

West Yellowstone Highway 20 Traffic Calming Project

July 23rd – October 15th, 2024

Background

The West Yellowstone Business Improvement Advisory Board (BIAB) reached out to the Western Transportation Institute (WTI) in fall 2023 to request help slowing traffic through W. Yellowstone, Montana, to create safer streets, especially for pedestrians. In October 2023, WTI met with Montana Department of Transportation (MDT) staff to discuss the possibility of a pop-up traffic calming project on state Highway 20, which also serves as a W. Yellowstone downtown business district with high pedestrian use. MDT was open to the idea given that a traffic calming project would be temporary, compliant with the Manual on Uniform Traffic Control Devices (MUTCD), and installed on the 25 mile per hour (mph) section of road through town.

WTI worked with W. Yellowstone City staff, BIAB, and MDT to provide technical assistance with the planning, outreach, installation, and evaluation of the project. Three curb extensions and two in-road yield-to-pedestrian signs were installed by City and WTI staff on July 23, 2024. The three locations for curb extensions include gateway treatments near the east and west end of the six-block section and one near the middle, to give cues to drivers that they are entering a slower speed area (shown in yellow stars on Figure 1). The yellow pedestrian symbol shows Hwy 20's only existing crosswalk, where the in-road yield signs were placed.

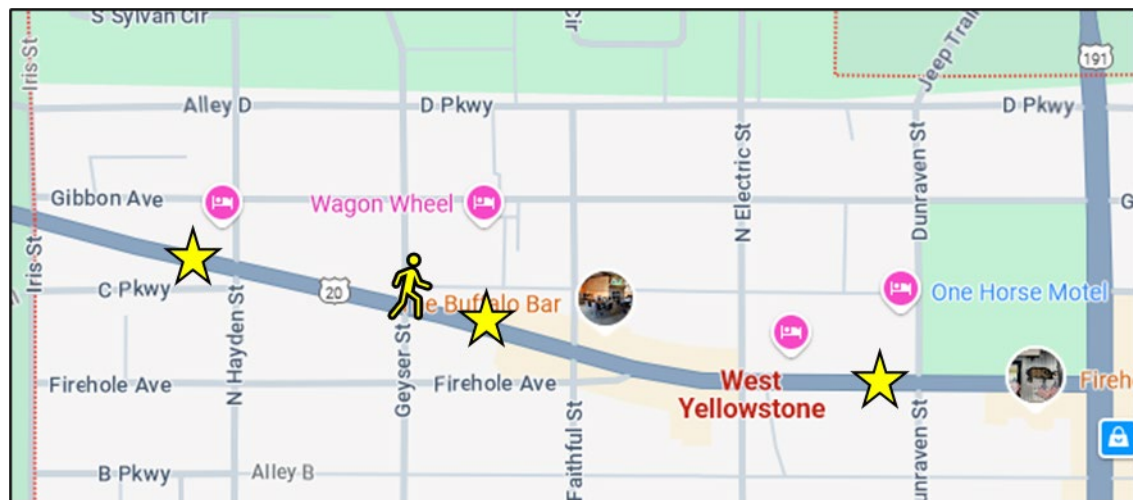


Figure 1 Map of West Yellowstone Showing Installation Locations Along Hwy 20

This traffic calming project is intended to test whether interim-style pop-up installations achieve project goals and to assess community perceptions around safety, usability, and aesthetics. For this project, goals were to slow drivers' speed and increase pedestrian safety on Hwy 20.

History & Process

The traffic calming process typically begins with neighbors, businesses, and community leaders bringing a traffic-related issue to staff at WTI. Then, an engagement process begins, including a walk audit, community meetings, and data collection to identify issues. If a traffic safety issue is present, the project will move forward. At the next stage, project goals are defined (as determined by community and staff), data collection methods outlined, and a project implementation timeline is defined. A temporary traffic calming treatment is then installed and data is collected to evaluate the project and see if it had the intended impact.

The W. Yellowstone project started with BIAB and City staff identifying vehicle speed and safety issues for pedestrians along the state highways that run through town. Initial meetings were held with the BIAB to introduce WTI and the traffic calming process and make sure that there was support among board members, city staff, and council members to at least move forward with the project. Additionally, WTI staff met with staff from the W. Yellowstone school district to learn more about pedestrian and cyclist behavior amongst the school-based population in and around town.

Walk Audit

A key component to traffic calming projects is the walk audit. A walk audit allows staff to hear from residents about their experiences using the area identified for the project. An evening community walk audit was conducted on May 1st, 2024 along highway 20. Eight people from W. Yellowstone plus two WTI staff attended the walk audit on May 1, 2024, at 6:00 pm. It started at the City park near the intersection of Dunraven St and Hwy 20 and walked west to Hayden St and back. Participants included BIAB members, the police chief, fire chief, school superintendent and public services director. The morning after the walk audit, WTI staff attended the May 2, 2024 BIAB meeting in W. Yellowstone, which was attended by 14 people, some of whom also attended the walk audit. Issues at five intersections on Hwy 20 were discussed during the walk audit and BIAB meeting:

What is the overall user experience along the Highway 20 corridor?

- Speed and weight of vehicles is a concern as observed by the shaking of cabins near the road when tractor trailer vehicles go past. When traffic backs up on Hwy 20 truckers sometimes go to Gibbon.
- Pedestrians hesitate to cross, as when one car stops, vehicles going the other direction don't always stop.
- Everyone is in a hurry. All summer long, locals avoid trying to drive across Hwy 20.
- Trying to get bicyclists across Hwy 20 to the north side of town is a challenge. Boundary Street along the east side of town goes to the north side trails. The newly opened Short Line Trail, a paved non-motorized path that follows the historic route of the Oregon Short Line Railroad for about 9 miles from West Yellowstone to the Montana-Idaho state line, currently begins on the southwest side of town at Iris St and Obsidian. One thought is to connect it to the north side, crossing Hwy 20 at Iris St. The 25-mph speed limit doesn't

start until east of Iris, so high speeds at Iris now are not great for crossing. Another idea is to send bicyclists to the Hwy 20 school crossing at Geyser if Iris doesn't work.

- People cut corners on Hwy 20, going onto dirt at Iris, pulling onto the shoulder. A jack fence was installed last year that mostly fixed the issue.
- There are no bike lanes in W. Yellowstone. People think that the parking lane/shoulder is an additional drive lane.

Community Park/Intersection of Dunraven/Hwy 20

- Hard to cross Hwy 20. Snow blocks the view when in a car. In summer, people speed up here and it is hard to walk across Hwy 20.
- Pedestrians cross anywhere in parking vicinity.
- There are lots of accidents here and lots of northbound traffic.
- Delaware North employees walk to grocery store on the south side.
- The Conoco gas station (on SE corner)—vehicles stack up on the street to get in. Is packed in the morning.
- Daily rentals create lots of foot traffic.

Electric/Hwy 20

- Lots of bike traffic. Lots of apartments on Electric. More locals on Electric (rather than tourists).
- People don't yield for pedestrians, especially where there are no crosswalks.
- The only marked crosswalks are at Canyon and Geyser
- Bikes stay on sidewalks when traveling along Hwy 20. Most people bike on cross streets.
- Electric and Hayden are busier than other streets.
- Coffee kiosk is busy—people block the road.

Faithful/Hwy 20

- Not as busy of a street. People back into road from Ernie's bakery.

Geyser/Hwy 20

- Has school crossing with a crossing guard. Lots of turning traffic and crossing traffic.
- When crossing guard goes out with a stop sign, drivers don't always stop.

Hayden/Hwy 20

- Poor sight lines, can't see cars coming on Hwy 20.
- School traffic—leaving from north side of Hayden after dropping off. Turning left into town.
- Place radar near Crow's Nest (housing for McDonalds employees on Hwy 20)

Other Walk Audit Notes

- One business owner wanted to know why would we want to slow traffic when it is sometimes stopped due to congestion?
- Food delivery trucks park in center on side streets.
- From 9:00 am to 12:00 pm traffic is coming into park.
- From 5:30 to 6:00 pm and later until 10 pm traffic coming out of park.
- Estes Park has a reservation system that is really nice to visit without so much congestion.

A final and key component to a walk audit is to understand what residents believe could be a solution to the problem. This allows for participants to really feel like a part of the solution. When W. Yellowstone residents were asked the question “What would you like to see on Hwy 20?” responses included:

- Crosswalks
- 4-lanes
- To direct westbound traffic to Gibbon Ave
- What about a roundabout?

Plans & Installation

Based on the walk audit, BIAB meetings, and subsequent discussions, goals for the Hwy 20 corridor project were identified and presented back to the community. The goals were to:

1. Slow traffic along the Hwy 20 corridor.
2. Increase pedestrian safety.
3. Make the installation visually appealing.

Once goals were identified, WTI staff drafted sketches (see Appendix A) of the midblock curb extensions, including bollards and planters, and presented them back to the BIAB group for initial community approval. In addition, staff recommended the installation of R1-6, in-road yield signs, at the Hwy 20 & Geyser crosswalk. Once that happened, WTI staff submitted an encroachment permit to MDT for the three sets of curb extensions and installation of two R1-6 in-road yield to pedestrian signs. After the encroachment permits were approved, WTI staff worked with W. Yellowstone staff to procure the necessary materials and supplies to complete the installation. Once a delivery date for the materials was set, all parties worked together to set an installation date.



Figure 2 Hwy 20 Curb Extension with W. Yellowstone Staff

The curb extensions, including bollards and planters, as well as the R1-6 signs were installed by WTI staff, W. Yellowstone staff, and community volunteers on the morning of July 23, 2024. The next day, the middle curb extension near the Faithful St intersection was removed by a business owner unhappy with the installation in front of their business. The city chose a new location that would provide the same mid-block treatment but did not interfere with site lines for the bar/restaurant. They re-installed that curb extension further west in between Faithful and Geysir Streets.

During the walk audit and conversations with BIAB and City staff, it was understood that bicyclists often used side streets, but people did not ride on the Hwy 20 shoulder. When WTI staff visited the site, multiple people riding bikes were observed in the Hwy 20 shoulders. Initially, the flex posts were installed to allow 3 feet of space from the curb as shown in Figure 2. Given concerns about bicyclists' safety and after conversations with MDT, City staff shifted the flex posts and planters to allow 4 feet for bikes to pass and painted bicycle symbols on the pavement to indicate bicycles should stay right toward the curb, rather than merge into the traffic lane as shown in Figure 3.



Figure 3 Adjusted Curb Extension with Bike Lane

Figure 4 shows the in-road yield to pedestrian signs. Another component of the project, brought up in initial meetings, was the possibility of installing radar speed feedback signs along the HWY 20 corridor. There were some remaining funds from the initial project, so staff from both WTI & W. Yellowstone investigated the feasibility of purchasing and installing the signs. WTI submitted a second encroachment permit to MDT on behalf of the City of W. Yellowstone to install two radar speed feedback signs, one on each end of Hwy 20 through the town. The city installed the two signs in early August 2024. Figure 5 shows one of the speed feedback signs located near the east end of Hwy 20.



Figure 4 In Road Yield Signs (R1-6) at Hwy 20 & Geysir Intersection

Data Collection

Pop-up traffic calming projects allow communities to test out different installations and see their effectiveness without committing a lot of time or money to the project. To determine how the projects are working, data collection occurs before and after installation and measures things like speed, volume, and community perception. Data collection in W. Yellowstone included vehicle speed and traffic volume as described below, followed by a community survey.

Vehicle Speed and Traffic Volume

Vehicle speed and traffic volume data were collected on Hwy 20 west of Hayden St for vehicles entering and leaving the west side of town. Pre-installation data collection occurred for 10 days from May 3–12, 2024. Post installation (or during the installation) data collection occurred for 10 days from August 30 through September 8, 2024. Speed and volume data were collected utilizing a Houston Radar unit and analyzed with the Houston Radar Software. The main data points analyzed were average speed, 85th percentile speeds, max speed, average daily traffic volume, and percentage of drivers speeding. The study area has a posted speed limit of 25 miles per hour (mph). Key data points with changes from before and during the project are shown in Table 1. Numbers highlighted in green indicate positive change that help meet community goals of reducing traffic speed and increasing pedestrian safety.

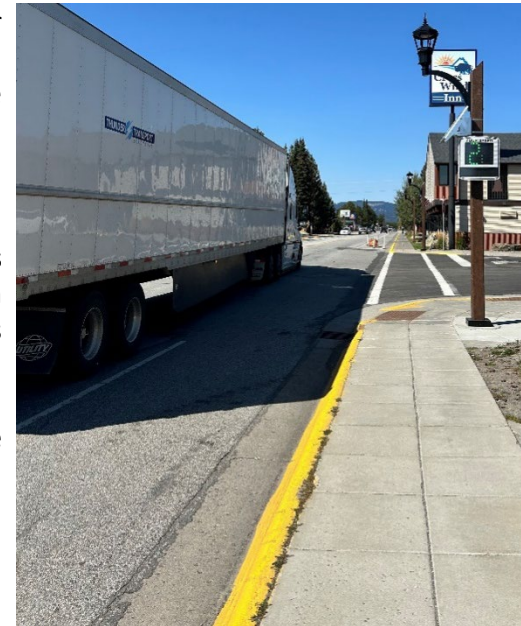


Figure 5 Speed Feedback Radar Sign Hwy 20

Table 1 Highway 20 near Hayden St. Vehicle Speed & Traffic Volume Data

Incoming – (Eastbound)	Before Installation	During Installation	Change	Outgoing – (Westbound)	Before Installation	During Installation	Change
Average Speed	27.3 mph	25.5 mph	-1.8 mph	Average Speed	29.6 mph	28.0 mph	-1.6 mph
85 th Percentile Speed	32 mph	29 mph	-3 mph	85 th Percentile Speed	34 mph	32 mph	-2 mph
Max Speed	67 mph	69 mph	+2 mph	Max Speed	67 mph	66 mph	-1 mph
% Over Speed Limit	59.2% (Fri) to 74.6% (Tues)	44.8% (Sat) to 48.5% (Fri)	-14.4% to -26.1%	% Over Speed Limit	79.5% (Fri) to 83.1% (Thu)	72.4% (Wed) to 75.5% (Sat)	-7.1% to 7.6%
Average Daily Vehicle Volume	2218	3763	+1545	Average Daily Vehicle Volume	2018	3583	+1565

Incoming (Eastbound) Traffic Data

For eastbound vehicles, average speeds were reduced by 1.8 mph and 85th percentile speeds were reduced by 3 mph during the study period. The maximum speed recorded increased by 2 mph from 67 to 69 mph during the study period. The Houston Radar software calculates the percent of vehicles speeding (above the 25-mph speed limit) for each day of the week. Table 1 shows the lowest and highest “speeding” percentages and on what day they occurred. For example, before the traffic calming was installed, the lowest percent of vehicles speeding was 59.2%, which occurred on a Friday. The highest percent was 74.6%, which occurred on a Tuesday. During the study period, the percentage of speeding vehicles was reduced to the range of 14.4–26.1%. The average daily vehicle volume increased by 1545 vehicles, which was to be expected because tourism increases in Yellowstone National Park during the warmer season.

Outgoing (Westbound) Traffic Data

For westbound traffic, average speeds were reduced by 1.6 mph and 85th percentile speeds were reduced by 2 mph during the study period. The maximum speed recorded decreased by 1 mph, from 67 to 66 mph, during the study period. Before the traffic calming was installed, the lowest percent of vehicles speeding was 79.5%, which occurred on a Friday. The highest percent was 83.1%, which occurred on a Thursday. The percent of speeding vehicles heading west was reduced to between 7.1% and 7.6% during the study period. The average daily vehicle volume increased by 1565 vehicles during the study period.

Speed and Volume Data Results Discussion

The reductions in average speeds and 85th percentile vehicle speeds suggest that the curb extensions and radar feedback signs did change drivers’ behavior. A small reduction in speed has a big impact on injuries; a 1 mph reduction in speed correlates to 5% fewer injuries (Taylor, Lynam and Baruya, 2000). Thus the 2–3 mph reduction may result in a 10–15% decrease in risk of traffic injuries. W. Yellowstone is a gateway community adjacent to Yellowstone National Park where traffic volumes vary depending on the season, weather, events, and other factors. Traffic congestion on Hwy 20 may have contributed to lower speeds during the study period.

Even with the traffic calming treatments, almost half (44–48%) of drivers heading east into town and about three quarters of drivers leaving town still exceeded the 25-mph speed limit. Traffic speed is important, especially on Hwy 20 where there are a lot of people walking, because the faster a vehicles travels, the greater the likelihood of serious injury or death in the event of a crash (Figure 6).



Figure 6 Likelihood of Fatality at Different Speeds of Pedestrian & Vehicle Crashes. Source: National Roadway Safety Strategy <https://www.transportation.gov/NRSS/SaferSpeeds>

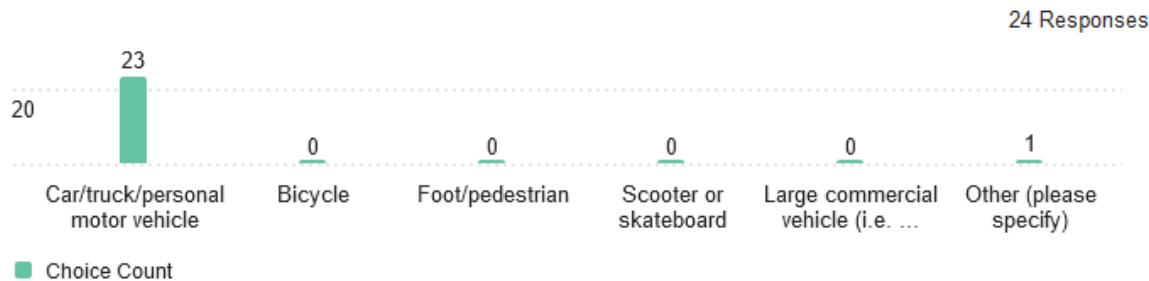
This project made progress toward W. Yellowstone’s goal of lowering traffic speeds and increasing pedestrian safety on Hwy 20. Making the travel lanes look narrower by installing flex posts and planters along with radar speed feedback signs appears to have had an impact on driver behavior, resulting in lower speeds. That said, people still drove over 65 mph on the west end of Hwy 20 in town both before and during the traffic calming installation and many drivers continued to exceed the 25-mph speed limit.

Community Perceptions Survey

A key component of the pop-up traffic calming process is taking a community survey to understand the perceptions of different user groups and community members. For this project, a survey was created by staff from WTI in partnership with City of W. Yellowstone. The survey was hosted on WTI/Montana State University’s Qualtrics account and a QR code and weblink were shared with the City of W. Yellowstone to collect survey responses. The Qualtrics platform was used to collect and analyze data. The following is a summary of survey results.

There were only 24 survey respondents, which is a small sample size, thus the results may not be representative of the approximately 1200 residents of W. Yellowstone. That said, results do provide insights into community perceptions of the traffic calming pilot project.

Q1 - What is your primary mode of transportation within W. Yellowstone? - Selected Choice



Question 1 shows that of the 24 people that responded to the survey, 23 of them use a car/truck/personal motor vehicle as their primary mode of transportation. Thus, survey responses may not represent the views of people that primarily walk or bike for transportation in W. Yellowstone.

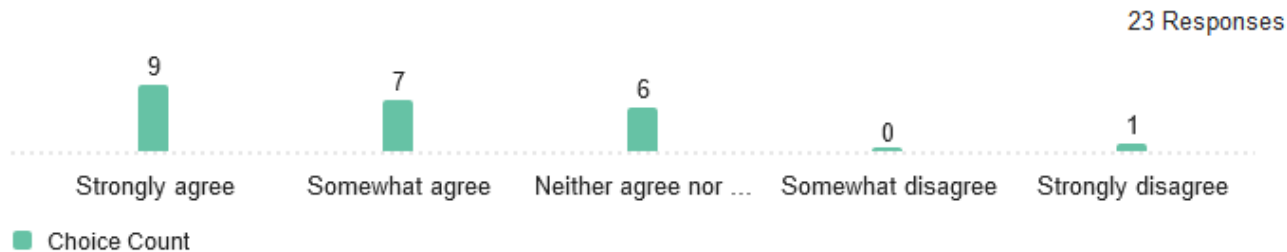
Q2 - The curb extensions made me feel safer while crossing or entering onto Hwy 20.



Q3 - The curb extensions made me feel safer while traveling along Hwy 20.



Q4 - The in-road “yield to pedestrian” signs at Geysers St. made me feel safer crossing Hwy 20.



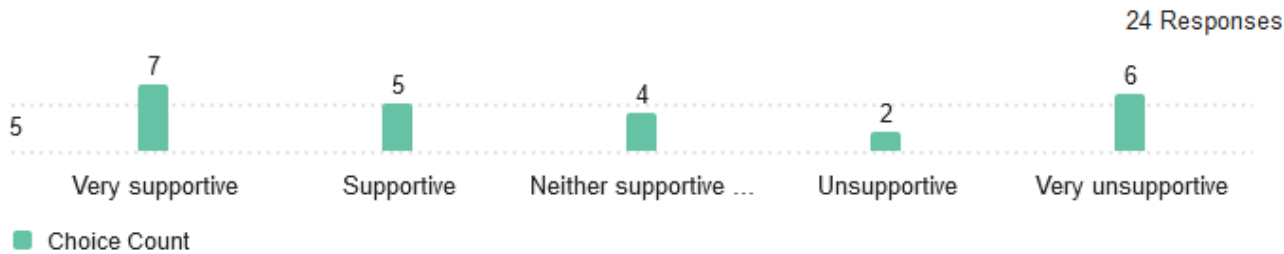
Question 2 indicates that 9 people agreed that the curb extensions made them feel safer while crossing or entering Hwy 20, 8 neither agreed nor disagreed, and 7 disagreed—a relatively even split amongst respondents.

Question 3 shows that 9 people agreed, 8 neither agreed nor disagreed, and 7 disagreed that curb extensions made them feel safer while travelling along Hwy 20.

Question 4 shows that 16 people agreed, 6 neither agreed nor disagreed, and 1 disagreed that the yield to pedestrian signs made them feel safer crossing the highway.

Q5 - How supportive are you of future installation of curb extensions along Hwy 20 on a seasonal basis (Spring- Fall)?

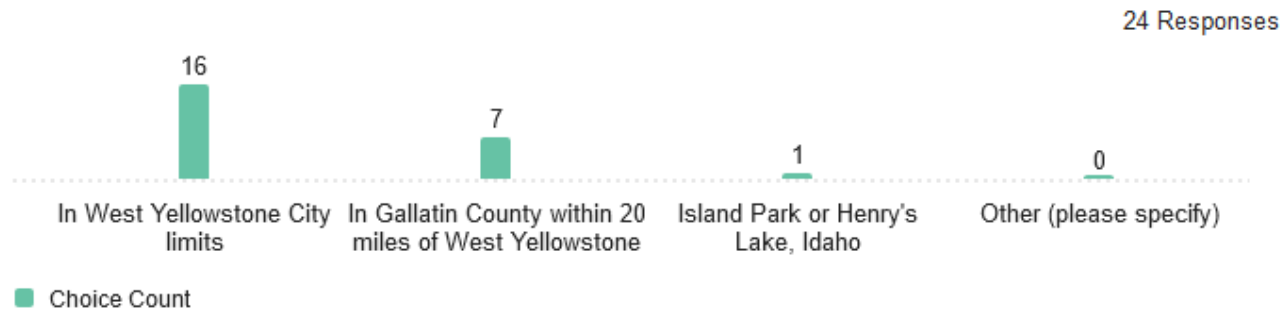
Question 5 shows that 12 people support and 8 are unsupportive of future curb installations.



Question 6 asked people to share their thoughts on improving pedestrian, bicycle, and motorized transportation safety in W. Yellowstone. A couple of people expressed concern about the safety of bicyclists navigating in the 4-foot-wide space between the curb and flex posts. A few also had concerns about the aesthetics of the flex posts and planters. A few others would like to see more crosswalks, yield to pedestrian signs, and other improvements to make streets friendly to all modes of transportation across the community. All 17 responses to question 6 can be found in Appendix B.

Q7 - Where do you live? - Selected Choice

Lastly, in **Question 7**, 16 survey respondents indicate that they live in W. Yellowstone, 7 live within 20 miles of town, and 1 lives in Island Park or Henry’s Lake, Idaho. Thus, the people that did respond should be familiar with the area, rather than tourists that may be passing through.



Costs of Traffic Calming Materials

Materials for this project were purchased by the City of W. Yellowstone. Technical assistance for the project was paid for with funds from WTI's Small Urban, Rural and Tribal Center on Mobility. Installation costs were covered by both the City of W. Yellowstone and WTI. Material costs are shown in Table 2.

Table 2 West Yellowstone Traffic Calming Material Costs

Materials/Supplies	Cost per Unit	Units	Total
Bollards	\$27.95	30	\$838.50
Bases	\$10.75	26	\$279.50
Bollard Shipping	\$110.00	1	\$110.00
R1-6 Signs with Base	\$526.39	2	\$1,052.78
Sign Shipping	\$85.00	1	\$85.00
Screws	\$35.00	1	\$35.00
Washer	\$8.00	1	\$8.00
Planters	\$467.26	6	\$2,803.56
Shipping Planters	\$625.00	1	\$625.00
All-Purpose Potting Soil	\$5.00	36	\$180.00
Plants	\$3.50	36	\$126.00
Road Paint	\$15.00	4	\$60.00
Slow Down Please Signs	\$11.33	12	\$135.96
Traffic Calming Materials Subtotal			\$6,339.30
Speed Feedback Signs	\$3,775.00	2	\$7,550.00
PV Panels for Speed Feedback Signs	\$675.00	2	\$1,350.00
Speed Feedback Signs Subtotal			\$8,900.00
Total			\$15,239.30

Outcomes and Recommendations

This traffic calming project provides the City of W. Yellowstone, its residents, MDT, and WTI the opportunity to install temporary traffic calming measures and evaluate their impacts. Three sets of curb extensions, two in-road yield-to-pedestrian signs, and two radar speed feedback signs were installed on Hwy 20 through W. Yellowstone in summer 2024. Quantitative data from a portable radar unit and qualitative data collected

through a survey provided feedback that will inform traffic calming efforts moving forward. This project used an iterative approach, with adjustments made along the way as needed. Goals of this project were to:

1. Slow traffic along the corridor
2. Increase pedestrian safety
3. Make the installation visually appealing

Radar data from the west end of Hwy 20 near Hayden St showed that this project slowed the 85th percentile traffic speeds by between 2 and 3 mph. In addition, the percent of drivers speeding (over the 25-mph speed limit) was reduced by between 14% and 26% for eastbound traffic and approximately 7% for westbound traffic, which is a step toward increasing pedestrian safety. Six self-watering planters with flowers were installed to create a more visually appealing project.

Recommendations

Based on data collection and discussions with City of W. Yellowstone and MDT staff, WTI makes the following recommendations:

1. Continue to install interim-style curb extensions (planters and flex posts) along Hwy 20 during the warm season. Increase the physical length of the traffic calming project by adding more flex posts and planters.
2. Conduct outreach to understand the needs and safety concerns of people that live in W. Yellowstone that do not drive to inform location/design of pedestrian and bicycle facilities.
3. Consider a more bike friendly design for future traffic calming along Hwy 20. Ideally, bicyclists would have a minimum of 5 feet in which to ride. A 5-foot-wide bike lane could fit, given a 7.5-foot-wide shoulder and 1.5-foot-wide planters (rather than current 26-inch-wide planters). If desired by the community, a protected bike lane denoted with flex posts, bicycle pavement markings, and planters could improve bicycle safety along the length of Hwy 20 through town and serve as traffic calming.
4. Incorporate place making with the installations to improve aesthetics and reflect the culture and style of W. Yellowstone.
5. Develop relationships and communicate with MDT staff to plan for a future gateway treatment that will force drivers to slow down as they enter town (such as a roundabout or splitter island) on Hwy 20 on the west end of town.
6. Continue to communicate with MDT on how best to increase pedestrian safety on Hwy 20 and Hwy 191. MDT staff supported installing traffic calming on state Hwy 20 and are interested in improving safety and working toward Vision Zero goals. Work toward installing a high visibility crosswalk on Hwy 20 at Geyser St where children cross for school, as well as a new ADA-compliant crosswalk at the west end and near the east end at Dunraven. Many of the current curb cuts are not ADA compliant and according to MDT policy, must be reconstructed if permanent changes are made.
7. Consider applying for a Safe Streets for All (SS4A) grant or other grant to fund improvements such as crosswalks, ADA-compliant curb cuts, and other treatments that meet the community wants and needs.

References

Taylor, Lynam and Baruya, 2000. The effects of drivers' speed on the frequency of road accidents.

<https://trl.co.uk/uploads/trl/documents/TRL421.pdf>

Project summary prepared and distributed in October 2024 by:



Appendix A: Traffic Calming Sketches

Gateway Traffic Calming at Hayden and Hwy 20

39' wide Hwy

13-14' from
centerline to
flexible &
reflective
bollards

12' from
centerline to
white line

Planters 
crash worthy
up to 30 mph,
self watering



Appendix A – Traffic Calming Sketches

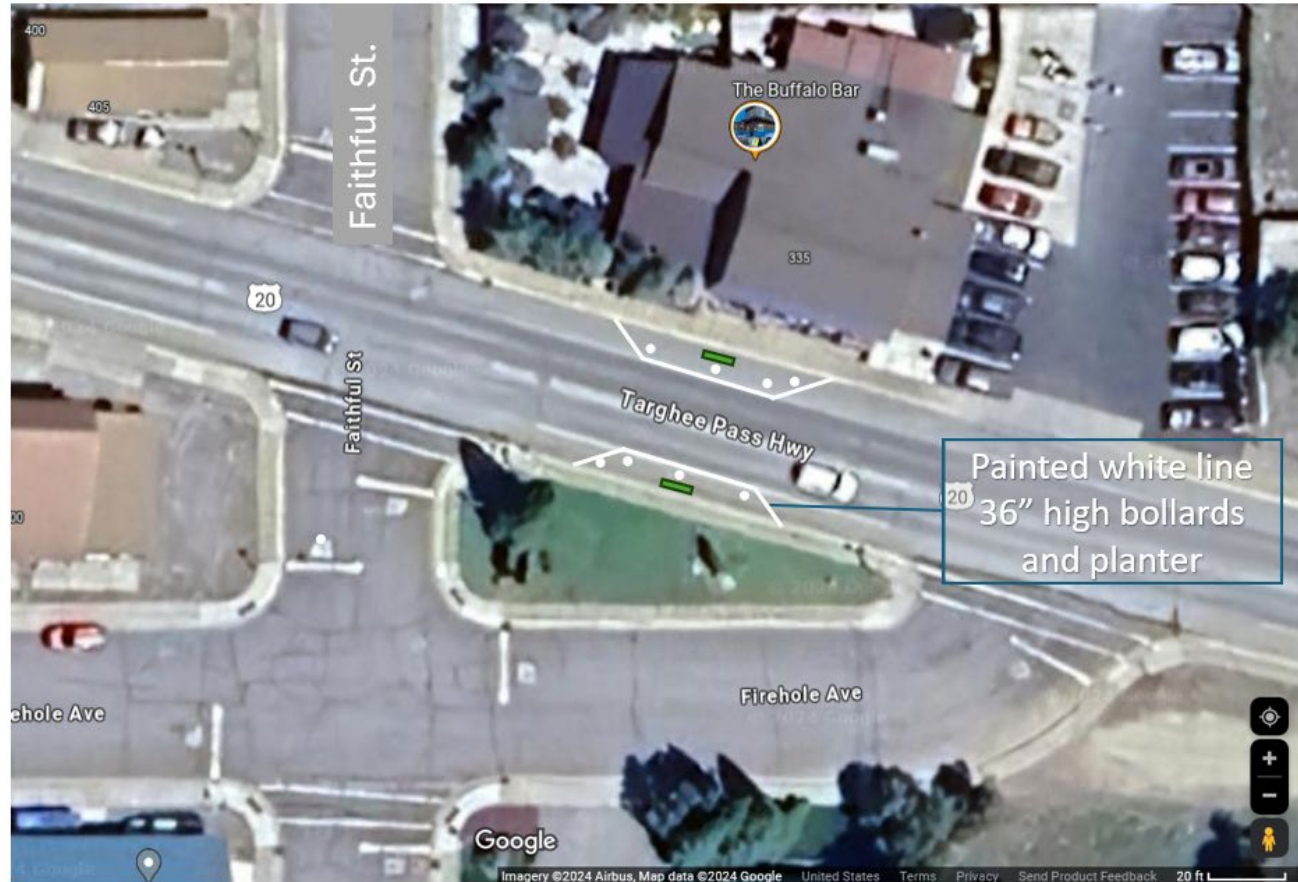
Traffic Calming at Faithful St. and Hwy 20

39' wide Hwy

13-14' from centerline to flexible & reflective bollards

12' from centerline to white line

Planters 
crash worthy up to 30 mph, self watering

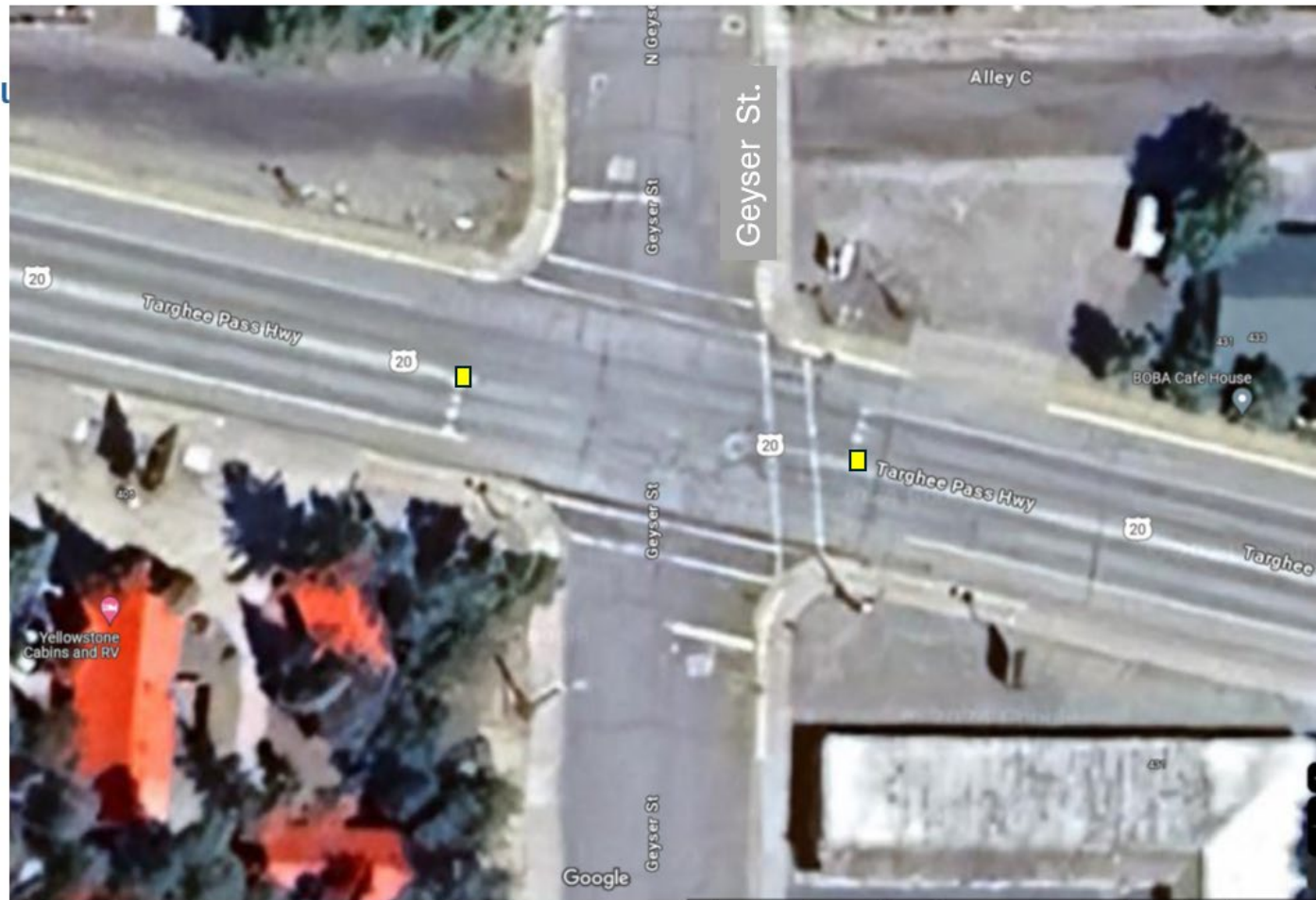


Note: This set of curb extensions was moved a block to the west after initial installation.

Appendix A – Traffic Calming Sketches

Enhance existing crosswalk at school crossing on Geysler crossing on Geysler with high visibility crosswalk

Add R1-6 signs



Appendix B: Survey Question 6 Responses

Q6 - Please share any thoughts you have on improving pedestrian, bicycle and motorized transportation safety in W. Yellowstone.

17 Responses

1. I get nervous when a bicyclist is trying to navigate between the curb and curb extension, especially when there are pedestrians on the sidewalk and the cyclist could've used it instead of swerving into traffic to avoid falling.
2. I noticed that the presence of the devices resulted in me driving slower through town
3. More painting lines/symbols, when painting parking spot lines. PLEASE have them make them even and same angle because this last round they just painted around cars
4. The Hwy 20 side needs more of a police presence if you really want to slow people down.
5. Cars on Hwy 20 do not stop for walkers/bikers crossing. Need flags at least. Summer school carried 2 crossing guards this summer which helped to stop traffic. Not a great solution but something. Make the signs at Hwy 20 and Geyser bigger/taller/more visible. Put a stop sign there so walkers/bikers can hit a button to stop traffic. My mom rides her scooter all over town and is terrified to cross at Hwy 20 and Geyser.
6. Let's make streets friendly to all modes of transportation.
7. The in-road signs at the school crossing on HWY 20 made a big difference. It seems like more people slowed down than before.
8. Crosswalks at Hwy 20 and Dunraven as well as Hwy 20 and Electric.
9. The next step is to set signs that say "do not block the intersection"
10. The flowerpots are an eyesore and limit the ability to move around cars turning left and blocking the road at intersections. The flashing speed lights are good. We need more painted crosswalks and bicycle paths. One of the best ways I have seen to allow pedestrians to safely cross streets in other cities is installation of push button crossing lights with signs indicating that vehicles should stop when there are flashing lights.
11. I am pleased that there are efforts being made to make crossing Hwy 20 safer for everyone.
12. Putting planters in the bicycle lane doesn't make me feel any safer, especially when I'm on my bike. And who is maintaining these flower boxes? What happens in the winter? Will they interfere with snow removal?
13. I think those signs that show your speed may be more effective. I really do like the signs at 20 and Geyser in the middle of the street. I cross 20 at Hayden numerous times a day. I haven't noticed a slow in traffic. It just seems to be a few bad apples no matter what.
14. The delineators (cones, sticks, whatever) make it look like 'road work' or as if there is something not complete...I'm wondering if we can come up with something to replace those sticks? Like a screen maybe. Or something that matches the planter box or is tonal with the

Appendix B – Survey Question 6 Responses

planter box? If it's a "screen" could we include advertising, way finding or some kind of welcoming message? Overall, I'm a big fan of the project but would love to improve the aesthetic. I cross Hwy 20 (on Hayden) multiple times per day and traffic is noticeably slower and crossing is easier!!

15. The safety in the Madd Add will be horrible if Moonrise is permitted to build timeshares illegally. The temporary traffic calming planters look absolutely tacky and are in the way coming out of Hayden and turning right.
16. Put up more traffic signs on Iris Street
17. Would love to see more marked crosswalks and more in road yield to pedestrian signs all over town