.6-mile, 10-foot wide Americans with Disability Act (ADA)-compliant railway, beginning at the termination of the existing trail system at the junction of US Highway 89 near mile maker 49 and historic Old Yellowstone Trail North Road and ending near US Highway 89 mile marker 21 (at the junction with historic Old Yellowstone Trail South Road). Once completed, off-road users will be linked via a separate trail, located safely off the highly utilized US Highway 89 - from Livingston, Montana south, paralleling the entire stretch of US Highway 89 for nearly 55 miles into the Roosevelt Arch entrance at our nation's first national park – YNP.

The YNPSPT project will significantly enhance connectivity within the vast transportation network, improve both highway and bicycle/foot traffic safety, increase area and statewide economic growth, and provide ladders of opportunity through reliable and safe transportation connections and improvements to physical accessibility barriers. The proposed project has garnered significant local, regional, statewide and national support and solidly aligns with goals set forth in the US DOT National Infrastructure Investment guidelines. The project leverages local resources and encourages partnerships, while filling a critical void in the region's transportation system, ultimately providing substantial regional and national benefits.

- **Yellowstone River Pedestrian Bridge near Mayor’s Landing** - Funding for the planning of this project, through the completion of a Preliminary Engineering Report (PER), has been applied for through MDT TA Program funding with the 13.42% required match provided by private sources. The funding request is for design and cost alternative costs toward a future construction project which would be located



in S18, T02 S, R10 E, on the north and south shores of the Yellowstone River and adjacent to City of Livingston Moja Dog Park on the north side of the proposed bridge area and adjacent to Park County-owned property (9.13 acres) on the south side of the proposed bridge area. An original bridge, in the same location as the proposed pedestrian bridge, was originally “Buchanan’s Bridge.” Buchanan constructed the bridge in 1884-85 to access the rock quarry on the south bank. Many historic downtown Livingston buildings are built on stone foundations from this effort. The bridge was second to the Northern Pacific Railroad bridge as a Yellowstone River crossing at Livingston. After 1914, it became an approved route of the Yellowstone Auto Trail and subsequently the Fairground / H Street route became a state highway. This served as the main east-west highway through Livingston until the “Radio Station” bridge was built in 1931. The original bridge was washed out in a 1918 flood; varying reports of the demise of the second bridge indicate it was purposely set on fire in the 1950s and never rebuilt.

Once designed, construction of the ~ 350 linear foot multi-use pedestrian bridge will provide users the opportunity to connect to several existing trail and recreation areas including the Moja Dog Park at Mayor’s Landing, the Myers - Watson Trail, the Old Boulder Road (which connects to the Livingston Peak Road – leading to two trailheads and opportunities to traverse up to eight different trails in the Absaroka Mountains and the Custer Gallatin National Forest) and Bureau of Land Management acreage. The project will reduce the walking distance from the central downtown Livingston area to the new hospital which opened in October 2015. In addition to promotion of additional outdoor recreation opportunities in the area, secondary effects will be reductions in single-occupancy vehicle congestion on surrounding streets, reduced greenhouse gas emissions and reduced consumption of fossil fuels.

- **US Highway 89 North Trail System** – In its very preliminary planning stages, this potential trail system would utilize parts of the Montana Rail Link railbed area. Initial meetings with Montana Rail Link officials were begun in 2010 and recently revived in 2015.

Existing Recommendations, Policies and Regulations

As per the 2007 Park County Park Plan, the following recommendations, policies and regulations **have been made** regarding parks, trails and recreation areas:

Recommendations:

- (1)** It is recommended that the Park County Commission maintain a Parks & Recreation Board (Board). The Board shall be a five (5) member board consisting of residents of Park County outside Livingston, Clyde Park or any other incorporated areas of the county. The Board shall consult with outside agencies including but not limited to Fish, Wildlife and Parks, the Weed Board, the Conservation District and the Forest Service.
- (2)** The Board shall inventory unbuilt county road right of ways to possibly be recognized, retained, and built when possible and used as trails; either as shared roadways, or solely as non-motorized trails.
- (3)** The Board shall revise this document and prioritize goals and objectives using citizen input. The goals and objectives of the Board shall be re-evaluated on an annual basis by the Park County Commission.
- (4)** All subdivision applicants whose projects require park land shall meet with the Board for ideal park location and design, whether the park land lies within or outside of the subdivision proposal.
- (5)** The Board shall review all subdivisions prior to preliminary plat approval.
- (6)** The Board shall make recommendations to the Park County Planning Board and the Park County Commission, which shall be provided to the Commission after the Planning Board has made a recommendation for preliminary plat approval, regarding the placement of parks within any and all proposed subdivisions, the usefulness of parks within any and all proposed subdivisions, the exact location and design of parks within proposed subdivisions, and whether the public would be best served by a park in any and all proposed subdivisions or if cash in lieu of parkland better suits the needs of the citizens of Park County.
- (7)** Any and all land donations shall be deeded to Park County. Section 76-3-621, MCA.
- (8)** The Board shall make a recommendation to the Park County Commission on any and all expenditures made out of the Park County Park Fund.
- (9)** The Board shall review on a quarterly basis the Park County Parks & Recreation Fund budget.
- (10)** It is recommended that the Board encourage the formation of a non profit group to raise money for Park County Parks (Friends of Park County Parks).
- (11)** It is recommended that the county consider joint recreational projects with schools, private funders, and the incorporated areas of the county.
- (12)** It is recommended that community groups be encouraged to ‘adopt’ parks to help with maintenance and fundraising for individual parks and recreational facilities.
- (13)** It is recommended that funding be acquired for the Park Fund from subdivision requirements, groups and individuals interested in making donations and any additional sources other than subdivision requirements.

(14) It may be more efficient to provide equipment, park maintenance and weed control with a few larger regional parks.

(15) It is recommended that the Board’s bylaws be presented to the Park County Commission for review. Legal counsel shall review and approve the bylaws the Park Board develops.

Policies:

Deposits to the Park County Park Fund from subdivision cash in lieu payments shall be made with the particular subdivision identified on the deposit entry in the Treasurer’s Office so that deposits can be tracked back to the subdivision. In the event that the county establishes regions the deposits will be held for use in the appropriate region of the county where the subdivision occurred.

Park County has a number of natural outdoor amenities; because of these opportunities it is relevant to put a high priority on the establishment of a public indoor recreational facility.

The Livingston/Park County Trails Plan has identified the community’s desire for trails at least in the vicinity of the City of Livingston and the surrounding area. Trails and greenways shall be encouraged in new proposed subdivisions including those without the Park Land requirement.

The governing body can work and use funds in conjunction with private donors, grant funds, resort taxes, and fund raising activities conducted by the public. MCA 76-3-621 (4)i – ii states that “parks need to be located within a close proximity to the proposed subdivision that pays cash in lieu of the parkland requirement.” Close proximity shall be defined by the Park Board after they have completed their master planning process.

Existing Regulations:

- Park County Subdivision Regulations (October 2006, as amended):
 - VI-P. Park Land Dedication – Cash in Lieu – Waivers – Administration (as amended)
- MCA 2005, as amended:
 - 7-16-2401. Park and recreation land – definition (as amended)
 - 7-16-4107. Use of park funds for public recreation (as amended)
 - 76-3-621. Park dedication requirement (as amended)

*This list is not exhaustive of what is available under MCA regarding Parks and Recreation.

- Livingston/Park County Trails Plan (2006)

TRANSPORTATION STANDARDS

Adopted October 2014

Park County, Montana

RESOLUTION NO. 1197

A RESOLUTION ADOPTING THE PARK COUNTY TRANSPORTATION STANDARDS

WHEREAS, pursuant to Title 7, Chapter 14, parts 21 and 22, MCA, the Park County Commission ("Commission") has the authority to control and maintain county roads and bridges;

WHEREAS, the Commission desires to establish polices and procedures for Park County roads and bridges;

WHEREAS, the Commission adopted the Capital Improvement Plan Bridges on May 4, 2012, pursuant to Resolution No. 1129; and

WHEREAS, the information contained within the Capital Improvement Plan Bridges adopted pursuant to Resolution No. 1129 has been incorporated in part into these Transportation Standards.

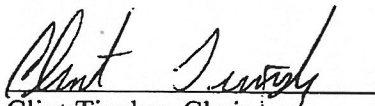
NOW, THEREFORE, BE IT RESOLVED THAT: The Park County Transportation Standards are adopted.

BE IT FURTHER RESOLVED THAT: these Transportation Standards supercede any and all other county road and bridge standards and resolutions including, but not limited to, Resolution No. 1129.

EFFECTIVE DATE. This Resolution shall be effective immediately upon its passage.

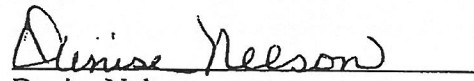
APPROVED AND ADOPTED this 28th day of October, 2014.

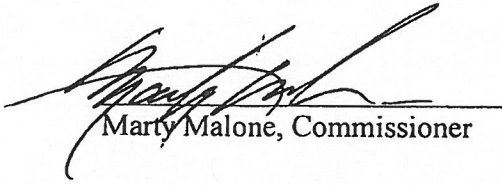
BOARD OF PARK COUNTY COMMISSIONERS


Clint Tinsley, Chair


Jim Durgan, Commissioner

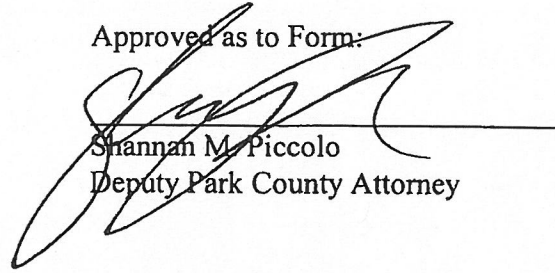
Attest:


Denise Nelson
Park County Clerk and Recorder



Marty Malone, Commissioner

Approved as to Form:



Shannan M. Piccolo
Deputy Park County Attorney

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Standard Details

Appendix A Park County Road Work Permit Application

Appendix B Environmental Checklist

Appendix C Transportation Impact Analysis

and road shall be 25'.

- Materials: the Road Work Applicant shall be responsible to supply, place, and properly compact all materials necessary for construction of the approach:
 - (1) Fill: Refer to Table 4 – Subgrade / Embankment / Replacement Below Subgrade;
 - (2) Sub-Base: Refer to Table 5 – 3" Minus Sub-Base Course minimum 9" thick;
 - (3) Surfacing (Gravel): Refer to Table 6 – 1" Minus Crushed Top Course minimum 3" thick;
 - (4) Surfacing (Hard): When approaching a hard surfaced county road, surfacing shall consist of not less than 3" of hot mix asphalt cement concrete and shall extend from the edge of pavement to the right of way line or a minimum of 12 feet, whichever is greater.
- Cut/Fill Slopes: The side slope shall be constructed to no greater than or equal to a 6:1 (Horizontal/Vertical) ratio.
- Approach Drainage and Culverts: All improvements shall promote positive drainage to either existing or proposed conveyance systems. Approaches shall not impair drainage within the road right of way. Minimum approach culvert size shall be equal to 18" diameter and shall be sized according to the conveyance design section in Bridges and Culvert Crossings. Minimum cover over top of pipe shall be 1'.
- Maintenance: The Road Work Applicant or adjacent landowner shall maintain the installations and structures to their original condition, in perpetuity, and shall be responsible for all necessary expenses.
- Acceptance: All road approaches shall be inspected, approved and permitted by Park County prior to filing with the Clerk and Recorder.

E. Dead Ends

Where streets or roads terminate, either a cul-de-sac or "T" turnaround must be provided at the terminus. Cul-de-sacs and "T" turnarounds must conform to the following minimum requirements:

- Maximum Road Length: 750ft;
- Cul-de sac: Minimum outside right of way radius: 50ft;
- Minimum outside road way radius: 45ft;
- "T" turnaround: 50ft. minimum length each leg.

F. Bridges and Culvert Crossings

Bridge and large culvert (for the purposes of this standard, large culverts shall be defined as those having diameters equivalent of 60-inches or greater) design and construction shall conform to this document.

Policy: Park County has adopted a policy of replacing old and unsafe bridges with culverts when feasible. The culverts shall be sized to handle the minimum storm event designated by this standard. The use of multiple culverts is discouraged due to debris collection and siltation problems. Culvert materials and installation shall meet the guidelines of this bridge standard.

Replacement: Should replacement with a culvert not be feasible, a new bridge shall be constructed to meet current AASHTO and MDT standards as modified or amended by this bridge standard. All new bridge and culvert designs are subject to the approval of the Park County Road and Bridge Department.

Bridges requiring rehabilitation or replacement shall be prioritized by the County Commission and Public Works Department. Replacement of existing structures shall follow the order of the priority list with the exception of emergencies and special exemptions.

Rehabilitation/Demolition: Structures designated for demolition or rehabilitation shall follow the County Process for the Alteration, Demolition or Disposal of County Owned Properties. Per this document, a structure determined to have significant historic or cultural resource value(s) and/or is listed or eligible to be listed with the National Register of Historic Places requires the Historic Preservation Commission and SHPO to be contacted prior to beginning demolition/rehabilitation activities. It should be noted that SHPO's current position is that structures more than fifty years of age are considered historic and are potentially eligible for listing on the National Register of Historic Places. Once contacted, these agencies will make a recommendation to the County Commission regarding the proposed alteration/demolition of the structure.

1. Bridge and Culvert Design Standards

- Design and construction shall conform to the following design standards unless otherwise modified or amended in this document:
 - (1) AASHTO A Policy on Geometric Design of Highways and Streets;
 - (2) AASHTO Guidelines for Geometric Design of Very-Low Volume Local Roads;
 - (3) AASHTO LRFD Bridge Design Specifications;
 - (4) Montana Department of Transportation Standard Specification for Road and Bridge Construction.
- Geotechnical: Where a comprehensive geotechnical investigation is deemed a requirement by the County Commission/Design Engineer, a reputable geotechnical engineering firm shall be retained to determine the engineering properties of the soils through the use of borings, test pits, sampling and other methods. The geotechnical report shall be stamped by a professional engineer registered with the State of Montana.
- Opening: The waterway opening for a bridge shall be sized to pass the design flood event while providing the minimum freeboard between the bottom of the lowest stringer and the water surface as specified in the hydraulic conveyance sections below. Additional freeboard and/or larger opening sizes may be required for mountain streams which carry a large amount of debris. The waterway opening shall be sufficiently large as to

minimize backwater conditions that may cause damage to adjacent property. The waterway opening size for a culvert shall meet the requirements of the culvert section of these standards.

- Bridges over large drainages or in densely populated areas should be analyzed with an appropriate modeling program, such as HEC-RAS, to accurately determine the flow characteristics and backwater elevations.

Roadside Design for Structures: Object markers per the FHWA Manual of Uniform Traffic Control Devices for Streets and Highways shall be installed at each corner of the new bridge or at the ends of the guardrail leading to the fill section over a culvert.

2. Standard Dimensions

The following should be considered the standard dimensions for the geometric design of Bridges and Culvert Crossings.

- Bridge Width:
 - ADT > 100/day – Two Lane, Min. 24' Rail Face to Rail Face;
 - ADT < 100/day – Single Lane 14' Rail Face to Rail Face where existing single lane bridges have demonstrated acceptable performance;
 - Culverts shall generally be designed to extend beyond the clear zone in order to eliminate the need for guardrail. A slope of 4:1 or flatter is required within the clear zone for all large culverts.
- Approaches: The roadway leading to the new bridge or large culvert should be designed in accordance with the aforementioned standards whereas the road should be reconstructed as required to provide a smooth transition that will minimize the impact forces transmitted to the structure and/or guardrail. This may require the road to be constructed for several hundred feet on either side of the bridge.
- Skew: While crossings at 90 degrees to the flow line are preferred, skewed bridges and crossings may be required to best fit a specific site. When a skew is required the angle should be kept to 30 degrees or less as measured between a line normal to the roadway centerline and a line parallel to the flow line.

3. Bridge Design

- Bridge Substructure Preference: For bridges with overall spans of less than or equal to 60ft, concrete spread footings protected with riprap revetment is preferred. For bridges with span greater than 60ft deep foundations consisting of driven pile or drilled shafts with a reinforced concrete cap are preferred. HP section, Steel Pipe and Timber are acceptable pile materials. Timber piles may not be spliced.
- Bridge Superstructure Preference: Selection of the bridge superstructure shall be done on a case by case basis. All bridge decks shall have a skid resistant surface. For smaller bridges with spans less than 40ft located on gravel roads it is generally preferred to utilize steel stringers with steel

decking and a gravel road surface. For bridges located on paved roads and bridges with spans ranging from 40ft to approximately 100ft it is generally preferred to utilize precast/pre-stressed concrete superstructures. Bulb Tees, Tri-decks, Twin Tees and Channels are acceptable types of precast, pre-stressed beams. For bridges with spans greater than approximately 100ft it is generally preferred to utilize steel girders with a conventional cast in place concrete deck.

- Hydraulic Conveyance: In accordance with State and County codes, bridge openings shall be designed to have adequate hydraulic conveyance capacity as to not adversely affect the headwater elevations during a 100 year flood by more than 6 inches. In addition, bridge openings shall be sized such that the bridge meets the following free board requirements:

Freeboard: 24" @ the 25 year design event

12"@ the 50 year design event

- Bridge Loading: Design loads shall be applied as specified in the AASHTO LRFD Bridge Design Specifications. The minimum design live load shall be HL-93. Reductions from the minimum design live load may be considered on a case by case basis with a variance granted per this document.
- Bridge Rail: Rail must meet AASHTO standards with a minimum TL-2 load rating. When the bridge is or may be utilized for stock crossing, additional railing height shall be provided as directed by the County. Neoprene pads should be placed between the base plate and bridge deck on concrete structures.
- Bridge Deck: The surface of the bridge deck shall have a skid resistant texture preferably consisting of a roughened concrete surface or gravel surface. The bridge deck shall also be sufficiently cambered, crowned or super elevated to provide for adequate drainage.
- Bridge Scour: Scour shall be evaluated on a case by case basis. Historically scour has not been a problem on end abutments properly armored with riprap and underlain with a geotextile. However, should the abutment be located on the outside of a channel bend a scour analysis may be warranted.
- A scour analysis is also required whenever a pier(s) is placed within the stream channel. The substructure (spread footing or piles) must extend a minimum of 6' below the scour depth unless a geotechnical investigation indicates otherwise or revetment measures have been taken to eliminate the potential for scour below substructure elements.
- Revetment: Riprap revetment shall generally be used to provide erosion protection on bridge abutments as necessary. When utilized, rip rap shall be designed in accordance with FHWA Design of Riprap Revetment, Hydraulic Engineering Circular No. 11 (HEC-11).
- Riprap shall extend to a minimum of two feet below the lowest portion of the adjacent channel and when possible keyed at the bottom of the slope.
- The placement of riprap around piers set in the stream channel shall not serve to reduce the minimum footing/pile depth required for scour.

- Temperature Effects: The effect of temperature shall be investigated when designing the stringer-substructure connection. The use of elastomeric bearing pads is recommended when precast/pre-stressed beams are incorporated into the design.

4. Bridge Materials

- All materials and workmanship shall be in accordance with AASHTO Specifications and MDT Road and Bridge Specifications or as amended in this document.
- Reinforcement Steel: Reinforcement steel shall be ASTM A615 Grade 60 steel minimum. Heating of reinforcement steel for bending will not be allowed. Structural Steel: ASTM A36, A50 shop primed and painted or ASTM A588 weathering steel.
- Portland Cement Concrete:
 - (1) Class "AD" or "DD" concrete shall be used for all cast-in-place structures. Minimum 6.5 Sack Mix, 3000 PSI @ 28 days;
 - (2) Class "BD" concrete shall be used for all cast-in-place deck structures. Minimum 7.0 Sack Mix, 4000 PSI @ 28 days;
 - (3) Class "Pre" concrete shall be used for all pre-stressed members.
- Timber: The use of timber structures (stringers, decking, and backwalls) is discouraged in new structures.
- Treated timber may be used for piles although they may not be spliced. All timber shall be treated with a preservative approved by the American Wood Products Association (AWPA)

5. Culvert Design

- Culvert Structure Preferences: Open bottom culverts, such as aluminum boxes or precast concrete, should be considered where feasible to minimize the impact on the streambed. Open bottom culverts shall be set on either a metal or concrete footing per the manufacturer's recommendation.
- Alignment: Culvert alignment shall match the horizontal and vertical configuration of the existing channel as closely as possible to minimize sedimentation. Culverts shall be adequately sized to accommodate debris or ice that may occur in the channel.
- Scour Protection: Culverts carrying large volumes of water shall have concrete cutoff walls on both the upstream and downstream ends to prevent erosion below the pipe. Cutoff walls are not required when an open bottom culvert is utilized.
- Cross Drain Culverts: The minimum culvert diameter shall be 15" for cross drains to allow for routine maintenance and cleaning.

- **Hydraulic Conveyance:** Culvert headwater (HW) should be kept to a reasonable level at the design flow to prevent flooding of adjacent property. Headwater depths at design flow shall generally follow the MDT design criteria listed below where D is the diameter of a circular pipe and R is the rise of an arch pipe.

Pipe Size	HW @ Design Flow
< = 42"	<3D or 3R
48"-108"	<1.5D or 1.5R
> = 120"	<D+2' or R+2'

- The headwater at the entrance during a 100 year flood may not exceed historic levels by more than 6" in FEMA floodplains per State and County codes.
- **Revetment:** The upstream fill slope must be adequately protected against erosion. Slopes of 3:1 or less may only require reseeding whereas a more severe slope (>3:1) should either have riprap or a headwall. Culverts with upstream fill slopes exceeding 2:1 shall have concrete headwalls.

6. Culvert Materials

- All materials and workmanship shall be in accordance with AASHTO Specifications and MDT Road and Bridge Specifications or as amended in this document.
- Culverts shall generally be constructed of corrugated HDPE, reinforced concrete (RCP), aluminum, aluminized steel or CMP coated with bitumastic to prolong service life. CMP culverts shall be annular. Uncoated CMP culverts may be acceptable.

G. Roadside Design

1. Traffic Control

All traffic control and road signage shall meet the requirements of the MUTCD. The plan location shall be in accordance with the AASHTO Roadside Design Guide and signs shall be submitted for review and approval by Park County and/or MDT.

2. Guardrail

Existing guardrail in the vicinity of the new structure or crossing shall be removed and replaced with new guardrail. New guardrail should meet current AASHTO standards. Should the existing guardrail be in good condition and meet current standards, it may be removed and replaced. New guardrail should not be connected to existing guardrail unless specifically approved by a variance.

In general, the length of new guardrail location should match the length of existing guardrail. The limits of the new guardrail may only be reduced when the road side slopes have been flattened to a 4:1 or flatter. The limits of the new guardrail should not be reduced from the existing length without the approval by a variance.

7. Lighting

Illumination is not required on local streets, however, illumination may be considered during the development of plans for any new or reconstructed roadways where pedestrian facilities are provided, specifically at intersections.

Where lighting is installed all streetlights shall project horizontally level to the ground in all directions and utilize full cutoff optic type luminaires avoiding light trespass and glare and is subject to the approval of Park County. Examples and guidance for street lighting can be found at www.darkskysociety.org/handouts/streetlighting.pdf

VI. Multi-use and Recreational Pathways

Multi-Use pathways shall be built to ADA standards and the minimum standards of AASTHO "*Guide for the Development of Bicycle Facilities*", current edition or approved reference. Multi-use paths shall be a minimum 6' wide.

Recreational pathways shall be built to ADA standards and the minimum standards of AASTHO "*Guide for the Development of Bicycle Facilities*", current edition or approved reference. Recreational paths shall be a minimum 4' wide.

VII. Construction

A. General

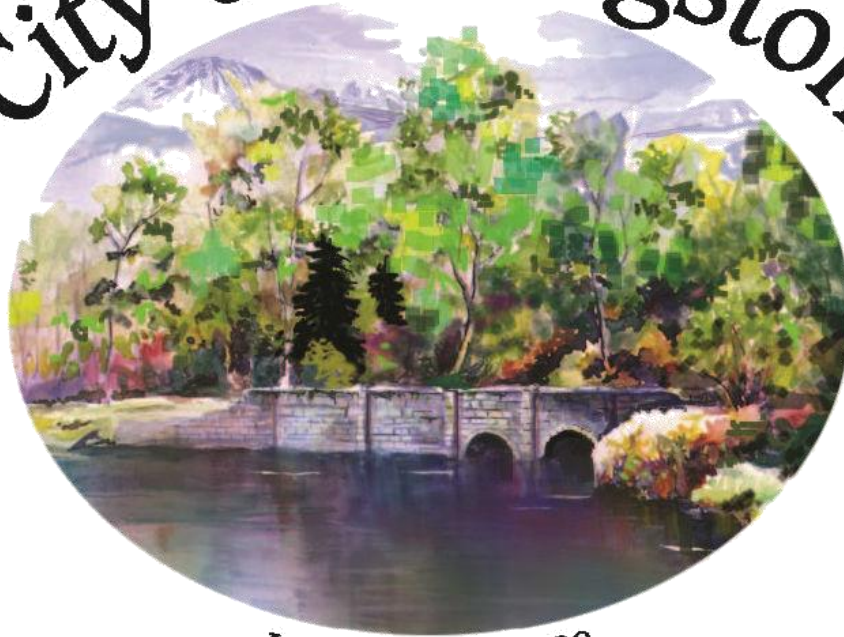
All street and road improvements constructed within a County Road or Public Road subject to Park County Subdivision regulations shall be designed and constructed according to AASHTO based on traffic volumes and Montana Public Works Standard Specifications (current edition), SSRBC, these regulations, the State of Montana, and be subject to any regulation or policy adopted by Park County.

- A road work permit application and additional documentation shall be approved by Park County prior to construction.
- All material submittals shall be approved by Park County prior to installation.

Improvements which have been designed under the supervision of a registered professional engineer shall be constructed under the supervision of a registered professional engineer.

Upon completion, the improvement shall be certified by a professional engineer as being constructed in general accordance with the approved plans and specifications and submitted to Park County per this document.

City of Livingston



Incorporated 1889

Public Works Design Standards and Specifications Policy

February 2021

CITY OF LIVINGSTON PUBLIC WORKS DESIGN STANDARDS AND SPECIFICATIONS POLICY

Prepared by:
Public Works Department
February 2021

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- j. Street light poles shall be placed as far away from the edge of roadway as practical, typically no closer than 5 feet from back of curb.
5. Luminaires and service equipment.
- a. Luminaires shall be wired to match the voltage of the operating system.
 - b. Street lighting circuits shall be automatically controlled with turn lock mounting delayed response photo cells. One photo cell shall be installed per circuit, mounted at the service panel.
 - c. All street lighting systems shall be metered separately from other uses, with the exception of street lights installed in conjunction with traffic signal poles.
 - d. Electric services shall use NEMA Type 3R cabinets with hinged, lockable covers and 3/8” holes for a padlock. Locks shall be supplied by the City for city-maintained systems. Meters shall be installed a minimum of 4 feet and maximum of 5 feet above grade.
 - e. Services shall be equipped with 3-way switches for auto-on/on/off operation.
6. Record drawings shall be provided to the City for all new and re-constructed lighting systems that are to be maintained by the City.

K. BIKE LANES/PATHS

All bike lanes/paths shall be designed in accordance with the “Guide for the Development of Bicycle Facilities” (AASHTO, latest edition). Bike lanes shall be marked and signed in accordance with the MUTCD.

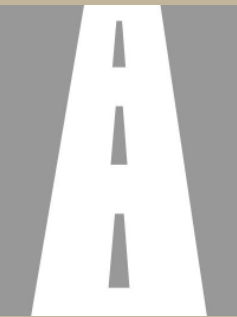
V. UTILITY DESIGN CRITERIA

A. WATER DISTRIBUTION LINES DESIGN CRITERIA

- 1. All additions or modifications to the COL water system will be designed in accordance with the criteria set forth in this and other sections of this Policy as approved by the Public Works Director. DR 18, Class 200 PVC and Ductile Iron Pipe (DIP) shall be used unless special approval, in writing, of alternate materials is given by the City’s Engineer. All additions to the water system will be designed and installed in accordance with the Montana Department of Environmental Quality (DEQ) Circular No. 1; MPWSS; COL Modifications to MPWSS; and COL Fire Service Line Standard.



PARK COUNTY GROWTH POLICY 2017



PREPARED FOR:
PARK COUNTY BOARD OF COUNTY COMMISSIONERS
EFFECTIVE MAY 1, 2017
PARK COUNTY, MONTANA



RESOLUTION RECOMMENDING ADOPTION OF THE GROWTH POLICY TO THE PARK COUNTY BOARD OF COUNTY COMMISSIONERS

Resolution No. 16-01

WHEREAS, the Park County engaged in a public process and developed a proposed Growth Policy;

WHEREAS, the Park County Planning and Development Board ("Planning Board") noticed the public hearing in the Livingston Enterprise on October 14 and 31 and November 9, 2016; to take public comments regarding the proposed Growth Policy; and

WHEREAS, the public hearing was held on November 17, 2016, at 4:00 p.m. at the City/County Complex at 414 East Callender Street, Livingston, MT, pursuant to Section 76-1-602, MCA; and

WHEREAS, the public comment period was closed and the remaining portions of the public hearing were recessed until December 15, 2016, at which the Planning Board deliberated and considered the public comments; and

WHEREAS, after the Planning Board deliberated and considered all the public comments the Planning Board recommended modifications to the proposed Growth Policy; and

WHEREAS, pursuant to Section 76-1-603, MCA, the Planning Board must recommend, by resolution, the proposed Growth Policy be implemented, not be adopted, or any other action deemed appropriate; and

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Planning Board recommends the Park County Commission adopted the proposed Growth Policy as amended by the Planning Board.

ADOPTED by Park County Planning and Development Board this 22nd day of December, 2016.

Park County Planning and Development Board:



Peter Fox, Chairman


Frank O'Connor


Mike Dailey

Dave Haug


Frank Schroeder


Rich Baerg

**RESOLUTION TO ADOPT
THE PARK COUNTY GROWTH POLICY UPDATE**

Resolution No. 1243

WHEREAS, on July 26, 2006, the Park County Board of County Commissioners adopted the Park County Growth Policy as guidance for the general policy and pattern of development of Park County pursuant to Montana Code Annotated Title 76, Chapter 1, Part 601 *et seq*; and

WHEREAS, the Park County Planning and Development Board worked to update the Park County Growth Policy to address current and projected challenges for the betterment of the County's future; and

WHEREAS, on November 17, 2016 the Park County Planning and Development Board held a properly noticed public hearing on the proposed Park County Growth Policy Update; and

WHEREAS, on December 22, 2016, after considering the recommendations, suggestions and public comment elicited at the public hearing, the Park County Planning and Development Board recommended the Board of County Commissioners of Park County, Montana adopt the Park County Growth Policy Update with amendments; and

WHEREAS, on January 17, 2017, the Board of County Commissioners of Park County, Montana adopted a Resolution of Intent to adopt the Park County Growth Policy Update; and

WHEREAS, on April 6, 2017, the Board of County Commissioners of Park County, Montana held a properly noticed public hearing on the proposed Park County Growth Policy Update; and

WHEREAS, after considering the recommendations, suggestions and public comment submitted by interested parties during the interim and after amending the Growth Policy Update as deemed to be in the best interest of Park County citizens;

NOW THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Park County, Montana, to adopt this Resolution to Adopt the Park County Growth Policy Update and to pursue the goals, objectives, and policies therein.

PASSED, APPROVED AND ADOPTED this 20th day of April, 2017 to become effective on 1st day of May, 2017.



Steve Caldwell



Bill Berg



Clint Tinsley

Approved as to Form


Shannan Piccolo, County Attorney's Office
Maritza Reddington, Clerk and Recorder

397414 Fee: \$0.00

Park County, MT Filed 5/2/2017 At 11:18 AM
Maritza H Reddington, Clk & Rcdr By MR *he*

Acknowledgments

Board of County Commissioners

Steve Caldwell

Clint Tinsley

Bill Berg

Marty Malone (former commissioner)

Park County Planning and Development Board

Peter Fox, Chair

Mike Dailey, Vice Chair

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Andrew Hagemeyer, AICP

Matthew Rohrbach, AICP

Special thanks to

Montana Department of Commerce

For funding the project through a Community Development Block Grant

The People of Park County

This plan is the result of a community planning approach. The contents within are a result of the time, efforts and ideas of the residents of Park County who participated in the planning process. A special thanks to all of the dedicated residents of Park County who contributed to this plan on their free time in public meetings, submitting comments and filling out online materials.

Also a special thanks to the community organizations that hosted the public open houses and workshops and distributed materials to the residents of their communities.

Cover Photo Credit: Absaroka Range, Jennifer Clausen

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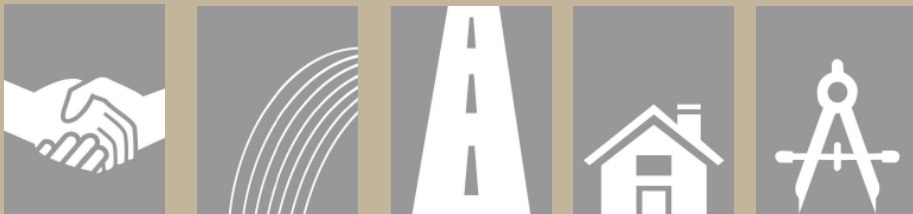
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Chapter 5

KEY ISSUE: INFRASTRUCTURE



Key Issue: Infrastructure

AInfrastructure connects people to places and it provides the services necessary for a community to grow. Without it, there are no businesses, no trade and no jobs. The county is a provider of infrastructure, and what we think of as critical infrastructure is evolving.

The Park County Road Department is responsible for maintaining 873 miles of roads. In October 2014 the Park County Commission adopted the Park County Transportation Standards in order to provide requirements for the design, construction and reconstruction of the Park County Transportation System, which includes but is not limited to roads, bridges, culverts and trails.

Park County's transportation system is largely auto-oriented with few bicycle and pedestrian facilities located outside of Livingston and other established communities. In recognition of the need to further develop the county's non-motorized transportation network, Park County recently adopted an Active Transportation Plan, which identifies a path forward for expanding trails, sidewalks and other non-motorized facilities and infrastructure.

Park County residents living outside of Livingston (where curb side pick-up is available) must bring their solid waste to one of the 17 green box sites located in communities throughout Park County. County trucks then collect waste from the green box sites and transport it to the City of Livingston Transfer Station for eventual disposal at a landfill in Great Falls. Park County is also cooperating with the City of Livingston to allow county residents to recycle glass and other materials at the transfer station.

Portions of Cooke City, Silver Gate, Wilsall and Gardiner are served by community water systems. Gardiner also has a public wastewater system. Community water and wastewater systems allow for higher density of development than areas served by individual wells and septic systems. The maintenance and expansion of community water systems and sewer is necessary to accommodate development at higher densities in town centers.

The county has a role in ensuring that the infrastructure which enables commerce and a high quality of life is safe, effective and efficient.

Goal 9: Increase availability of broadband internet.

Having a strategy to increase the availability of broadband internet to the citizens of Park County is perhaps one of the most important things the county can do to diversify its economy and provide services to its citizens. The availability of

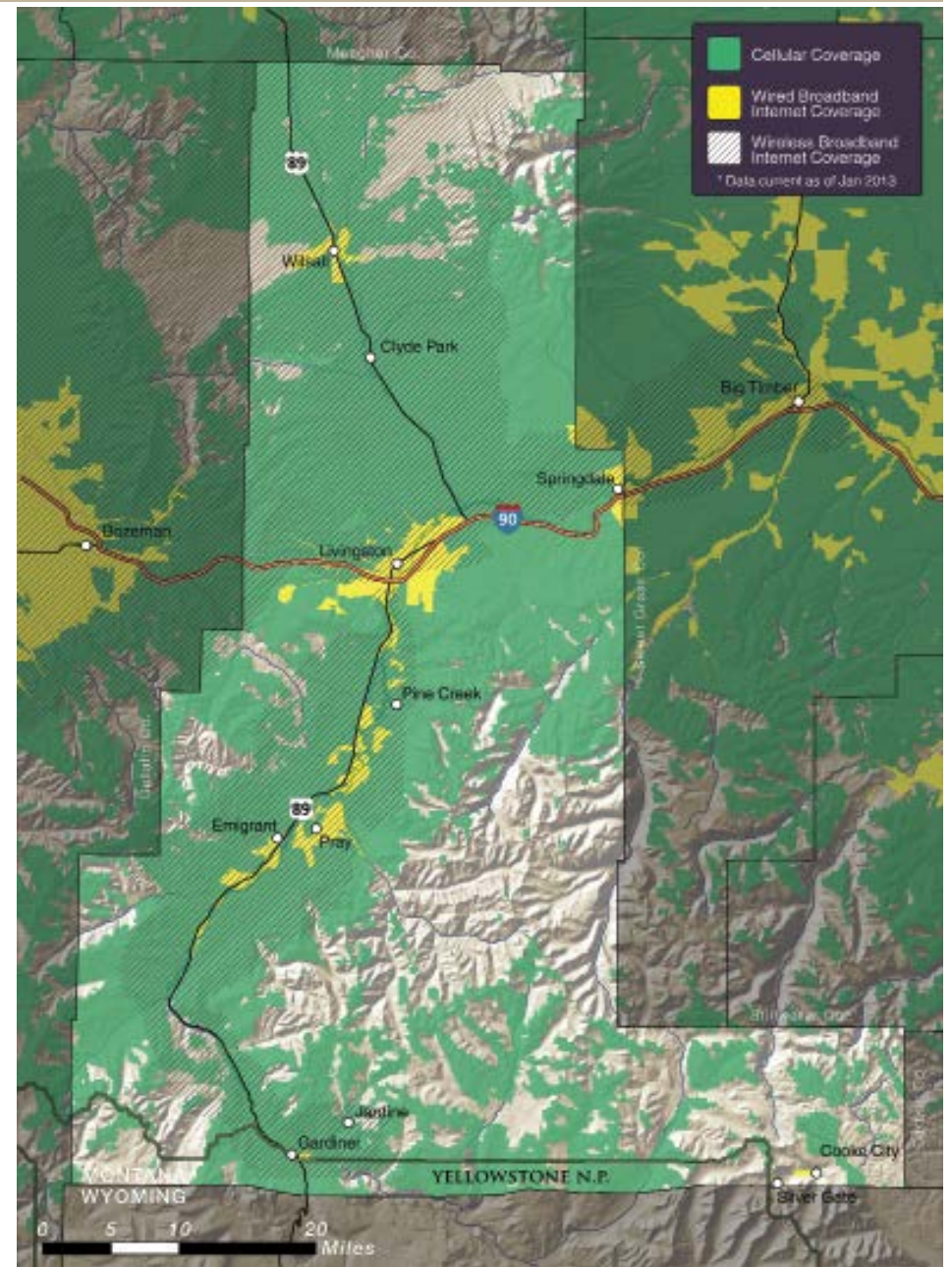


Figure 3: Map of Broadband Services in Park County

Park County Atlas

broadband internet puts businesses in Park County at a competitive level with businesses in New York and Los Angeles. It will allow for better care at medical facilities and new educational opportunities for students.

Objective 9.1: Partner with educational providers, health care providers, the City of Livingston and the business community to investigate options and make recommendations on investing in broadband infrastructure and expanding its use.

Partnerships are critical to the expansion of broadband facilities. Hospitals and schools are perfect examples of community minded entities that want broadband service. Partnerships with businesses and the banking communities are also fruitful. Most importantly, broadband infrastructure is privately owned, so the telecommunication provider’s involvement is critical to any strategy. The county should work with the City of Livingston as well as the above mentioned partners to expand broadband coverage.

Policy: Expanding broadband service within the county is a cornerstone of our future success.

Action 9.1.1: Partner with the city, NGOs and telecommunication providers to complete a broadband feasibility study focusing on ways to promote the development of next-generation broadband infrastructure in the community.

Action 9.1.2: Update the map in the Park County Atlas showing broadband coverage.

Action 9.1.3: Update the subdivision regulations to ensure broadband utilities are considered in development proposals as appropriate.

Goal 10: Create a system of interconnected trails.

From the Park County Active Transportation Plan: *“Parks, trails and recreation facilities are basic components that build the foundation of a community. They provide areas for group activities, intergenerational activities, personal reflection and exercise. They also provide a means to maintain natural and historic features and provide a way to preserve cultural heritage and the quality of life in a community. Trails and parks bring many benefits to a community – functional transportation, support for well planned development and tourism, healthy recreation and opportunities for children to explore the world safely.”* It is a goal of the Park County Growth Policy to treat the construction, management, and

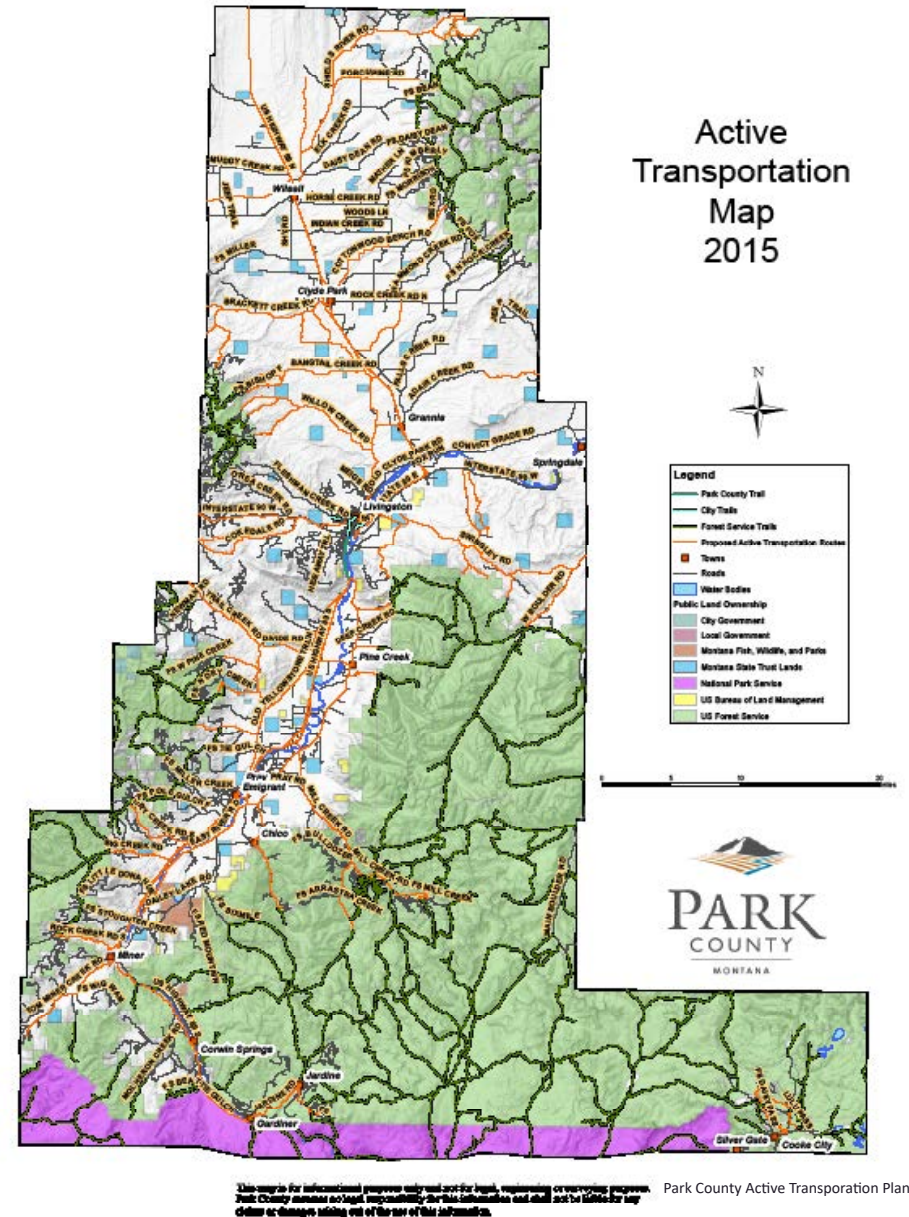


Figure 4: Active Transportation Map of Park County

maintenance of trails as infrastructure important to Park County.

Objective 10.1: Prioritize and implement the recommendations in the Park County Active Transportation Plan.

The Park County Active Transportation Plan contains a detailed list of projects and potential funding sources. The Parks & Recreation Board should prioritize these recommendations, establish a work plan, and monitor the implementation.

Action 10.1.1: Develop a five year work plan identifying responsible parties and potential mechanisms for implementing the Active Transportation Plan.

Action 10.1.2: Review and update the work plan annually.

Action 10.1.3: Review and if necessary revise the Active Transportation Plan in 2020.

Action 10.1.4: Identify, monitor and protect public access to public lands and partner with others to help ensure public rights-of-ways are open and accessible by the public.

Objective 10.2: Continue partnerships with the City of Livingston to develop Active Transportation facilities in and around the city.

The city and county are working together to develop active transportation facilities around Livingston. This partnership increases the resources available for applying and securing funding for facilities and infrastructure.

Action 10.2.1: Identify city and county shared priorities.

Action 10.2.2: Integrate Active Transportation Planning into the shared vision and Memorandum of Understanding on land use planning in the Livingston area.

Action 10.2.3: Work with the city on grant applications for Active Transportation facility and infrastructure funding.

Objective 10.3: Identify stable, long-term funding sources for trail planning, design, construction, and maintenance.

It is not uncommon in communities that are developing a non-motorized transportation network to place the burden of maintaining the system on road or public works department budgets without increasing revenues. As the trail system grows, the burden on the department budget grows without additional funding sources, leading to the department becoming an opponent of developing new trails. Park County should anticipate the maintenance costs for non-motorized transportation and find funding sources that aren't a draw on the already limited budget of county departments.

Policy: Trails maintenance costs should come from dedicated funding sources.

Action 10.3.1: Identify and evaluate potential options for funding the ongoing operation and maintenance costs for active transportation facilities.

Action 10.3.2: Identify and evaluate potential locally sourced funding options for the construction of new active transportation facilities.

Goal 11: Provide for a safe and efficient county road network.

As the traditional development patterns of farms and ranches converts to homes and businesses, without improvements, the transportation network will struggle to keep up. Without proper planning, the burden of increased costs to maintain and improve roads and increased risks to public health and safety will fall upon the residents of Park County. Now is the perfect time for Park County to recognize the relationship between its road network and land use. Equitable solutions that share costs of road improvements and maintenance are necessary. The growth policy calls for a strategy that revises current regulations, establishes baseline road conditions and monitors the changes over time, and identifies funding mechanisms available to address maintenance and make improvements.

Objective 11.1: Update the subdivision regulations to ensure new subdivisions pay a proportional share of their impact when upgrading County roads to meet County standards.

As development continues in rural and ex-urban areas, subdividers will sometimes propose projects on substandard county roads. The county can require improvements as a condition of approval, but the improvements must be directly proportional to the impact of the development. The most defensible approach to requiring improvements to county roads is to have a proportional share anal-



Figure 5: Overview of Park County Road Network

ysis as a component of the subdivision regulations design standards. Without an equitable approach to address this issue in the subdivision regulations, Park County is putting the taxpayers at risk.

Action 11.1.1: Research and present options to the Planning and Development Board on how other counties in Montana use subdivision regulations to require improvements to off-site county roads that are directly attributable to the impacts of a proposed subdivision.

Action 11.1.2: Update the design and improvement standards in the subdivision regulations to include a procedure for making improvements to off-site county roads based on the direct proportional impact of a proposed subdivision.

Action 11.1.3: Monitor and protect county right-of-way and easements from encroachments.

Objective 11.2: Establish a baseline for the condition of county roads and bridges, and monitor their condition over time.

When areas transition from agricultural uses to residential development patterns, the road network developed for farms and ranches will struggle to accommodate the traffic volumes and types associated with the new uses. What other communities have experienced is the that cost to maintain and improve roads can increase at a rate faster than the increased revenues from the new development. Planning ahead can help offset the undesirable impacts. Establishing a strong baseline for the condition of roads allows the county to better prioritize maintenance and improvements, as well as establish carrying capacities of roads for future development patterns. Fortunately Park County has already started a program using a simple and accurate analysis called the Pavement Surface Evaluation and Raiting (PASER) analysis to identify the condition of county roads.

Action 11.2.1: Use PASER analysis on paved, chip-sealed and gravel county roads to establish baseline conditions.

Action 11.2.2: Use PASER analysis on paved, chip-sealed and gravel county roads to monitor trends in the condition of county roads.

Action 11.2.3: Establish baseline conditions for bridges and monitor trends.

Action 11.2.4: Develop and maintain a GIS map documenting historic and up-to-date PASER ratings for all paved, chip-sealed and gravel county roads in order to analyze improvement and deterioration over time.

Objective 11.3: Prioritize the use of rural special improvement districts to upgrade substandard county roads in areas that are already developed.

Using baseline PASER data and reviewing existing development patterns, Park County will have the information necessary to evaluate priority areas for rural special improvement districts (RSIDs) or other funding mechanism to improve roads. This process will require input and support from the impacted areas.

RSIDs can also be effective at bridging funding gaps for road improvements caused by subdivisions. When a subdivider builds a subdivision on a substandard county road, the subdivider can only be required to fund a percentage of the upgrade based on the direct proportional share on the impact generated by the subdivision. It is never 100%. This means there is always a funding gap between what the developer must pay and the total cost of the upgrades. The county can use RSIDs to cover that gap. Other funding mechanisms are also available, but usually spread the costs to all taxpayers, not just the ones using the road.

Policy: Support mechanisms to bring substandard roads up to full county standards.

Action 11.3.1: Use the PASER analysis, existing Preliminary Engineering Reports (PERs), traffic data, development patterns and other pertinent information to evaluate what roads need funding for maintenance and upgrades.

Action 11.3.2: Complete PERs on roadways in priority areas in order to determine estimated costs to bring substandard roads up to county standards.

Action 11.3.3: With the support of neighborhoods, create RSIDs to bring priority substandard roads up to county standards.

Action 11.3.4: Use RSIDs to supplement the cost of bringing a substandard county road up to county standards when off-site improvements directly proportional to the impact of subdivision do not cover the entire costs of improvements.

Action 11.3.5: Update the county RSID policy.

Objective 11.4: Continue to secure federal funding sources to upgrade county roads and bridges that provide access to recreation areas on public lands.

Park County currently pursues federal grants that fund improvements to county roads providing access to federal lands. These programs provide assistance to the county at mitigating impacts to county roads used by the public to access federal lands. By prioritizing grant funding for mitigating impacts and upgrading county roads in the growth policy, the county will be more competitive at receiving awards, which should help to reduce the burden of upgrading and maintaining these roads. It is important for Park County to assess and help enforce access to public lands due to the high quality of life and economic impact they provide.

Action 11.4.1: Pursue funding assistance such as the Montana Federal Lands Access Program and/or other federal and state programs in order to mitigate impacts to county roads and upgrade county roads.

Goal 12: Support water and sewer districts in and around community centers.

Park County has a number of unincorporated communities where the existing development patterns and conditions require public water and/or wastewater systems. These communities, especially the Cooke City – Silver Gate and Gardiner areas, are also struggling with high costs of housing. Community based land use planning, coupled with infrastructure improvements, will set the stage for these communities to build upon and sustain their prosperity.

Objective 12.1: Coordinate with the existing water and sewer districts to update water and sewer facilities.

Water and sewer districts often operate independently from county governments, even organized in some instances as separate governing bodies. However, they provide invaluable services to county residents, and are critical to community development. The county supports the water and sewer districts, and should continue to do so through staffing and grant writing, among other technical expertise.

Policy: Park County supports improvements, expansions and upgrades to public water and sewer systems located in community centers.

Action 12.1.1: Write letters of support, provide staff resources, and be partners in applications for funding sources for improvements, upgrades and expansions to water and sewer systems located in community centers.

Objective 12.2: Evaluate and support the development of public water and wastewater systems in community centers in order to accommodate new growth and existing development.

Water and sewer districts often do their own facility planning. However, their planning efforts are often infrastructure specific, and more comprehensive community planning efforts can sometimes improve the effectiveness. Both Gardiner and the Cooke City - Silver Gate areas have public utilities that have needs, and comprehensive planning efforts could help those districts evaluate and plan for upgrades and expansions. Upgrading and expanding these facilities are necessary for community development and economic diversification.

Policy: Extend community planning expertise to public water and sewer districts located in community centers.

Action 12.2.1: Complete area/neighborhood plans for Gardiner and the Cooke City - Silver Gate area that evaluates future infrastructure needs, projects land uses, and prioritizes infrastructure improvements, upgrades and expansions.

Goal 13: Collect, treat and dispose of solid waste as part of an effective and efficient waste management system.

During the outreach process for this growth policy, residents made it clear that solid waste management should be a focus. With such a dispersed rural population, the county maintains multiple satellite collection points (green box sites). These collection points are extremely important to residents who live in rural areas. To keep them open, the county needs to keep costs down. The county maintains data on the use of these facilities, which helps manage them in a cost effective manner. In addition, continuing the county's partnership with the City of Livingston to manage solid waste seems to be the best long term arrangement. Finally, people who commented in the growth policy process wanted to see more options for recycling.

Objective 13.1: Maintain a database on the generation of solid waste.

The Public Works Department collects data on the use at the satellite collection points. This data helps to manage the sites as efficiently as possible and keep costs to a minimum.

Action 13.1.1: Continue collecting data on the use of the satellite collection points and use the data to evaluate operations in order to keep costs down.

Objective 13.2: Continue partnerships with the City Livingston to manage solid waste

The partnership with the City of Livingston for the collection and disposal of solid waste has a long history. For now, the plan is to continue this relationship.

Policy: Continue working with the City of Livingston on the disposal of solid waste.

Action 13.2.1: Revise agreements with the City of Livingston when necessary.

Objective 13.3: Continue efforts to support and explore new options for recycling.

Policy: Support recycling.

Action 13.3.1: Develop an internal county policy and guidelines for waste reduction and recycling.





LIVINGSTON GROWTH POLICY

Final | June 2021

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8 | Transportation

Introduction

Livingston's transportation network is comprised predominantly of local roads with a patchwork of sidewalks, paths, and bike facilities. People mostly rely on private vehicles to get around the community, and experience ease in doing so because traffic is relatively low compared to other communities in the region. However, the community is interested in a more connected active transportation network for walking and biking both for recreation and utilitarian trips. The community is also concerned about increases in traffic as the City and region continues to grow in both population and development.

The following profile provides an assessment of transportation infrastructure in the City of Livingston. It includes a review of the existing road network, traffic counts, vehicle trips and miles traveled, roadway safety, commuting patterns, transportation trends, transit information, active transportation, rail, aviation, and the relationship between land use and transportation. A set of related goals, objectives, and strategies for growth are outlined thereafter.

A discussion of transportation networks and facilities in the ETJ can be found in **Appendix A**.

Profile

A. Road Network

Nestled in the Yellowstone River valley, Livingston is served by a well-connected transportation system. The City of Livingston is situated along Interstate Highway 90 (I-90). I-90 connects Livingston to the larger population centers of Billings (east) and Bozeman (west). U.S. Route 89 (US-89) intersects with I-90 south of the City and connects Glacier National Park to the north with Yellowstone National Park to the south.

Livingston contains approximately 75 lane miles of roadway, and a network of alleyways in its central neighborhoods that are reminiscent of the City's historic development pattern. The National Functional Classification (NFC) system is used to determine the level of importance placed on each road within a planning area. The three levels of classification are:

1. Arterial highways
2. Collector streets
3. Local roads

These classifications represent a balance between mobility and access. Arterial highways have the highest degree of mobility and a low degree of access, whereas local roads are the inverse. Collectors represent a moderated balance between mobility and access. Factors involved with functional classification include efficiency of travel, access points or control, speed limit, route spacing, usage (average daily traffic or vehicle miles traveled), number of lanes, and regional/statewide significance. Functional classification is important for program and project prioritization, asset management, safety programs, highway and bridge design, traffic control, access management, and maintenance. The road network and the functional classifications of roadways are shown on **Exhibit 8.1**.

B. Traffic Counts

Over the last decade, Livingston has seen an overall increase of traffic on a majority of the highways and major city streets. According to Montana Department of Transportation (MDT) traffic data, Livingston experienced growth of over 10 percent on several major roads within the City. Traffic levels also grew along the I-90 corridor between the US-10 exit and US-89/Park Street exit (**Table 8.1**).

Table 8.1: Traffic Counts 2015-2018

Location	2015 Count	2018 Count	Percent Change
I-90: Between US-10 & US-89	12,840	17,257	+ 34.4%
US-89: South of I-90 interchange	7,480	7,737	+ 3.4%
Park St: North of I-90 interchange	10,860	12,043	+ 10.9%
US-10: West of Park St.	4,940	5,470	+ 10.7%
Park St: East of Main St.	9,360	9,846	+ 5.2%
Park St: East of Old Clyde Park Rd.	2,960	4,855	+ 64.0%
Gallatin St: Between G & H Streets	2,550	2,856	+ 12.0%
Front St: Between 9 th & 10 th Streets	2,720	2,857	+ 5.0%
Main St: At railroad underpass	4,080	5,468	+ 34.0%
Old Clyde Park Rd: At-grade railroad crossing	2,480	2,933	+ 18.3%
5 th St: At-grade railroad crossing	6,710	5,905	- 12.0%

Source: MDT, 2018

Traffic heading to the northside of Livingston was concentrated at the Main Street underpass and the Bennett Street at-grade railroad crossing east of downtown. Park Street experienced significant increases in traffic along the entire corridor, with larger increase north of the I-90 interchange and on the east side of the City, near the hospital. Truck and bus traffic on the local interstates comprise about 11 percent of overall traffic, with lower rates in town.

C. Vehicle Trips/Miles Traveled

Daily Vehicle Miles Traveled (DVMT) is a simple mechanism to measure how much traffic is flowing along a roadway during an average 24-hour period. This simple formula multiplies Average Annual Daily Traffic (AADT) by the length of the roadway. For Park County, the total Daily Vehicle Miles Traveled was 800,233, based on 2018 traffic data. Of this total, 116,952 DVMT, or 14.6 percent, were on local roads (Source: MDT, 2018). This is highly reflective of the primarily rural nature of the County and the compact size of cities, such as Livingston.

D. Roadway Safety

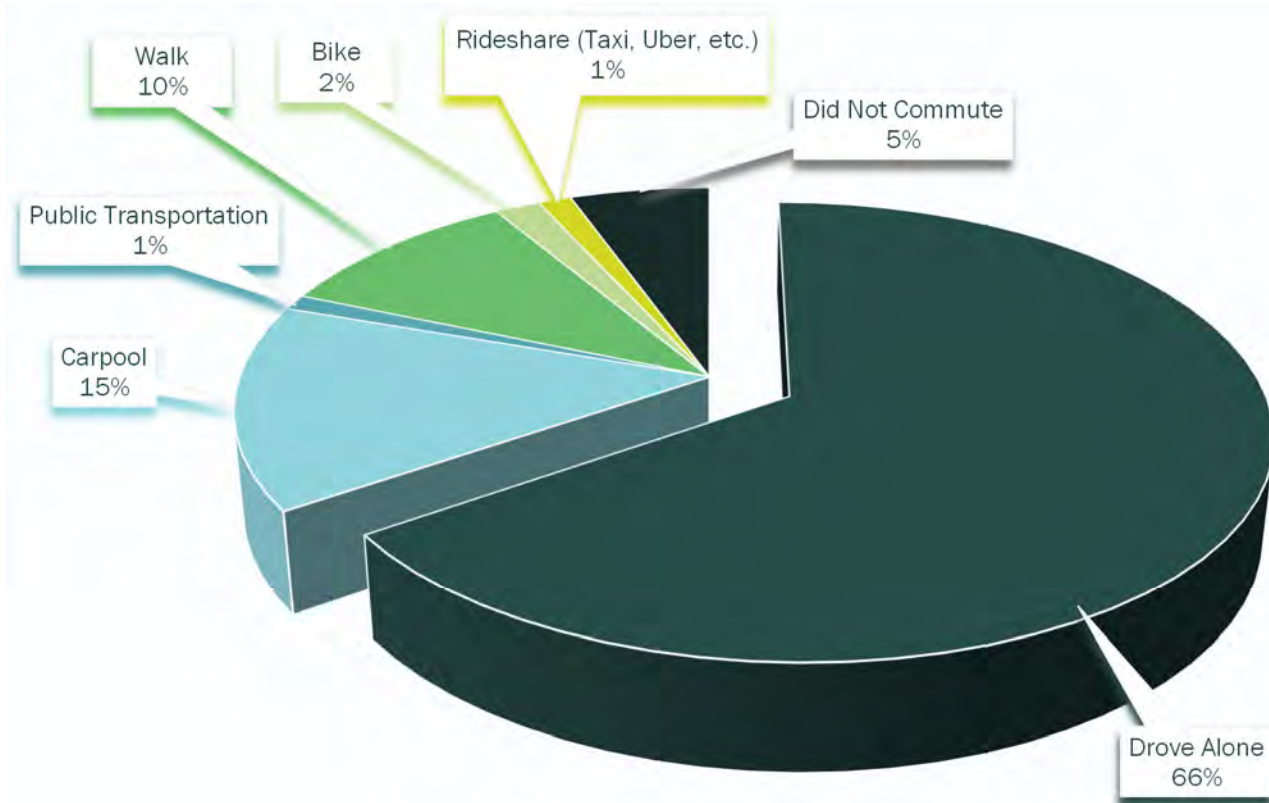
Between January 1, 2016 and December 31, 2018, there were 64 crashes reported within Livingston. One crash (1.6 percent) resulted in a serious or incapacitating injury. Another nine crashes (14 percent) resulted in minor or suspected injuries. The remaining 54 crashes (84.4 percent) did not result injuries and were classified as Property Damage Only (Source: MDT, 2018).

Montana's Department of Transportation has developed a statewide initiative to reduce traffic fatalities and serious injuries. Montana's Vision Zero is based on a national campaign and adapted to incorporate relevant policies to the traffic situations found in the largely rural state. This initiative was started in 2014, and focuses on education, enforcement, engineering, and emergency response (Source: MDT, 2014). With a major Interstate, and major U.S. highway intersecting near the City, Livingston is one of many focal points to ensure Montana's highways are safe for all users.

E. Commuting Patterns

Based on 2018 ACS Community Survey data, two-thirds of commuters reported driving alone to work with an additional 15 percent reporting that they carpooled (with one or more passengers) (**Figure 8.1**). Pedestrians make up 10 percent of the commuting population, with the remaining nine percent biking, using public transportation, ridesharing, or not commuting at all (working from home). Commuting types in Livingston differ greatly from U.S. averages in which 76 percent of commuters reported driving alone, nine percent reported carpooling, five percent reported taking public transportation, three percent reported walking, and less than one percent reported bicycling.

Figure 8.1: Reported Commute Types in Livingston



Source: U.S. Census Bureau, 2018 ACS

F. Transportation Choices

As shown in the previous section, over 80 percent of commuters rely on the roadways to commute using private vehicles. According to 2018 Census estimates, only 2.1 percent of residents reported not having a vehicle available. Nearly 70 percent of households reported having two or more vehicles available.

G. Transit Information & Policies

Park County provides public transit services through the Windrider Transit system. General public transit and paratransit services are available within Livingston City limits. These services are available from 6:15 am through 6:15 pm, Monday-Friday. There is no service on weekends or holidays. Windrider provides a free, fixed route service to residents of Livingston. Additional services are available for senior citizens and persons with disabilities throughout Park County, Montana. All vehicles are ADA-accessible and equipped with wheelchair lifts. Windrider fixed route service connects neighborhoods on both sides of the railyard, linking residents to downtown, parks and recreational areas, Livingston HealthCare (hospital), and commercial areas south of the I-90/US-89 interchange. Transit policies are

maintained on the County government's website (Source: Park County, 2017).

Additional mobility services are provided by Amazing Taxi, Angel Line, North of Yellowstone Shuttle & Charter, Streamline Transportation, Uber, and Lyft.

H. Active Transportation

Throughout the downtown area, and surrounding residential areas, bicycles share the road with motorized traffic. There is no dedicated bike lane over either at-grade railroad crossing, though bicycles are permitted to be walked on the sidewalk through the railroad underpass on Main St. Sidewalks are present throughout downtown and a majority of the surrounding residential districts. However, some neighborhoods have incomplete sidewalk networks, and others lack sidewalks entirely. See the Transportation Choices Map (**Exhibit 8.2**) for the location of active transportation facilities.

Additionally, recreational bicycle and pedestrian trails are located throughout the City, separated from motorized traffic, as noted in the Parks and Trails Map (**Exhibit 8.3**).

I. Rail

Passenger rail transportation is not currently available in Livingston. The nearest Amtrak station is in Shelby, Montana, over 250 miles north of the City. In the 2010 Montana Rail Plan, potential expansion of passenger rail services to a southern Montana route were analyzed. The cost of a proposed expansion of service between Billings and Missoula was forecast to cost over \$159 million, owing mostly to the lack of rolling stock owned and operated by Amtrak (\$95 million). The study, conducted by Amtrak, noted the use of the current Livingston Depot as a possible station site.

Montana Rail Link (MRL) is a Class II regional railroad that serves Livingston and is bookended on either end of the line by Burlington Northern Santa Fe Railway (BNSF), a privately held Class I railroad serving the western United States. Livingston is on Subdivision 2, connecting Helena to Laurel. This subdivision features a single track mainline throughout and is controlled by Centralized Traffic Control. Positive Train Control (PTC) has not been installed or implemented (Source: MDT, 2010).

MRL handed over 440,000 carloads of cargo systemwide in 2019. The railroad was also studied in the 2017 Montana Rail Plan and found that over half of all shipments pass through the state, neither originating nor terminating in Montana. This plan also discovered the amount of cargo shipped through the state has increased annually since the Great Recession (Source: Montana Rail Link, 2019).

J. Aviation

The nearest airport is Mission Field Airport, located six miles southeast of Livingston, along I-90. This general aviation airport has a 5,701-foot paved runway and two grass runways. The nearest airport with commercial aviation service is Bozeman Yellowstone International Airport, located 35 miles west of Livingston, along I-90.

According to an economic impact study in 2016, Mission Field had a direct impact of \$1.7 million in the local economy and a spin-off effect of nearly \$3 million. Recreational flying, agricultural spraying, emergency operations, and training were among the top uses of the airport annually (Source: MDT, 2016).

K. Transportation & Land Use Relationship

The City of Livingston is bisected by the Montana Rail Link railroad and its classification yard, immediately north of downtown. This railyard presents a challenge to residential or commercial development, as there are only three crossings, two located near downtown and one on the east side of the City. The south side of the City is restricted by the Yellowstone River and I-90/US-89 and elevation changes as US-89 heads south towards Yellowstone National Park.

Current commercial development is in downtown Livingston and along US-10, which runs east to west through the downtown area. Residential areas surround the downtown area and expand north of the railyard. Light industrial uses surround the railyard and are also present south of the US-89/I-90 interchange south of the City, served by a rail spur.

Additional studies have analyzed US-89 between Livingston and Gardiner (Yellowstone) and the northside of Livingston. The US-89/Paradise Valley study documented a higher-than-average crash rate and a lack of safe passing zones for motorists along the corridor. Additional challenges such as roadway geometrics and design were also considered. Countermeasures were considered and proposed in the final report (Source: MDT, 2014).

Exhibit 8.1: Road Network

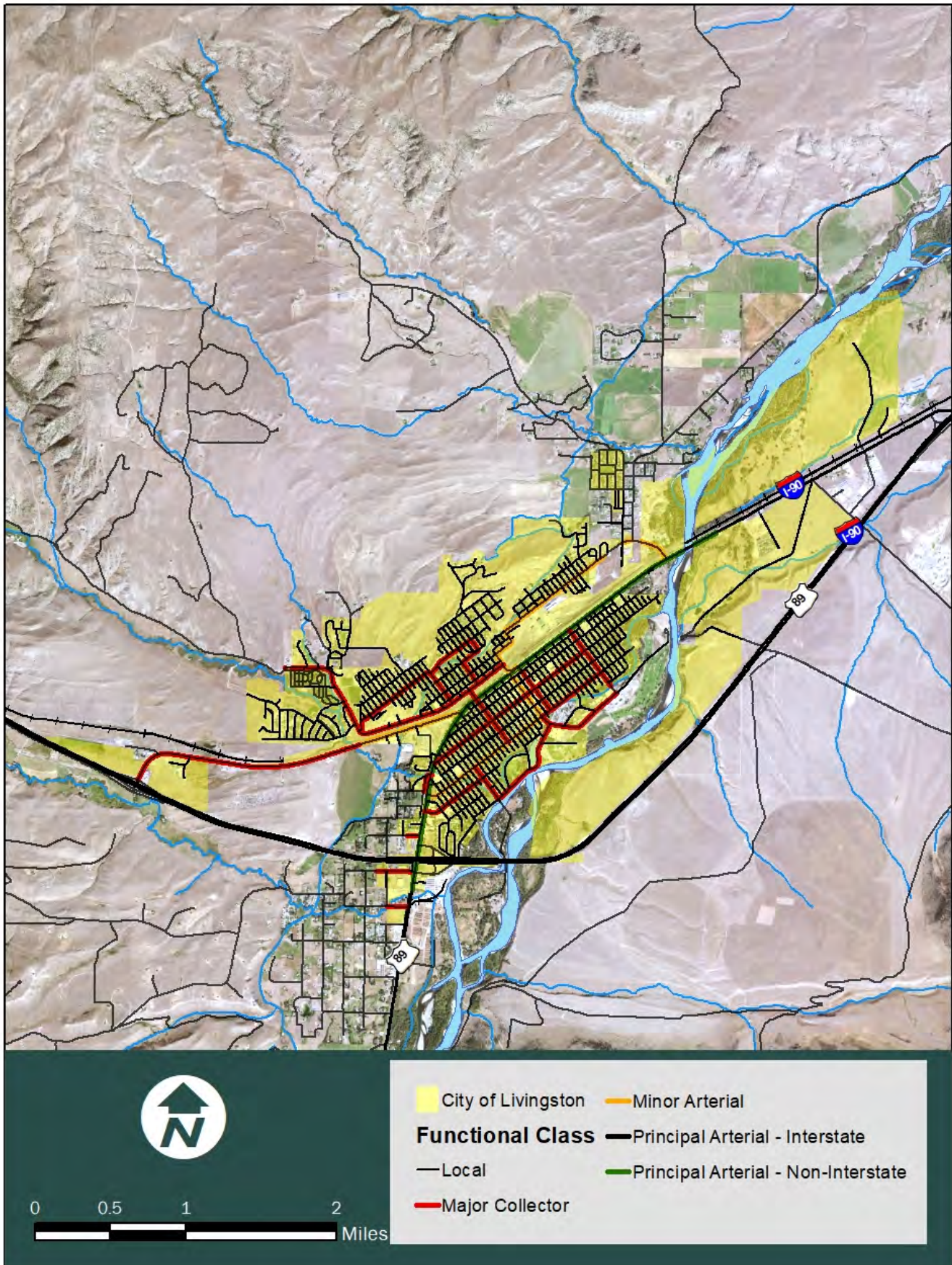


Exhibit 8.2: Transportation Choices

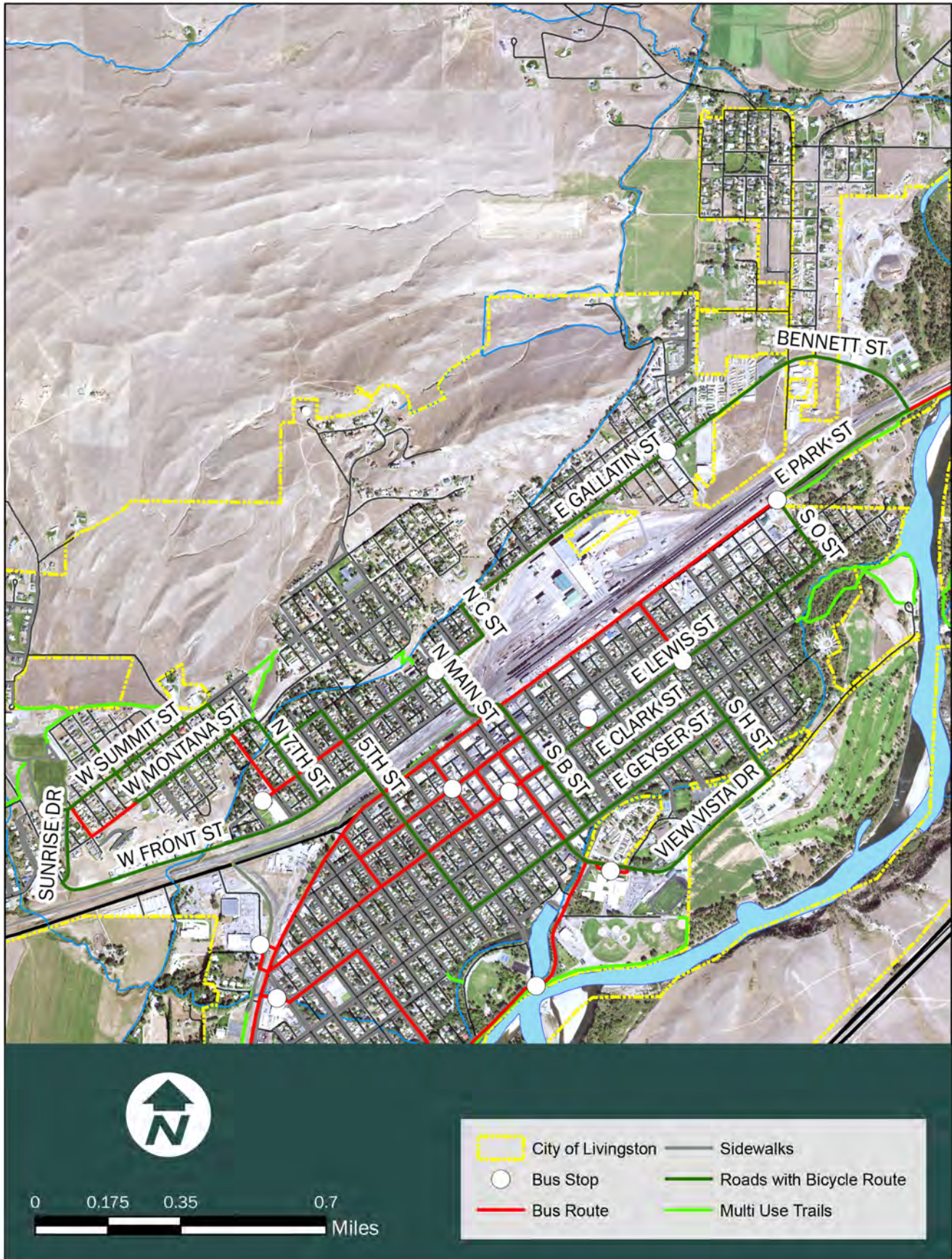
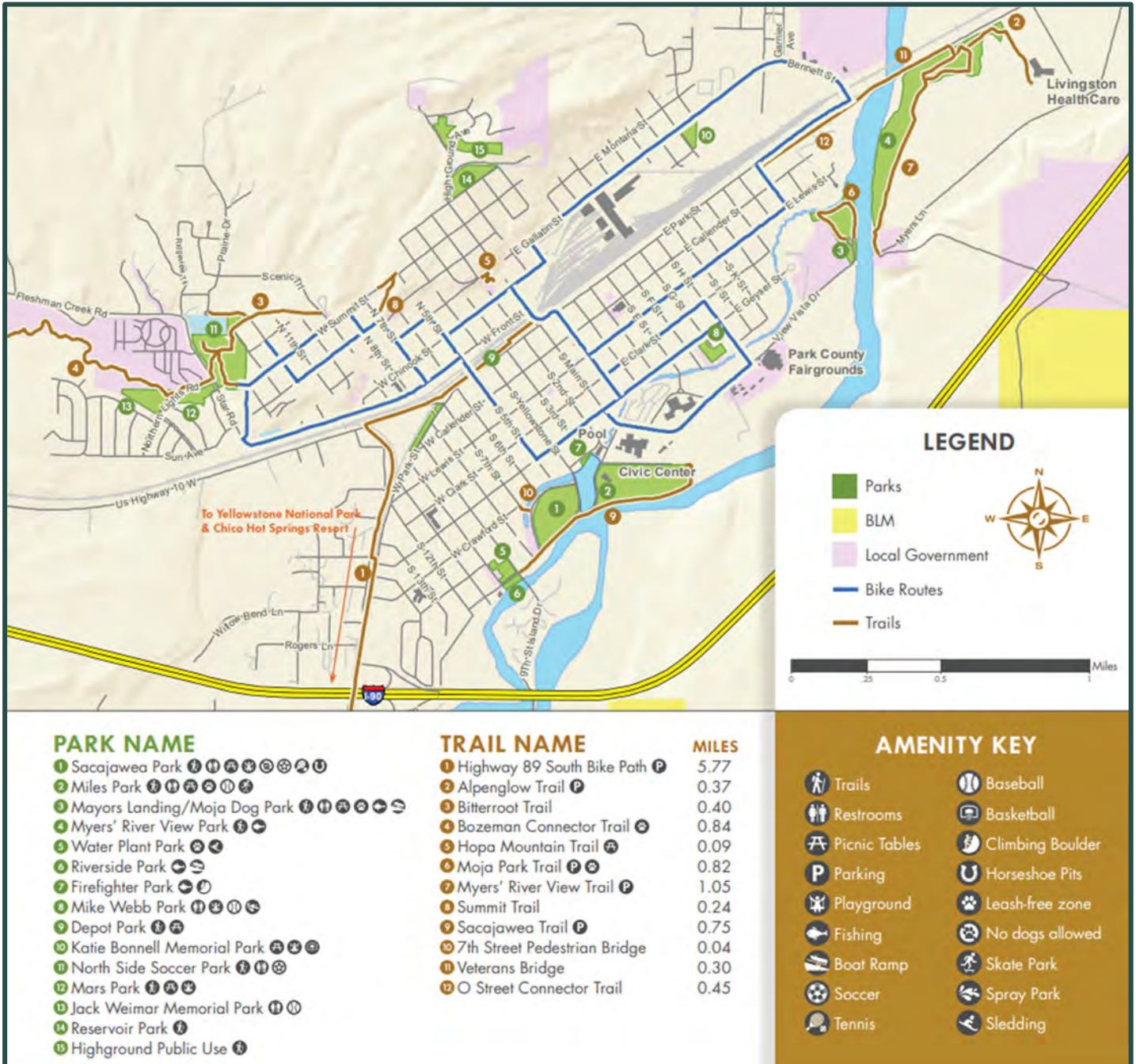


Exhibit 8.3: Parks and Trails



Source: City of Livingston, 2020

Goals, Objectives & Strategies for Growth

Goal 8.1: Improve pedestrian and bicycle safety within the City.

Objective 8.1.1: Ensure trail and sidewalk connectivity within and around the City.

- Strategy 8.1.1.1: Adopt an ordinance requiring sidewalks on new developments within City limits.
- Strategy 8.1.1.2: Evaluate the creation of a matching fund to assist local property owners to rehabilitate existing sidewalks, as needed.
- Strategy 8.1.1.3: Explore the creation of a special improvement district (SID) to fill gaps in the existing sidewalk infrastructure.
- Strategy 8.1.1.4: Create a process to explore connectivity between City trails and parks to the larger outlying trails network.
- Strategy 8.1.1.5: Consider installing outlets for pedestrians and bicyclists in cul-de-sacs and dead-end streets.
- Strategy 8.1.1.6: Implement the recommendations made in the active transportation plan of the City.

Objective 8.1.2: Make streets safe for all modes of transportation when planning for future developments and rehabilitation of existing transportation infrastructure.

- Strategy 8.1.2.1: Explore developing roadway standards that accommodate bike/auto/pedestrian and transit.
- Strategy 8.1.2.2: Identify primary pedestrian and bicycle corridors and conduct walk/bike audits along identified corridors to determine necessary upgrades.
- Strategy 8.1.2.3: Conduct walk and bike audits to assess ADA accessibility throughout the City, including within the City parks and trails system.

Objective 8.1.3: Develop a Safe Routes to School Travel Plan for the City.

- Strategy 8.1.3.1: Partner with the Montana Department of Transportation, regional, and local partners to develop a Safe Routes to School plan for the City's schools.

Objective 8.1.4: Review & update the land use plan to reflect the ability of the transportation system to maintain an acceptable level of mobility.

- Strategy 8.1.4.1: Update the Future Land Use Map based on future transportation improvements.

Goal 8.2: Create a complete and well-maintained transportation network within the City.

Objective 8.2.1: Improve traffic flow to the north side of the City in accordance with the Future Land Use Map of this Growth Policy.

Strategy 8.2.1.1: Provide safe and accessible crossings for pedestrians and bicyclists across railroad tracks.

Objective 8.2.2: Develop additional grade-separated crossings to serve areas of planned growth.

Strategy 8.2.2.1: Pursue state and federal transportation funding sources to develop safe, grade-separated facilities to cross over railroad tracks.

Strategy 8.2.2.2: Partner with Montana Rail Link to determine when railroad maintenance is occurring in targeted crossing locations to reduce costs on all entities.

Strategy 8.2.2.3: Reevaluate and amend the 2017 Northside Transportation Plan in relation to the updated Future Land Use Map of this Growth Policy.

Objective 8.2.3: Require road and multi-use trail and/or sidewalk connections to existing and future developments.

Strategy 8.2.3.1: Ensure zoning ordinance and subdivision regulations require multi-use trail and/or sidewalk connections to existing and future development.

Strategy 8.2.3.2: Require that right-of-way is dedicated to the City during the subdivision review approval process.

Objective 8.2.4: Ensure that bicycle, pedestrian, and trail connectivity is evaluated in all requests for modification or abandonment of public rights-of-way or access easements.

Strategy 8.2.4.1: Update related policies or codified processes to reflect this evaluation effort.

Objective 8.2.5: Develop financing mechanisms that will encourage federal, state, and private sector investment.

Strategy 8.2.5.1: Evaluate the effectiveness of developing a Joint Economic Development District (JEDD) with the County.

Strategy 8.2.5.2: Evaluate the effectiveness of using a Special Improvement District (SID) to improve unpaved streets.

Objective 8.2.6: Support the Big Sky Passenger Rail Authority (BSPRA) in bringing passenger rail back to Livingston.

Strategy 8.2.6.1: Support the BSPRA in seeking private, state, and federal funding.

Strategy 8.2.6.2: Ensure any future passenger rail service stops in Livingston.

Objective 8.2.7: Prioritize existing roadways and utility infrastructure to ensure connectivity and avoid leapfrog development.

Strategy 8.2.7.1: Prioritize roadway construction or improvements in areas that have been dedicated as mixed use or higher density in the Growth Policy.

Strategy 8.2.7.2: Ensure that all transportation modes are provided for when constructing new roadways, including: sidewalks, bikeways, and vehicular and public transit rights-of-way.

Strategy 8.2.7.3: Carefully assess the induced demand impacts of transportation improvements, providing these improvements strategically for intended growth, not in response to development that is out-of-step with the goals of the Growth Policy.

Objective 8.2.8: Provide safe roads for people and wildlife.

Strategy 8.2.8.1: Partner with the Montana Department of Transportation and other agencies to reduce the risk of wildlife-vehicle collisions in and around Livingston.

Objective 8.2.9: Mitigate road closure and construction impacts on traffic congestion.

Strategy 8.2.9.1: Explore alternatives to congestion on Park Street when I-90 is closed, and continue to work with the Montana Department of Transportation.

Refer to the **Infrastructure Management Strategy (p.116)** for more information on achieving specific strategies that relate to infrastructure.