

West Laramie / Snowy Range Road Corridor Pedestrian / Bicycle Feasibility Study

City of Laramie

Parks and Recreation Department

December 14, 2016

West Laramie / Snowy Range Road Corridor
Pedestrian / Bicycle Feasibility Study

FINAL

December 14, 2016

CATOR | RUMA
& ASSOCIATES, CO.

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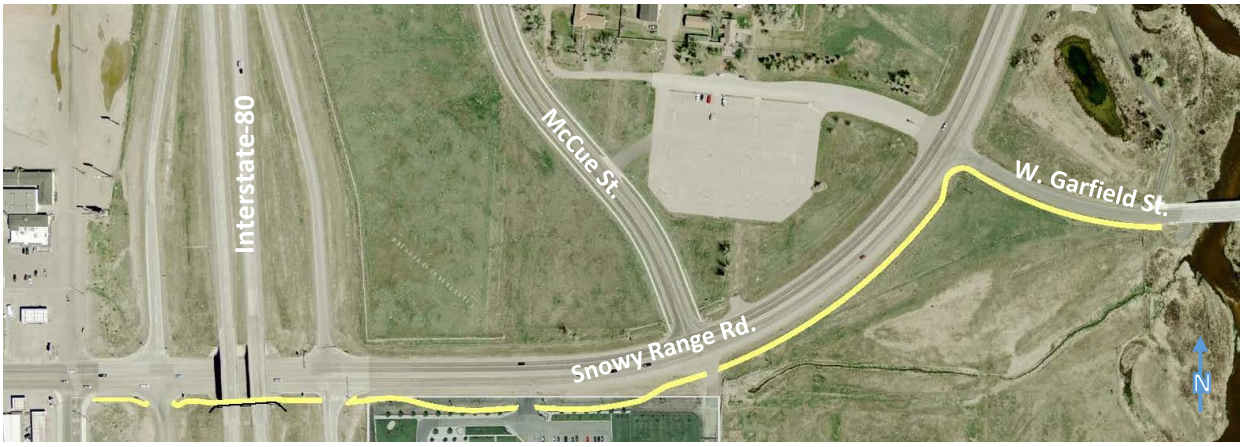
Executive Summary

The City of Laramie, Parks and Recreation Department received a Transportation Alternatives Program (TAP) Grant to complete a feasibility study to determine where to plan for a shared use bike path through West Laramie along Snowy Range Road. The study area extends from Cleveland Avenue on the west to Garfield Street on the east. Both the Laramie Comprehensive Plan and the Parks and Recreation Master Plan recommend bicycle and pedestrian accommodations within the study area. Additionally, the Parks and Recreation Master Plan identifies both the Interstate-80/Snowy Range Road interchange and Snowy Range Road/Highway 130 as beautification corridors.

The public involvement efforts included two public meetings, meetings with adjacent land and business owners, a City of Laramie, City Council work session, a Traffic Commission Meeting, a Planning Commission meeting, and a Parks, Tree and Recreation Advisory Board meeting. The feedback received at these meetings was used to shape the following recommendations. Please note, the maps shown with the recommendations below are for reference only; all maps can be viewed to scale and in full detail in Exhibit 5 beginning after page 67 of this study.

Priority 1 Recommendations:

A. Provide an 11' wide shared use pathway along the south side of Snowy Range Road between Adams Street and Garfield Street. Pathway shall be separated from the edge of roadway with a landscape buffer.
    - This shared use pathway will begin at the Laramie River Greenbelt Trailhead at Garfield Street and end at Adams Street where it will connect to the pathway on the east side of Adams Street at Snowy Range Road.
    - An 11' wide pathway on the south side of Snowy Range Road will match the location of the proposed Harney Street Bridge improvements designed by WYDOT which includes a 10' wide shared use path on the south side of Snowy Range Road to the west side of the Laramie River Bridge.
    - Consideration should be given to extending the pathway at either 10' or 11' wide, from Garfield Street headed east to the west side of the proposed Laramie River bridge, to meet with the planned 10' wide WYDOT constructed pathway.
    - Place art installations adjacent to the pathway in front of the University of Wyoming Veterinary Lab on the east side of Interstate-80.
B. Provide 4' wide on-street bicycle lanes on Snowy Range Road between Highway 130 and Adams Street in both the east-bound and west-bound directions.
    - Existing travel lanes and center turn lane on Snowy Range Road shall be restriped to be 11' wide. It is to be noted that restriping of Snowy Range Road will not occur until WYDOT has a resurfacing project in this area.
    - Pavement within the bicycle lanes shall have Methyl Methacrylate (MMA) Acrylic bike lane green applied to the asphalt pavement within the bike lane in front of each residential and commercial driveway approach and across the free right turn lane at the Highway 130/230 intersection to alert drivers to potential vehicle/bicycle conflict locations.



Above: Priority 1 Shared Use Path in Yellow

Below: Priority 1 On-Street Bike Lanes in Green



Priority 2 Recommendations:

A. Provide an 8’ wide separated pathway along the south side of Snowy Range Road from Adams Street to Colorado Avenue. Pathway shall be separated from the curb with a landscape buffer to the greatest width possible given the available right of way width, but in no case shall be less than 2’.
   - This pathway will begin where the Priority 1 pathway ended – at the connection to the existing Adams Street pathway. It will end at the connection to the existing Colorado Avenue Pathway.
   - Between Pierce Street and Colorado Avenue permanent easements will be required as the existing right of way is too narrow to allow for an 8’ wide pathway and 2’ wide landscape buffer. Easement widths will need to be wide enough to include the pathway, landscape buffer and any additional width necessary for the relocation of utility poles and/or roadway signage.



Above: Priority 2 Separated Path in Cyan

Priority 3 Recommendations:

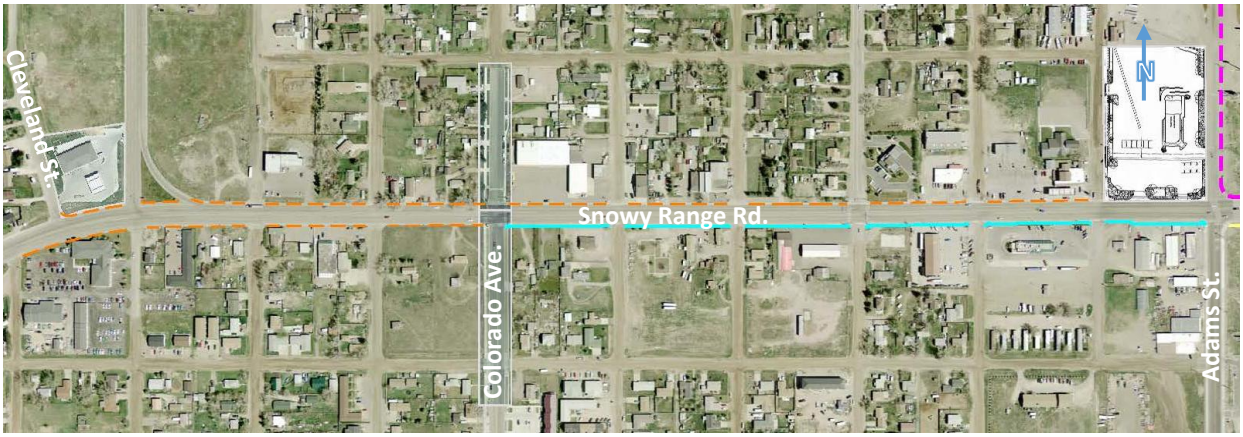
A. Provide an 11' wide shared use pathway on the east side of Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate-80, crossing McCue Street, and intersecting the Laramie River Greenbelt.
   - In order to create a loop with the pathway constructed in Priority 1, this pathway will require pathway users to cross Snowy Range Road from the south side to the north side. This can be done by:
     - Installing modifications to the existing traffic signal on the east side of Interstate-80 at the interstate on and off ramps. Pedestrian push buttons, signal faces, and a cross walk will need to be added.
     - Installing a pedestrian underpass at Garfield Street under Snowy Range Road.



Above: Priority 3 Shared Use Path in Purple

B. Replace sidewalks to be ADA accessible from Adams Street to Cleveland Street, 5’ width minimum. Include a beautification buffer where possible, 2’ minimum width, between back of curb and sidewalk.

C. Replace sidewalks to be ADA accessible on the south side of Snowy Range Road from Colorado Avenue to Cleveland Street, 5’ width minimum. Include a beautification buffer where possible, 2’ minimum width, between back of curb and sidewalk.



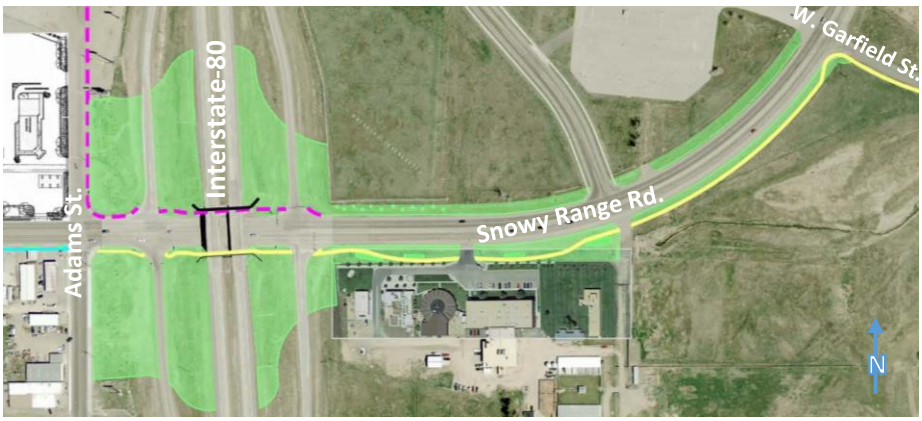
Above: Priority 3 ADA / Sidewalk Improvements in Orange

Recommended Beautification Corridor Improvements:

In an effort to improve major gateways into the community the following recommendations have been made:

- Install landscaping improvements at the Interstate-80 / Snowy Range Road interchange.
- Install landscaping improvements at the Highway 130/230 Intersection. Improvements shall include an art installation with consideration to future WYDOT intersection improvements.
- Installation of the recommended pathway improvements will provide beautification along Snowy Range Road with the proposed landscape buffer.





Above and Left: Beautification Corridor Improvements in Green

History

Transportation Alternatives Program

The City of Laramie Parks and Recreation Department applied for a Transportation Alternatives Program (TAP) Grant for Fiscal Year 2015 in the amount of $50,000. The application cited that the project type was a "safe routes for non-drivers" and for "pedestrian and bicycle facilities, specifically a multiuse pathway." The project description stated, "They City of Laramie is seeking funds to develop a detailed action-ready plan for development of a bicycle and pedestrian path along the business corridor of Snowy Range Road in West Laramie." The description further states, "…the plan proposed in this application is part of a larger enhancements strategy that seeks to accommodate existing and planned growth, encourage economic vitality, increase livability, and improve curb appeal."[1] As documented in the City of Laramie Council Regular Meeting minutes from February 17, 2015, "The Wyoming Department of Transportation (WYDOT) TAP review committee expressed some concerns regarding placing a bike path along the north side of Snowy Range Road with the existing commercial development. The committee suggested that a feasibility study was a better approach to determine where to plan for a shared use bike path through West Laramie."[2] Based on the recommendation to complete a feasibility study, the City of Laramie was awarded a grant of $50,000 total, which includes a $10,000 match from City of Laramie. The complete grant application, City Council meeting minutes, and TAP Program Agreement can be found in Appendix A.

Parks and Recreation Master Plan

The portion of Snowy Range Road west of Interstate 80 and east of Hayes Street is the boundary between Service Area 3 and Service Area 12 in the Parks and Recreation Master Plan. The portion of Snowy Range Road between Interstate-80 and Garfield Street is identified as Service Area 17. Recommendations for these service areas include on-street bicycle accommodations on Snowy Range Road and shared use pathways. Additionally, the Parks and Recreation Master Plan identifies both the Interstate-80/Snowy Range Road interchange and Snowy Range Road/Highway 130 as beautification corridors.[3]

Feasibility Study

The West Laramie/Snowy Range Road Corridor Pedestrian/Bicycle Feasibility Study began in August 2016. The purpose of the study is to investigate the feasibility of bicycle and pedestrian improvements along Snowy Range Road between Garfield and Cleveland Streets. Additional tasks included conceptual plans for beautification of the Interstate-80/Snowy Range Road interchange and the Highway 130/Highway 230 intersection.

[1] Application for Transportation Alternatives Program, Fiscal Year 2015, submitted by Paul Harrison (in Appendix A)
[2] City of Laramie Council Regular Meeting Minutes, February 17, 2015, page 2 (in Appendix A)
[3] City of Laramie Parks and Recreation Master Plan, Adopted February 22, 2016, Certified March 1, 2016, Chapter 5

Study Methodology

Right of Way Survey

Coffey Engineering and Surveying completed the retracement of the right of way of Snowy Range Road between Cleveland Street and Garfield Street. The Record of Survey maps are in Appendix B. Details of the survey include:

1. The centerline of Snowy Range Road from Cleveland Street to Interstate-80 is not parallel with the right of way (ROW).
2. South Side of Snowy Range Road: On the east end, Adams Street, there is 16.1' from the top back of curb to the edge of ROW; while at the west end, Cleveland Street, a portion of the existing sidewalk is outside of the ROW.
3. North Side of Snowy Range Road: On the east end, Adams Street, there is 15.8' from the top back of curb to the edge of ROW; while toward the west end, Johnson Street, there is 25.8' from the top back of curb to the ROW.
4. At the time of the field survey done in conjunction with this feasibility study, beginning at approximately Johnson Street and headed west, remaining physical property boundary monuments were not recovered and there appears to be some discrepancy with where the ROW is in relationship to the existing sidewalk. This is within the location of the horizontal curve in the roadway, as well as at the "Y" intersection of Highway 130 and 230. Dave Coffey, PE/LS, discussed the situation with WYDOT surveyor, Dave Hammond. As this project moves forward WYDOT may need to be engaged to further discuss how to remedy the discrepancies, if necessary.
5. Snowy Range Road has a 100' wide ROW from Cleveland Street to Adams Street.

Wyoming Department of Transportation

Snowy Range Road within the study area is within WYDOT right of way. Any improvements proposed within the right of way must be approved by WYDOT. A meeting was held on September 14, 2016. A complete copy of the meeting minutes is contained in Appendix C. At the time of this meeting no specific recommendations had yet been formulated for improvements along Snowy Range Road. The purpose of the meeting was to present concepts to WYDOT staff members to determine if they would support improvements and to determine what regulations and requirements would need to be followed to ensure that the final recommendations would be acceptable to WYDOT.

WYDOT is in favor of pedestrian and bicycle improvement along Snowy Range Road including wider sidewalk/pathway(s), on-street bicycle lanes, and landscaping. The following must be met to be in compliance with WYDOT requirements:

- Minimum vehicle travel lane width is 11 feet
- On-street bicycle lanes are required to be in both directions in the direction of travel
- All signage must remain but can be relocated as required, with Department approval. Signs may be redesigned but must follow the MUTCD and be approved by the WYDOT Sign Department
- The edge of all signs must be a minimum of 4 feet from back of curb
- All art and beautification items must be outside of the sight triangles

- All landscaping improvements must adhere to Operating Policy 20-1 (Contained in Appendix C)

Additional discussion regarding considerations specific to WYDOT right of way is contained in this report. Refer to the "Considerations" section for a discussion on on-street bicycle lanes; fitting a pathway under the Interstate-80 bridge; and signage.

Public and Community Involvement

As suggested by City of Laramie City Staff, "a feasibility study would engage the West Laramie residents with regard to where they believe a shared use bike path should be located."[4] over the duration of this study, multiple means of engaging the public were used.

The purpose of the first public meeting was to present the idea of pedestrian and bicycle accommodations along Snowy Range Road and to get an idea from guests as to what type and character of enhancements are desired. Conceptual pathway locations were not presented at this first public meeting. Instead an Opportunities and Constraints map was presented provided as a visual aide. Opportunities for landscaping, art, and trail connections were shown. Constraints were also shown to identify areas where placing a pathway may be more difficult due to obstructions such as trees or signage, narrow available width, steep grades, or narrow right of way locations. The Opportunities and Constraints maps are shown on the following pages as Exhibits 1 thru 3.

Following the first public meeting the project team met on-site with interested land and business owners along the corridor. Comments from these interactions were used to shape the preliminary conceptual recommendations for pedestrian and bicycle improvements. These preliminary conceptual recommendations were presented at the second public meeting.

Public comments were received at this second public meeting and relayed to the City Council at a work session on November 8, 2016; a Parks and Recreation Advisory Committee meeting on November 9, 2016; a Traffic Commission meeting on November 10, 2016; and a Planning Commission meeting on November 14, 2016. Comments were received from these various committees and incorporated into the feasibility study recommendations. The preliminary conceptual recommendations were also posted online at the Parks and Recreation web site beginning on November 8, 2016. Public comments on the preliminary conceptual recommendations were taken until November 18, 2016.

A complete account of each of these interactions follows the opportunities and constraint maps.

[4] City of Laramie Council Regular Meeting Minutes, February 17, 2015, page 2 (in Appendix A)

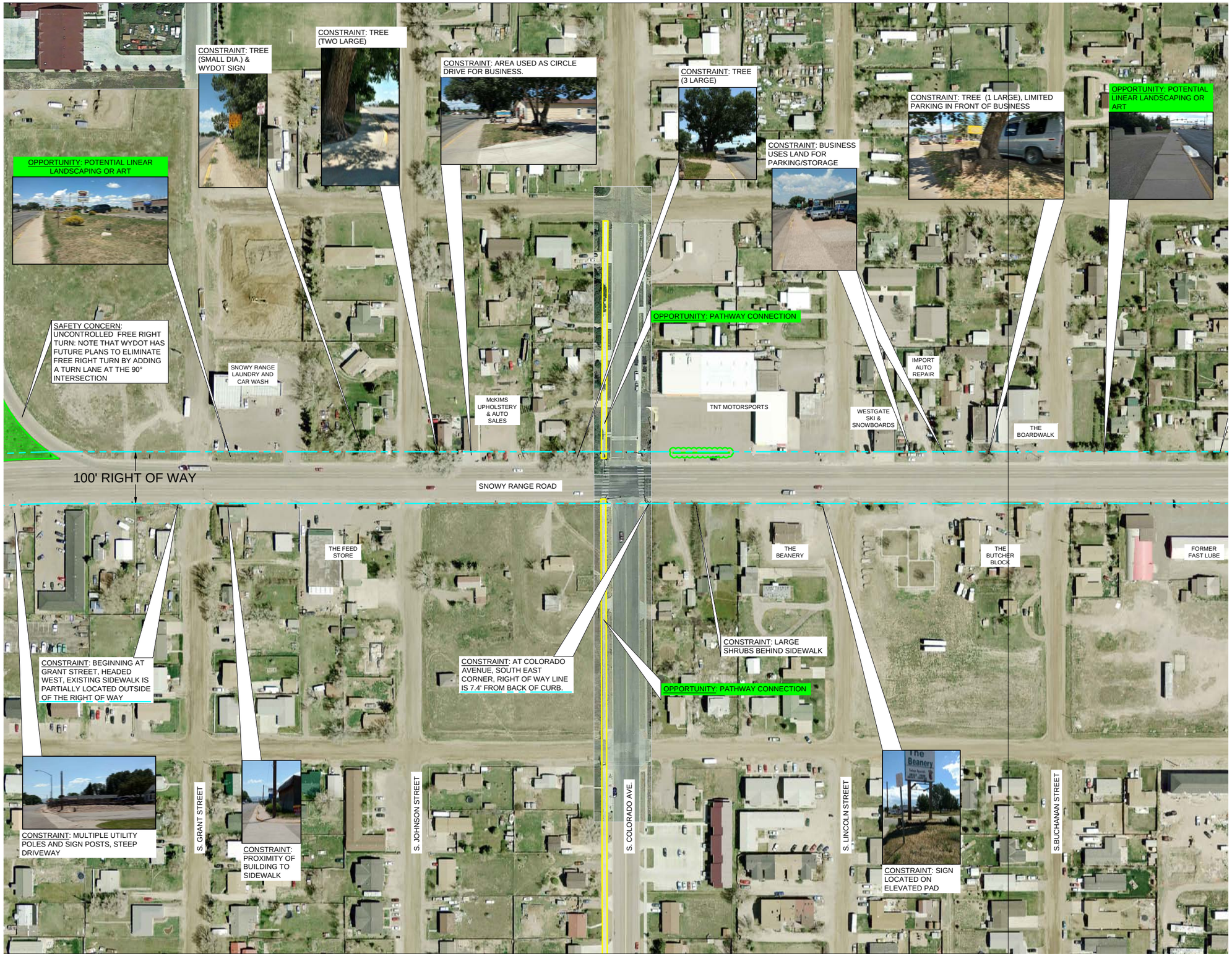


EXHIBIT 1: OPPORTUNITIES AND CONSTRAINTS MAP (1 of 3)

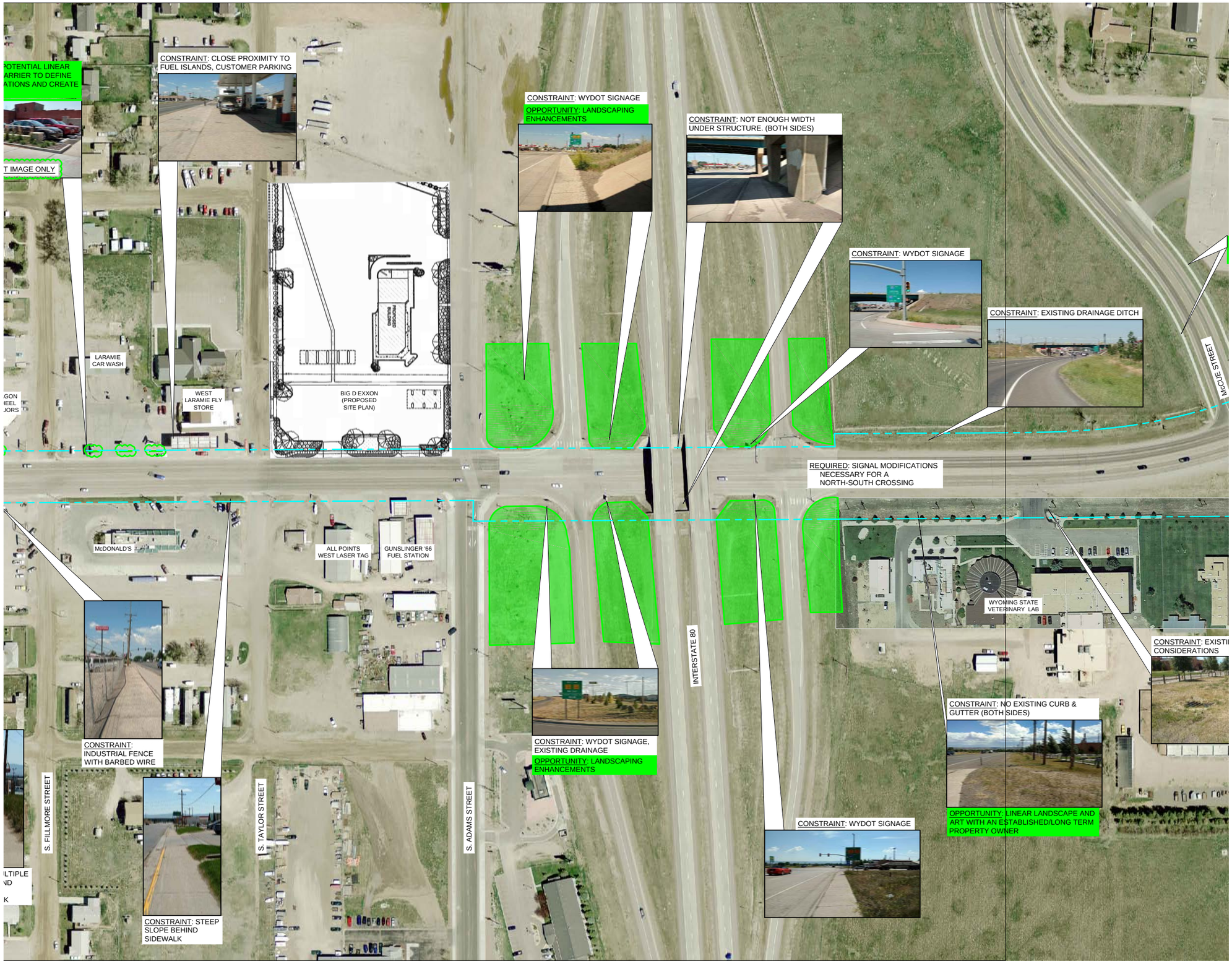


EXHIBIT 2: OPPORTUNITIES AND CONSTRAINTS MAP (2 of 3)

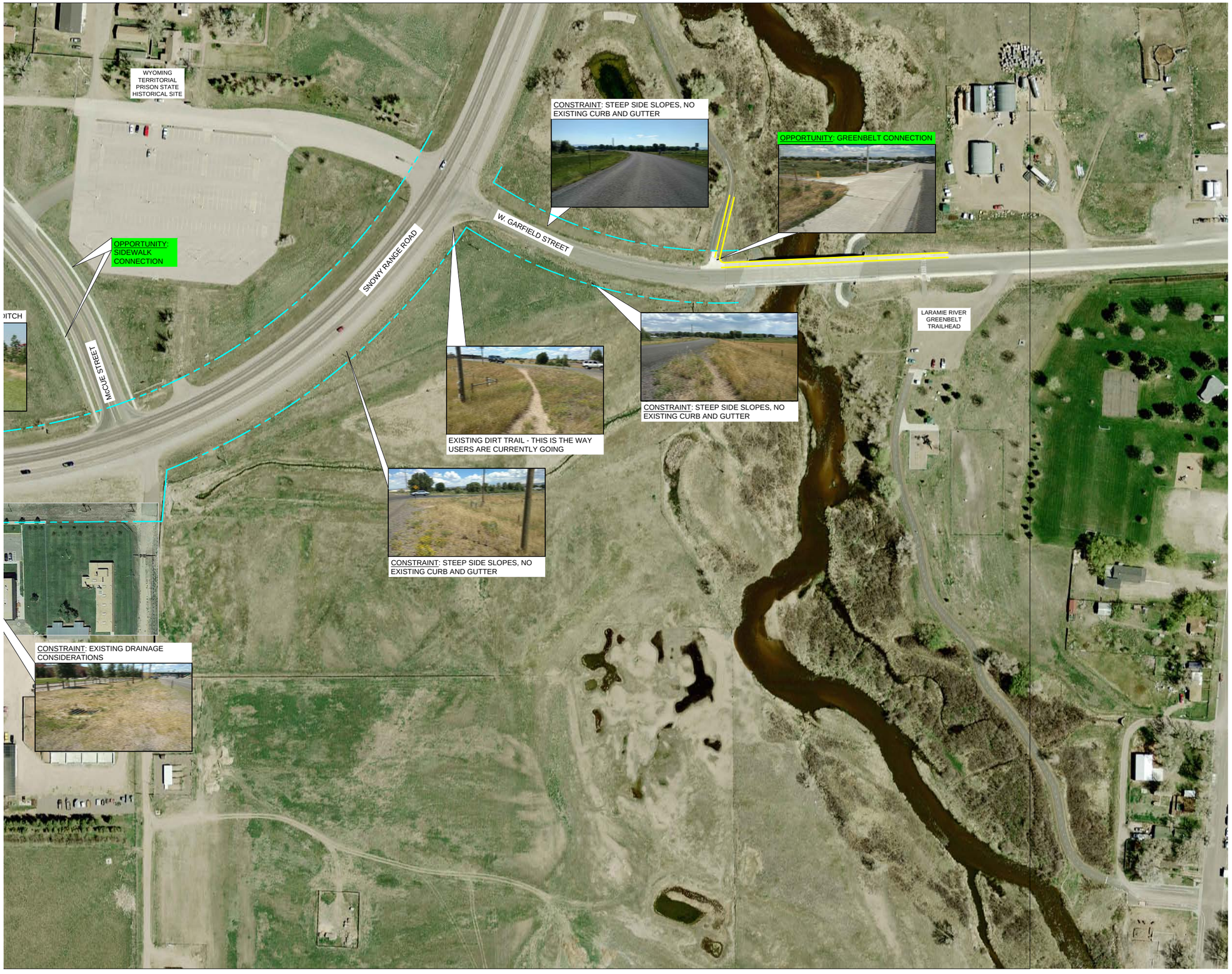


EXHIBIT 3: OPPORTUNITIES AND CONSTRAINTS MAP (3 of 3)

Public Meeting No. 1

The first public meeting was held on Wednesday September 21, 2016 from 5:30 – 7:30 p.m. at Linford Elementary School.



The purpose of the meeting was to present the idea of a pathway and beautification improvements to the public and ask for their feedback on potential path locations, path type, and enhancements.

A brief power point presentation was given at 5:30 and 6:30. A copy of this power point and the notes are included in Appendix D.

22 people signed in at the meeting with additional City staff from Parks and Recreation, Planning, Engineering, and consultant team members present. Andi Summerville, City Council Ward 1 representative was also present. Guests were asked how they heard about the meeting. Their responses were: 8 (heard about it from the) Newspaper; 1 Work; 1 Planning Committee Meeting; 2 Mailing; 1 Flier; 1 Facebook. Copies of the sign in sheets are included in Appendix D.

Attendees were given the opportunity to fill out comment forms, draw their own path alignment on a map showing an aerial view of the corridor area, write comments on sticky notes and paste to the large corridor view roll plot, and place red and green voting dots on the displays. The green dots indicated that they were in favor of that item; the red dots indicated that they were not in favor of that item.

Displays included three precedent image boards, a board showing possible pathway typical sections west of Interstate 80, a board showing possible pathway typical sections east of Interstate 80, and a roll plot with an aerial view of the corridor from Cleveland Street to Garfield Street.

A copy of all comment sheets received and additional written comments received by the project team are included in Appendix D.

Summary

- Fitness and commuter bicyclists are in favor of on-street bike lanes on Snowy Range Road.
- No clear option for pathway configuration west of the Interstate was preferred based on the rankings. East of the Interstate, an 11' shared use path was preferred on the south side of Snowy Range Road.
- Wider sidewalks and landscaping are favored along Snowy Range Road with written comments indicating that the south side is favorable because there are fewer approaches/conflict points.
- A shared use pathway is desired to connect to the Laramie River Greenbelt, but responses indicate that a preferred alignment would be under Interstate 80 at Madison Street (existing dirt track path goes from Madison Street to the Laramie River Greenbelt), south on Adams Street, west on Wyoming Avenue, and south Colorado Avenue to connect to the existing shared use path on Colorado Avenue. The reasoning for this alignment was that it would get the

recreational pathway users off of Snowy Range Road which is perceived to be high speed / high traffic and potentially unsafe due to the approaches and trucks accessing adjacent businesses.

- Any beautification efforts along the corridor and at the interchanges would be favored.

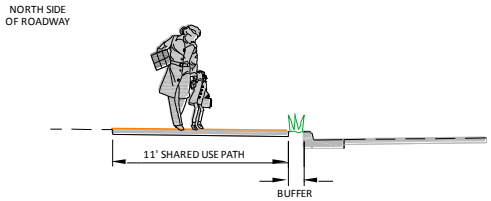
Typical Sections were displayed. Guests were asked to place red and green voting dots on these typical sections also. Only a single dot was placed on an 8’ wide pathway on both the north and south sides of Snowy Range Road – east of Interstate-80.

SNOWY RANGE ROAD PATHWAY / BICYCLE OPTIONS

WEST OF INTERSTATE-80

OPTION 1

SHARED USE PATH ON NORTH SIDE
OF SNOWY RANGE ROAD



POSITIVES:

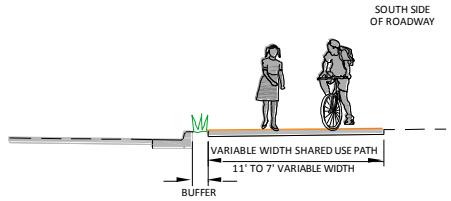
- IMPROVEMENTS WILL FIT INSIDE EXISTING RIGHT OF WAY

DETRACTORS:

- MORE DRIVEWAYS ON THE NORTH SIDE OF THE ROADWAY CREATES MORE PATHWAY USER AND VEHICLE INTERACTION VERSUS SHARED USE PATHWAY ON SOUTH SIDE OF ROADWAY

OPTION 2

SHARED USE PATH ON SOUTH SIDE
OF SNOWY RANGE ROAD



POSITIVES:

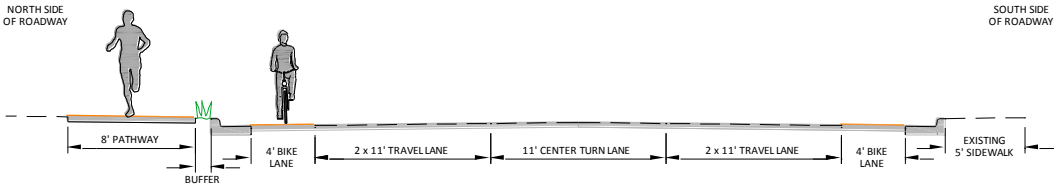
- FEWER DRIVEWAYS ON THE SOUTH SIDE OF THE ROADWAY ALLOWS FOR A LESS PATHWAY USER AND VEHICLE INTERACTION VERSUS SHARED USE PATHWAY ON NORTH SIDE OF ROADWAY

DETRACTORS:

- IMPROVEMENTS WILL NOT FIT INSIDE EXISTING RIGHT OF WAY
- EXISTING BUILDINGS ON SOUTH EAST CORNER OF GRANT ST. AND SNOWY RANGE ROAD, AND FOREST SERVICE BUILDING BETWEEN HAYES ST. AND CLEVELAND ST. WILL ONLY ALLOW FOR A 7' WIDE PATH.

OPTION 3

ON-STREET BICYCLE LANES AND ENHANCED
SIDEWALK ON NORTH SIDE OF SNOWY RANGE ROAD



POSITIVES:

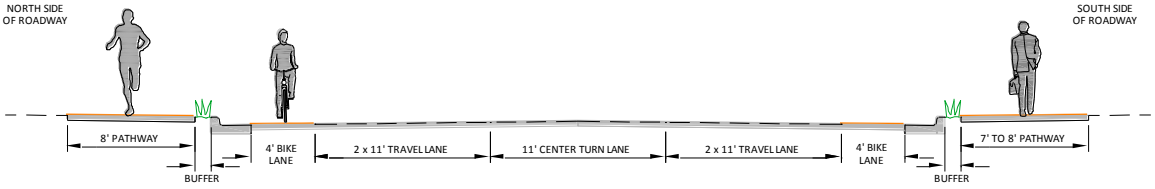
- IMPROVEMENTS WILL FIT INSIDE EXISTING RIGHT OF WAY
- LESS IMPACT TO LAND USES ON NORTH SIDE OF ROADWAY VERSUS A WIDER SHARED USE PATH
- ON-STREET BIKE LANES ALLOW FOR SEPARATION OF MORE EXPERIENCED RIDERS FROM PATHWAY USERS

DETRACTORS:

- SIDEWALK WIDTH NOT INCREASED ON SOUTH SIDE OF ROADWAY

OPTION 4

ON-STREET BICYCLE LANES AND ENHANCED SIDEWALK ON
BOTH NORTH AND SOUTH SIDES OF SNOWY RANGE ROAD



POSITIVES:

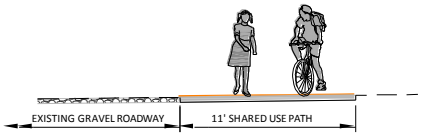
- PROVIDES PATHWAY ON BOTH SIDES OF ROADWAY
- LESS IMPACT TO LAND USES ON NORTH SIDE OF ROADWAY VERSUS A WIDER SHARED USE PATH
- ON-STREET BIKE LANES ALLOW FOR SEPARATION OF MORE EXPERIENCED RIDERS FROM PATHWAY USERS

DETRACTORS:

- IMPROVEMENTS WILL NOT FIT INSIDE EXISTING RIGHT OF WAY
- EXISTING BUILDINGS ON SOUTH EAST CORNER OF GRANT ST. AND SNOWY RANGE ROAD, AND FOREST SERVICE BUILDING BETWEEN HAYES ST. AND CLEVELAND ST. WILL ONLY ALLOW FOR A 7' WIDE PATH.

OPTION 5

SHARED USE PATH ON EITHER
MONROE STREET OR HARRISON STREET



DETRACTORS:

- NO EXISTING CURB AND GUTTER TO CREATE SEPARATION BETWEEN VEHICLES AND PATHWAY USERS
- SAFETY CONCERNS AT CROSSING OF SIDE STREETS
- NO EXISTING CURB AND GUTTER TO PREVENT PARKING ON TOP OF THE PATHWAY
- MAINTENANCE CONCERNS FOR DRAINAGE AND SNOW PLOWING
- LESS POTENTIAL FOR INTERACTION BETWEEN LOCAL BUSINESSES AND PATHWAY USERS

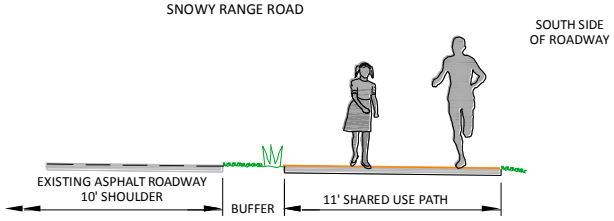
NOTE: BECAUSE OF THE SAFETY AND MAINTENANCE CONCERNS, THIS IS NOT CONSIDERED A VIABLE OPTION UNTIL MONROE AND/OR HARRISON STREETS ARE PAVED.

SNOWY RANGE ROAD PATHWAY / BICYCLE OPTIONS

EAST OF INTERSTATE-80

OPTION A

SHARED USE PATH ON SOUTH SIDE OF SNOWY RANGE ROAD



POSITIVES:

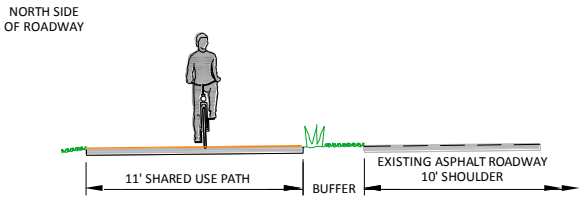
- PATH IS ON SOUTH SIDE OF ROADWAY, ADJACENT TO THE GREENBELT TRAILHEAD
- WIDER PATH ALLOWS FOR SPACE FOR INEXPERIENCED BICYCLISTS TO BE OFF OF SNOWY RANGE ROAD

DETRACTORS:

- DOESN'T PROVIDE ACCESS TO EXISTING SIDEWALK AT McCUE STREET - REDUCED CONNECTIVITY

OPTION B

SHARED USE PATH ON NORTH SIDE OF SNOWY RANGE ROAD



POSITIVES:

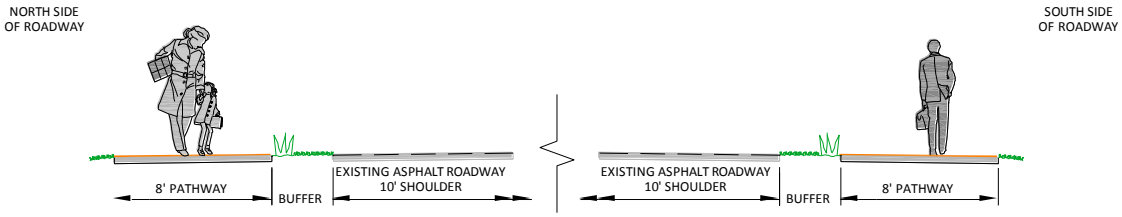
- WIDER PATH ALLOWS FOR SPACE FOR INEXPERIENCED BICYCLISTS TO BE OFF OF SNOWY RANGE ROAD
- PROVIDES ACCESS TO EXISTING SIDEWALK AT McCUE STREET - GREATER CONNECTIVITY

DETRACTORS:

- REQUIRES TRAFFIC SIGNALS AT GARFIELD STREET INTERSECTION TO PROVIDE ACCESS ACROSS SNOWY RANGE ROAD TO CONNECT TO GREENBELT TRAILHEAD

OPTION C

ENHANCED SIDEWALK ON BOTH NORTH SIDE AND SOUTH SIDE OF SNOWY RANGE ROAD



POSITIVES:

- PROVIDES PATHWAY ON BOTH SIDES OF ROADWAY - GREATER CONNECTIVITY

Precedent Image Boards from Public Meeting No. 1 (with voting dots):

SIGNAGE



FENCING & SCREENING



FURNISHING & SCULPTURE



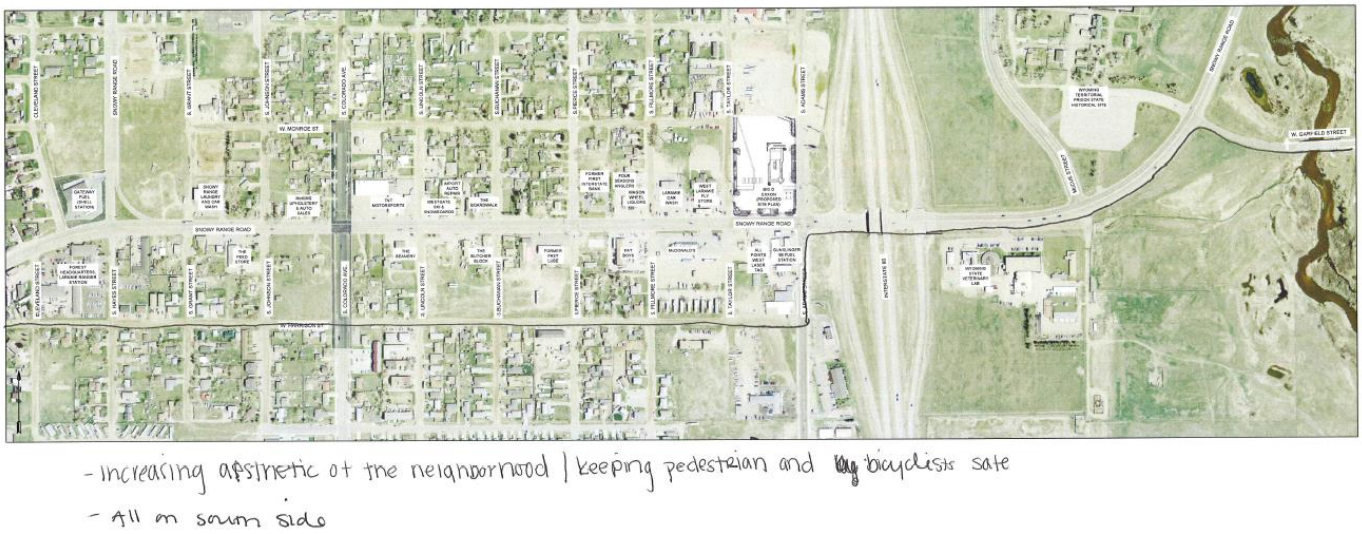
Map Comments

A large aerial view Opportunities and Constraints map was displayed, similar to the maps in Exhibits 1, 2, and 3. Guests were invited to write comments on the map. Comments and notes received (going East to West along the route) were:

- The shoulder around the curve here is wide enough even for inexperienced riders. My kids ride there safely. (Along the South side of Snowy Range Rd, east of the intersection with McCue St.)
- Dangerous intersection. (S Taylor St. and Snowy Range Rd.)
- People cross here (Mid-Block between Filmore St. and Taylor St.)
- Buy this for a park. (Property on the SE corner of Pierce and Snowy Range Rd.)
- Sink hole (Mid-Block between Pierce St. & Buchanan St. on the North side of Snowy Range Rd.)
- Sand (East of S. Bunchanan St. on the North side of Snowy Range Rd.)
- Just in Hysong's (three buildings on the SE corner of Buchanan St. & Snowy Range Rd.)
- Great Opportunity! Add a Bench & Flowers. (At the Large Tree constraint on the North side of Snowy Range Rd. between Westgate Ski & Snowboard and The Boardwalk)
- Tree must stay! Add a bench (same as above.
- Add trees, flowers, etc! (at the Sign on elevated pad constraint by the Beanery on the South side of Snowy Range Rd.)

- Put Flowers here. (NE of Snowy Range Rd. and S Colorado Ave, in front of parking for TNT motorsports)
- Keep Trees (NW frontage of Snowy Range Rd. & S Johnson St. in front of residence)
- *Other notes:* Need options for different style of bikers.
- Locations of the Fire station and Linford Elementary identified.

One "Draw Your Own Path" response was received. (It should be noted that several guests were disappointed that the Draw Your Own Path aerial image did not show Washington Street and the existing crossing under Interstate 80 (the old railroad grade crossing.)



The following is a summary of written comments received:

1. Four viable options have been presented for the location, size, and type of pathway improvements along Snowy Range Road, West of Interstate 80. Please rank these options. 1 indicates your preferred option, 4 indicates your Least Favorite Option.
   (Results were tabulated such that all rankings for each option were added together. **The lowest score indicates the preferred option by those who responded**.)

SCORE	OPTION
20	Shared Use Path (11' wide) on North side of Snowy Range Road
20	Shared Use Path (11'-7' wide) on South side of Snowy Range Road
20	On-Street Bicycle Lanes in both directions and Pathway on North (8' wide) side of Snowy Range Road.
20	On-Street Bicycle Lanes in both directions and Pathway on North (8' wide) and South (8'-7' wide) sides of Snowy Range Road.

2. Please tell us about your rankings or describe an alternative:
   - As a cyclist I would really like to see on-street bicycle lanes on north and south side. If only one pathway can exist, having one link to the greenbelt would be preferable.

- I think having access on both sides of the street would be optimal to help reduce pedestrian crossings. Given the gas station on the north, I also think keeping pedestrians on the south would be optimal.
- Bike commuting is our main concern.
- The south side options are preferred as the amount of traffic coming out of Big D Exxon on the north side of the street will be in high volume which might be a detriment to pedestrians/bicyclists.

3. Three options have been presented for the location and size of pathway improvements along Snowy Range Road, east of Interstate 80. Please rank these options. (Results were tabulated such that all rankings for each option were added together. **The lowest score indicates the preferred option by those who responded**.)

SCORE	OPTION
17	Shared Use Path (11' wide) on North side of Snowy Range Road
14	**Shared Use Path (11' wide) on South side of Snowy Range Road**
17	Pathway (8' wide) on North and South side of Snowy Range Road

4. Please tell us about your rankings or describe an alternative:
   - The shoulder on Snowy Range Road east of the highway is already comfortably wide. I definitely think the focus should be on the west side of the highway.

5. If public art displays can be incorporated into the project, what type of art would you like to see?
   - Wood Carvings
   - Anything interactive for kids
   - It would be fun to have art reflecting the use, like cycling, walking, jogging.
   - Murals
   - Sculptured bike racks
   - Local art, would be great to see what the art majors at the college are producing!
   - No art. This town does not know what art work is.

6. Enhancements such as signage, pavement, markers, art, sculptures, and screening have been presented. Which of these items would you like to see incorporated into the project?
   - Beware of screens/fences becoming snow fences!
   - Signage is important since not everyone might know the area. I'd like to see screening and art to make it more attractive.
   - Maps and directions
   - Distance markers
   - I think basic infrastructure will be most important on the onset. Art and sculptures would be nice additions.
   - Pavement markings
   - Signage
   - Pavement

- Markers
- Signage
- Sculptures enhance the aesthetic appeal of any area and I think signs will help if this is to be a pathway to connect both sides of Laramie.
- None

7. Landscaping enhancement concepts will be developed in conjunction with this project to enhance the appearance of the corridor at the Interstate 80 interchange and the Highway 130/230 Intersection. What type of improvements would you like to see at these locations?
   - Will property owners have any say? Will it be consistent?
   - Since the Interstate-80 intersection is really bare would be great to see almost anything, trees, could be planted in areas where traffic line of sight would not be affected.
   - A nicer Welcome to Laramie sign
   - I think landscaping to help screen and beautify would be most optimal.
   - More Trees
   - Removal of garbage
   - Removal of weeds and trash
   - I think putting natural flora and fauna from Wyoming would both spruce up the area and make it a more inviting stretch of interstate/highway. Also, you can never have enough trees!
   - Nice trees

8. General Comments:
   - Make for people – walking and on wheels, bikes and horses
   - I am very excited about a shared use path. I live on the west end of Snowy Range Rd and I like to bike with my kids to Optimist Park/the greenbelt trail. Riding on the sidewalk on the south side of Snowy Range Road makes me nervous! It barely feels wide enough for my bike trailer. A wider path would be great.
   - Decrease efforts on Snowy Range Road and move proposed pathway to Wyoming St. The pathway would then run from Snowy Range to the Greenbelt. This move the pathway to a safer location.
   - Possibly develop the dirt path that connects Adams Street to McCue Street along the old railroad grade that goes under the interstate.
   - Would like to see more road maintenance and snow removal.
   - It should be noted that Big D Exxon will be opening a new store with additional fast food places, which will most likely increase traffic on top of the fact that it is a truck stop. Therefore, high pedestrian flow could be potentially dangerous. The south side will also connect in a safer way to the Green Belt as there are no major intersections to cross.
   - Please stop all this dam improvement and leave the peoples property alone.

9. Which of the following best described you? (Please mark all that apply.)
   - Homeowner along the proposed pathway (2 responses)

- Business owner along the proposed pathway (1 response)
- Commercial property owner along the proposed pathway (2 responses)
- Homeowner, Business Owner, Employee or Renter in the area (4 responses)
- Potential pathway user (7 responses)
- Other (Please specify): Long time cyclist in Laramie; Live in general area; Live in town

The following are verbal comments received at public meeting 1:

- Wyoming Avenue is better because it has less impacts and less traffic and an underpass under Interstate-80.
- Need a sidewalk to Linford School on the west side of Snowy Range Road so kids don't have to be in the mud to walk or wait for the bus.
- When they widened Snowy Range Road I thought they put in pipes to water landscaping?
- There is an existing sinkhole/chuckhole on both sides of Snowy Range Road at the curb line, between Pierce St. and Buchanan Street. The sidewalk and curb have sunk.
- The existing asphalt in the outside lanes of Snowy Range Road isn't very good, there are several holes and ratty asphalt. (Comment made by a fitness cyclist who bikes on Snowy Range Road.)
- Stretch of Snowy Range Road from Garfield to McCue has high vehicle speeds. Signed at 45 miles per hour.
- There is a concern about more traffic due to the Big D Exxon improvements.
- Traffic signal at Pierce Street is timed very short for folks trying to cross or turn onto Snowy Range Road.
- Because of all the vehicles on Snowy Range Road, it can be hard to turn onto Snowy Range Road from the side streets.

Following public meeting 1 the following comments were received via e-mail:

- From Casey Woods: his bicycle group rode from downtown Laramie to Kiwanis Park without using Snowy Range Road: footbridge over the RR, the greenbelt, Adams St, Venture Dr, Colorado, Johnson, and Wyoming Streets. They used the light at Colorado to cross Snowy Range Road. Some of that route was on dirt streets. Venture Avenue is busy with WyoTech traffic sometimes. With a little striping it could be a fine bike route.
- Letter from Klaus Halbsgut to Councilman Paul Weaver (letter was emailed to project team by Councilman Weaver: concerns listed include:
    - Detrimental impact on businesses
    - Unsafe corridor for bike and pedestrian traffic due to vehicle speeds
    - Benefit cost ratio will render the project a failure
    - Will lose parking between the existing sidewalk and the fence
    - A bike path isn't going to bring in businesses or lower taxes
    - Paving the dirt roads would be a better way to spend money

On-Site visit with home / business owners on Thursday September 29th:

- Roy & Shirley Aiken, 1875 Snowy Range Road:

- Avid bicyclers, bike on Snowy Range Road currently
- Why is the path ending at Cleveland Street and not at the 130/230 intersection?
- Concerned about the safety of bicyclers and pedestrians at the 130/230 intersection, crossing the free right turn
- Prefer a path on Venture Drive or Monroe Street
- High vehicle speeds are concerning / safety
- Support on-street bicycle lanes but concerned about the quality of the asphalt on the edge of the roadway
- Would support implementation of the Idaho Stop Law https://en.wikipedia.org/wiki/Idaho_stop
- Don't want to maintain the pathway for snow removal

- Crystal & Rob Vogel, The Boardwalk:
  - Does not want to be responsible for snow removal on pathway/sidewalk
  - Concerned about sink holes on the south side of Snowy Range Road
  - Her business can't afford to lose parking
  - Customers with trailers pull in front of the business and take up the entire frontage – needs to accommodate these customers
  - Does not want to lose the large tree in front of the business
  - Does not want to see the trees near her grandmother's old home removed (NW corner of Johnson Street and Snowy Range Road)
  - Biggest concern is the safety of kids who may be using the pathway – vehicles drive way too fast to put a pathway on Snowy Range Road

- Lisa Halbsgut, 1973 Snowy Range Road:
  - Her husband was out of town (Klaus Halbsgut, see his letter to Councilman Weaver)
  - They park cars behind the sidewalk and need that parking for their business (Import Auto Repair)
  - Wants to see development come in, lots of vacant property, would like a grocery store
  - Wants the area to look nice

- Brandon Specht, West Laramie Fly Store:
  - Unsafe area for a path and bike lane because of vehicle speeds and vehicle traffic
  - Prefers a trail on the old rail line (Van Buren) to connect to the greenbelt
  - Supports landscaping improvements at corners
  - Wider pathway would result in difficulty for middle fuel island user to get out, would support a roll over curb between pathway and fuel island.
  - Was told WYDOT ROW would only be used for pipes
  - Would like to move fuel islands to the west, but it is costly (he estimates $400k) but there is a concern about codes for dispensers and underground tanks

Public Meeting Number 2

The second public meeting was held on Thursday November 4, 2016 from 6:00 – 7:30 p.m. at Linford Elementary School.

The purpose of the meeting was to present the preliminary conceptual pathway ideas and get feedback on those ideas from those in attendance. Additionally, a landscape concept was shown and feedback was requested.



A brief power point presentation was given at 6:10. Following the presentation there were questions and comments made. Visitors were asked to put their comments down on comment forms or in an e-mail. A copy of this power point and the notes are included in Appendix E.

18 people signed in at the meeting with additional City staff from Parks and Recreation, Planning, Engineering, and consultant team members present. Andi Summerville and Paul Weaver, City Council Ward 1 representatives were also present. Guests were asked how they heard about the meeting. Their responses were: 6 (heard about it from the) Newspaper; 1 Hand-delivered Flier; 3 e-mail; 1 Facebook; 2 other/unspecified. Copies of the sign in sheets are included.



Attendees were given the opportunity to fill out comment forms and to write comments on sticky notes and paste to the large corridor view roll plots and displays.

At Public Meeting Number 2 the displays contained conceptual pathway locations, as opposed to Public Meeting Number 1 where the displays did not contain concepts, only opportunities and constraints. Displays included two boards showing preliminary pathway typical sections for Phase 1 and Phase 2 concepts, a roll plot with an aerial view of the corridor from Cleveland Street to Garfield Street with Phase 1 and Phase 2 preliminary concepts indicated, a display showing the Phase 2 shared use pathway preliminary concept north on Adams Street, and a landscape concept board for the 130/230 “Y” intersection and the Interstate-80 Interchange.

A copy of all comment sheets received both during the meeting and following the meeting is included in Appendix E.

Summary:

- Concern over negative impacts to businesses with loss of available space which would be taken up by sidewalk/pathway – particularly to the businesses on the north side of Snowy Range Road, west of Interstate 80, but also a concern for The Butcher Block which is on the south side of the road
- Concern over negative impacts during construction
- Bicyclists are in favor of the on-street bike lanes but concerned about pavement deterioration adjacent to gutter
- Safety of users is a large concern; corridor is perceived as having too many vehicles traveling too fast to be a safe place for a pathway
- Wyoming Avenue or Monroe Avenue is a preferable place for a pathway if those streets were paved

The following is a summary of written comments received:

1. Short Term Improvements for Pathway implementation calls for:
    a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
    b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
    c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

    Do you agree with the Short Term concepts? Yes or No? Please explain your answer.

    - a is good and acceptable, b is unsafe due to high traffic, c would be acceptable
    - I like the concept of expanding pedestrian and bicycle access in West Laramie overall. The problem is the existing traffic patterns along the Snowy Range corridor. There are likely other areas that would work better.
    - Absolutely, specifically the on-street bike lanes. A great state and I would be satisfied with just these improvements.
    - Like the idea of ped/bike improvements. Would prefer to see only Phase 1 improvements to keep northern businesses unimpacted, -OR- look at alternative routes, Snowy Range Road includes too much traffic.
    - Not safe for pedestrians or bicyclists. Major impact on businesses on the street. Better ideas I'm sure can be found.
    - Too much traffic on Snowy Range Road, you are taking away property, not a good place for a bike path. We see traffic everyday driving too fast and emergency vehicles are running that road A LOT!

2. Long Term Improvements for the Pathway implementation calls for:
    a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.

b. An 8’ wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
c. A 5’ wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
d. An 11’ wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer.

- No – lets look at an alternate route (Wyoming)
- Option d has some merit and could possibly be incorporated in another plan. This could be the foundation of a path with more public support.
- Yes – I think one pathway on either side of Snowy Range would suffice. I like the idea of the pathway north on Adams to Madison then east to McCue.
- No – Prefer side streets adjacent to Snowy Range for routing.
- No - Not safe for pedestrians or bicyclists. Major impact on businesses on the street. Better ideas I’m sure can be found.
- Anything on the north side will require trees to be cut down. Stop! Would you put this on Grand Ave? No!

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don’t agree with what is proposed provide alternate ideas below:
   - Landscaping of any kind would be good
   - In general landscaping improvements would be a welcome addition to this area of Laramie
   - I’m not terrible concerned with the landscaping improvements as much as the bike safety improvements. If there is money for the landscaping, great, if not, focus on the bike safety and pathways.
   - Landscaping is good. Prefer the money gets spent there.
   - No, let the residents and businesses decide what improvements are needed
   - Yes – these areas are already established. Ok with cleaning up these.

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.
   - This is great, art of any kind would be wonderful if property matched to community sentiment
   - Metalwork
   - Benches, landscaping, gateway/monument signage
   - I prefer trees and flowers
   - Lets use funds for improved infrastructure, fix broken water line – we don’t need art to function

5. General Comments:
    - Please look at another road – even one road over – possibly Monroe or Wyoming
    - Fix the drainage problems on the street during the winter
    - The shoulder of the road at its interface with the gutter needs some extensive repairs to allow bicyclists to avoid going to far into the car lanes to avoid these areas
    - I like the idea of paving Wyoming Avenue and putting all the bike and pathways there, but I realize that would be much more expensive
    - Would a baby step be to paint a bike lane on the street on both sides?
    - The idea of improved pedestrian and cyclists access is wonderful. A different approach is required at this time

6. Which of the following best described you? (Please mark all that apply.)
    - Homeowner along the proposed pathway (1 response)
    - Business owner along the proposed pathway (1 response)
    - Commercial property owner along the proposed pathway (0 responses)
    - Homeowner, Business Owner, Employee or Renter in the area (4 responses)
    - Potential pathway user (1 response)
    - Potential bike lane user (3 responses)
    - Other (Please specify): Community Member

The following are verbal comments received:

- Too much impacts to businesses during construction, most businesses have one way in and one way out
- 26 businesses along the corridor and 5 also live on their lots
- Lack of parking already
- Would never let my kids ride their bikes down this street, it is a highway – don't put people on it
- Pave Wyoming Avenue
- Residents were told when they were annexed that streets would be paved within 10 years – that hasn't happened.
- Use money to pave streets instead
- Elevation difference between asphalt and gutter is a concern for cyclists
- There is a council board meeting on November 29th from 6-7:30 at City Hall where residents can discuss street paving: this meeting is about the feasibility of a pathway
- Landscaping Plan: Penstemon plants won't grow here because of the salt in the soil

A large roll plot of the corridor was displayed and guests placed comments on the plot. The following comments were placed on the plot (from west to east), photos of the roll plot follows:

- Added sculptures should be in keeping with natural environment, open spaces, not stark contrast
- NW corner of Johnson Street and Snowy Range Road – Landowners trees are planted on north side of fence. They didn't plant the trees in the ROW, they are "WYDOT Trees"

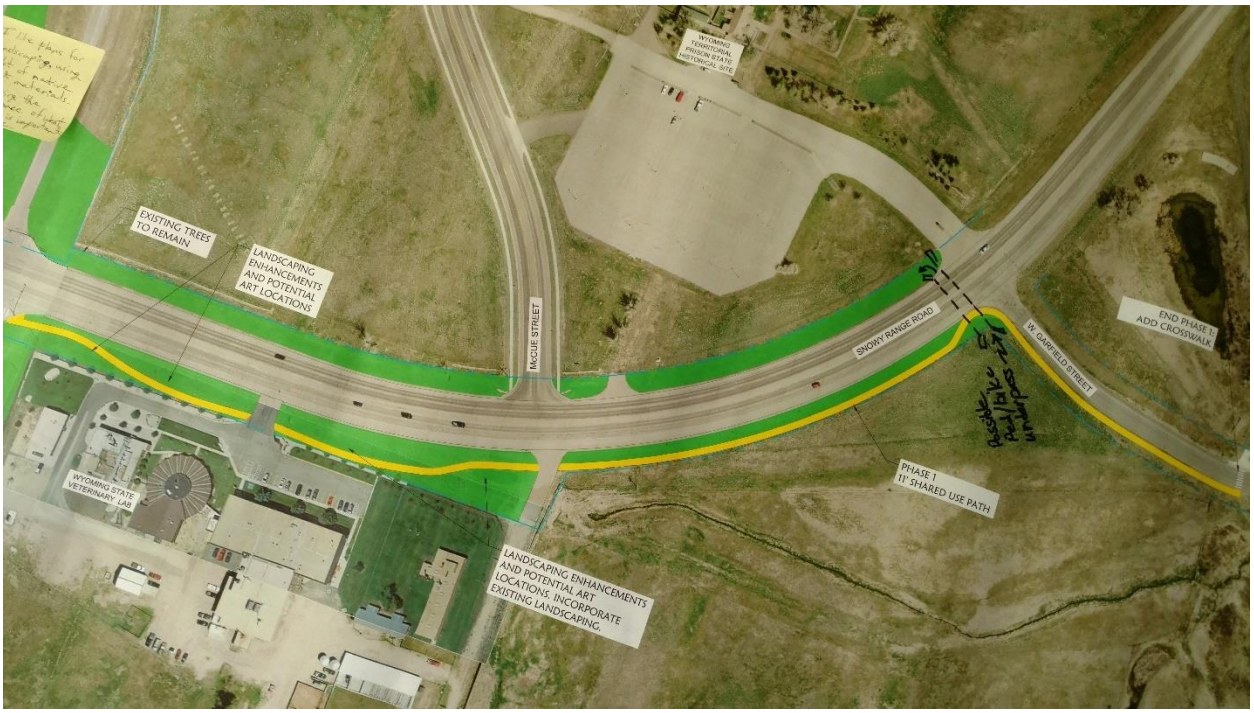
- Hawk light for pedestrians needed at Johnson Street to cross Snowy Range Road
- Please fix the signal timing on Colorado and Snowy Range (several folks commented that there is not enough time to cross Snowy Range Road during the walk cycle.)
- Please fix the asphalt transition along both sides of the road to the bicyclists don't have to go out into the lanes too much
- Fire, ambulance, sheriffs, highway patrol drive 80 mph frequently down this highway
- Thank you for saving the tree and the birds (The Boardwalk)
- Drainage areas need filled (arrow pointing to north side of Snowy Range Road in front of Westgate Ski and Snowboard, Import Auto Repair, and just west of The Boardwalk
- Snowy Range is too busy of a roadway to put a pathway. It's dangerous! Find a different route
- Fix the sinkholes
- Lots of people jog up and down Pierce with baby joggers sometimes. They avoid Snowy Range Road
- Great place to have lots of people/car accidents
- Expect increased truck traffic (semis) with new truck stop. Narrowing of street lanes a concern. Maybe add bike lanes to one side only?
- I oppose this route down Snowy Range Road. This is unneeded and a poor use of taxpayer money
- Bike path to go up Wyoming Avenue, not Snowy Range
- Good to connect proposed bike paths to existing paths along the Laramie River. Need to include some means of crossing Snowy Range Road.
- You have no $$
- I like the plans for landscaping using a lot of native plant materials. Improving the appearance of West Laramie is important to me
- Possible ped/bike underpass (west side of Garfield Street, under Snowy Range Road)

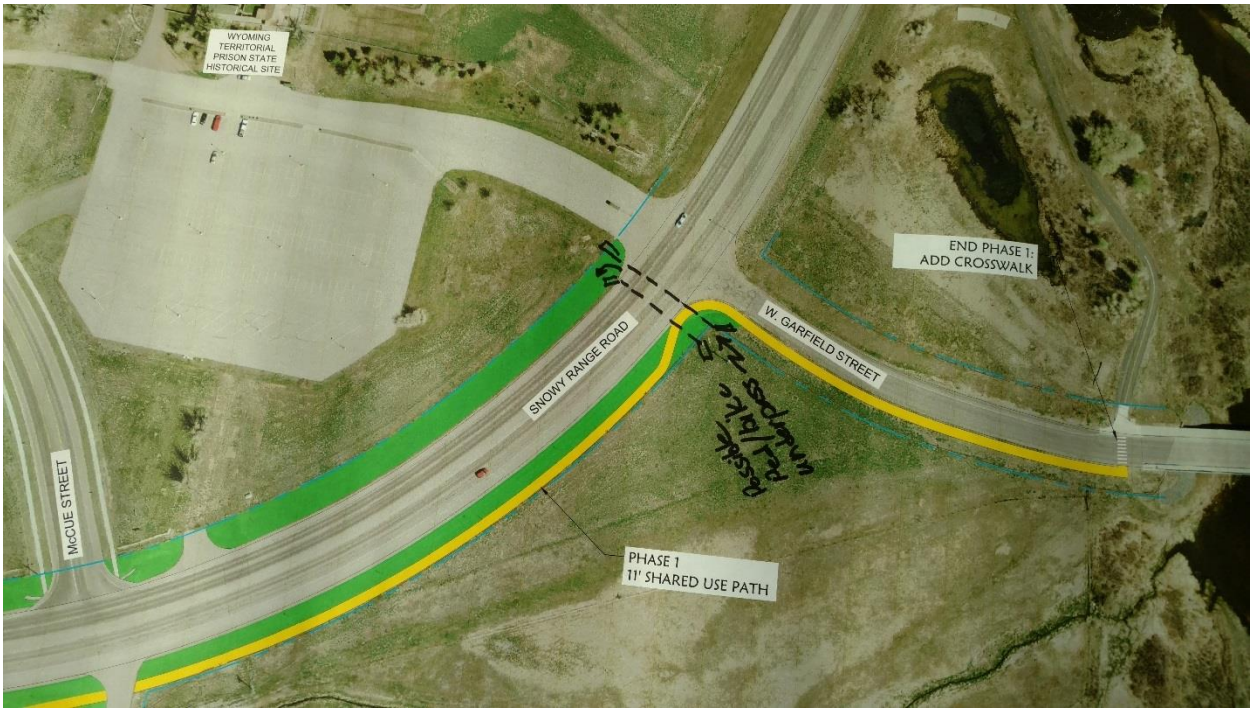

WIDEN LANDSCAPE BUFFER TO ACCOMMODATE INTERSECTION LIGHT POLES
GATEWAY FUEL (SHELL STATION)
PHASE 2 8' WIDE OFFSET PATHWAY
LANDSCAPE BUFFER (2' WIDE MINIMUM)
PAVEMENT ENHANCEMENTS AT INTERSECTION FOR BICYCLE LANE
WIDEN LANDSCAPE BUFFER TO ACCOMMODATE WYDOT SIGN. CONSIDER ACCOMMODATIONS FOR EXISTING
SNOWY RANGE LAUNDRY AND CAR WASH
Added sculptures should be in keeping with natural equivocast - open spaces; not stark contrast.
Landowner's trees are behind fence. They didn't plant trees inside row
FOREST HEADQUARTERS, LARAMIE RANGER STATION
PHASE 2 5' WIDE OFFSET SIDEWALK
LANDSCAPE BUFFER (2' WIDE MINIMUM)
THE FEED STORE
POSTED Hawk Light for Pedestrians on Johnson & Snowy Range
SNOWY RANGE ROAD
YES STREET
JOHNSON STREET


Landowner's trees are behind fence. They didn't plant trees inside row
Please fix the gutter/asphalt transition along both sides of the road, so the bicyclists don't have to go out into the lanes to go around.
Thank you for leaving the trees in the ditch
Drainage area needs filled
Snowy Range is the busy of a roadway to put a pathway It's dangerous Find a different route
PHASE 1 4' WIDE ON-STREET BICYCLE LANE
REDUCE PATHWAY WIDTH TO SAVE TREE
IMPORT AUTO REPAIR
MCKIMS UPHOLSTERY & AUTO SALES
TNT MOTORSPORTS
WESTGATE SKI & SNOWBOARDS
THE BOARDWALK
SNOWY RANGE ROAD
POSTED Hawk Light for Pedestrians on Johnson & Snowy Range
THE BEANERY
PHASE 1 8' WIDE OFFSET PATHWAY
LANDSCAPE BUFFER (2' WIDE MINIMUM)
LANDSCAPE BUFFER (2' WIDE MINIMUM)
JOHNSON STREET
COLORADO AVE.
LINCOLN STREET


S BUCHANAN STREET
S PIERCE STREET
S FILLMORE STREET
S TAYLOR STREET
S ADAMS STREET
REDUCE PATHWAY WIDTH TO SAVE TREE
PHASE 2
8' WIDE OFFSET PATHWAY WITH BUFFERING FROM PARKING LOT
PHASE 1
4' WIDE ON-STREET BICYCLE LANE
PHASE 1
8' WIDE OFFSET PATHWAY
LANDSCAPE BUFFER (2' WIDE MINIMUM)
ELIMINATE LANDSCAPE BUFFER TO ACCOMMODATE WYDOT SIGN
POSTED
I OPPOSE THIS
Great place to have lots of people/car accidents
Expect increased truck traffic (semi) with new truck stop. Narrowing of street hurts 2 concerns. Bike and bus lane on one side only?
Drainage needs fixed
Snowy Range is the busy of a Midway to put a pathway. Its dangerous

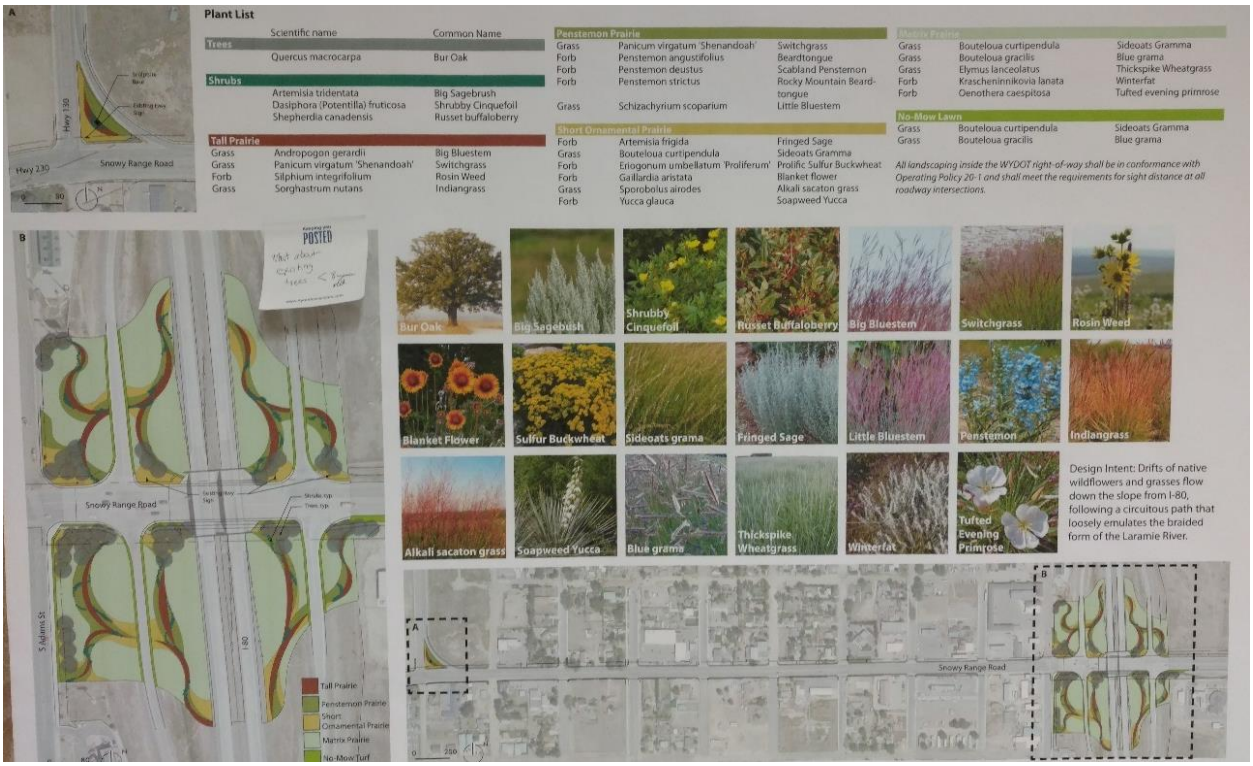

S TAYLOR STREET
S ADAMS STREET
Great place to have lots of people/car accidents
Expect increased truck traffic (semi) with new truck stop. Narrowing of street hurts 2 concerns. Bike and bus lane on one side only?
EXISTING TREES TO REMAIN
LANDSCAPING ENHANCEMENTS AND POTENTIAL ART LOCATIONS
POSTED
I OPPOSE THIS
BIKE PATH TO GO UP WYO AVE NOT Snowy Range
You have NO #1
ELIMINATE LANDSCAPE BUFFER TO ACCOMMODATE WYDOT SIGN
PHASE 1:
8' WIDE OFFSET PATHWAY
WYOMING STATE VETERINARY LAB
INTERSTATE 80
PHASE 1:
11' SHARED USE PATH
REMOVE EXISTING CONCRETE SLOPE PAVING


WYOMING TERRITORIAL PRISON STATE HISTORICAL SITE
EXISTING TREES TO REMAIN
LANDSCAPING ENHANCEMENTS AND POTENTIAL ART LOCATIONS
McCUE STREET
SNOWY RANGE ROAD
W. GARFIELD STREET
END PHASE 1: ADD CROSSWALK
WYOMING STATE VETERINARY LAB
PHASE 1 11' SHARED USE PATH
LANDSCAPING ENHANCEMENTS AND POTENTIAL ART LOCATIONS. INCORPORATE EXISTING LANDSCAPING.

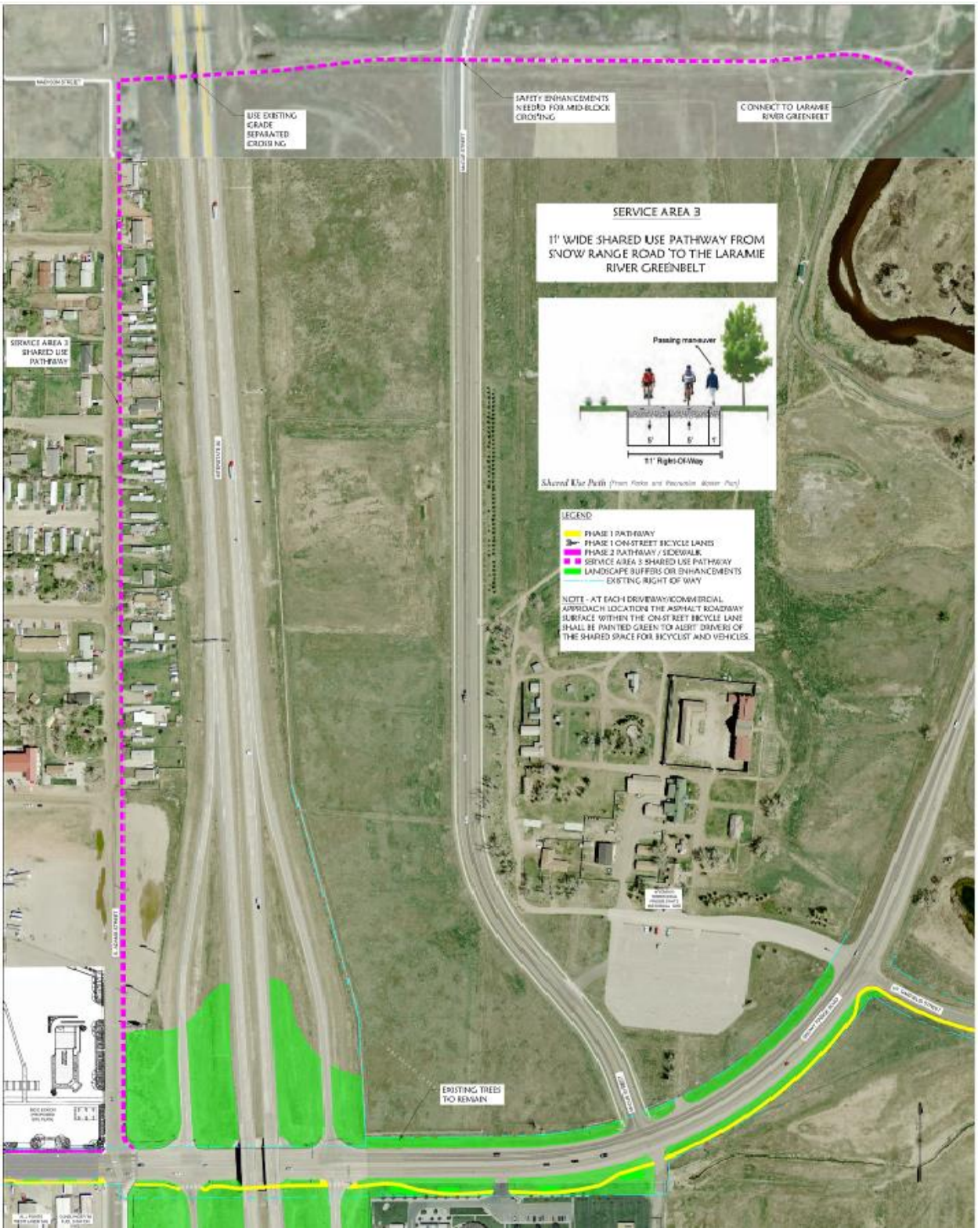

WYOMING TERRITORIAL PRISON STATE HISTORICAL SITE
END PHASE 1: ADD CROSSWALK
W. GARFIELD STREET
SNOWY RANGE ROAD
McCUE STREET
PHASE 1 11' SHARED USE PATH

Landscape Plan Board was Displayed:

- Comment says “What about existing trees < 8 years”. {Following the meeting Todd Feezer, Director of Parks and Recreation, confirmed that the existing trees are small enough that they could be relocated.}



Pathway from Adams to McCue to Greenbelt was Displayed (no comments were posted on this board):



NOTE: This concept was refined for the final recommendations. See Exhibit 5: Sheet C03.

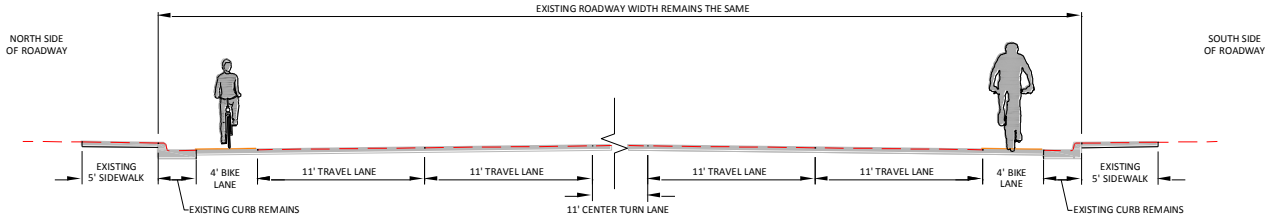
Typical Sections were displayed (no comments were posted on these boards):

SNOWY RANGE ROAD PATHWAY FEASIBILITY STUDY

PHASE 1 RECOMMENDATIONS

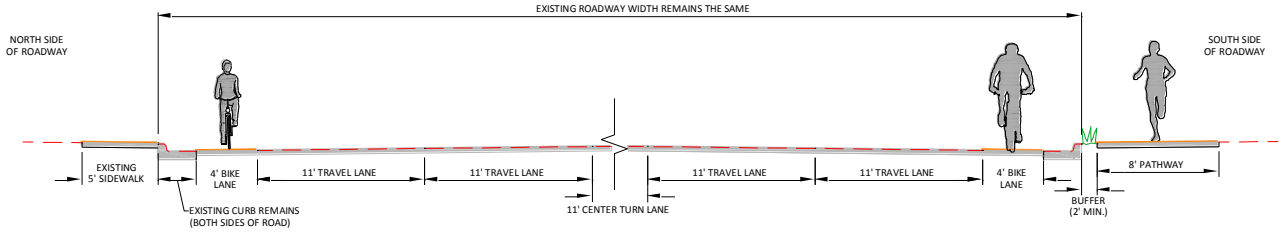
CLEVELAND STREET TO ADAMS STREET

RE-STRIPE ROADWAY WITH ON-STREET BICYCLE LANES



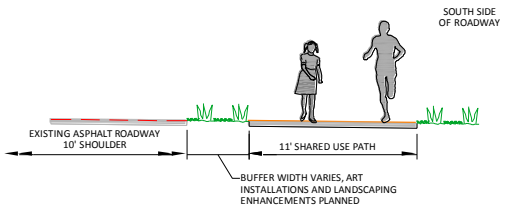
COLORADO BOULEVARD TO ADAMS STREET

8' WIDE BUFFERED PATHWAY ON THE SOUTH SIDE OF SNOWY RANGE ROAD
- AND -
RE-STRIPE ROADWAY WITH ON-STREET BICYCLE LANES



ADAMS STREET TO GARFIELD STREET

11' WIDE SHARED USE PATHWAY ON THE SOUTH SIDE OF SNOWY RANGE ROAD

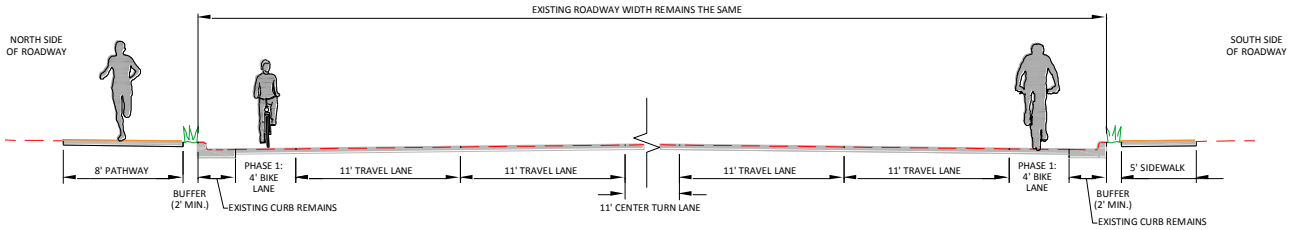


SNOWY RANGE ROAD PATHWAY FEASIBILITY STUDY

PHASE 2 PRELIMINARY RECOMMENDATIONS

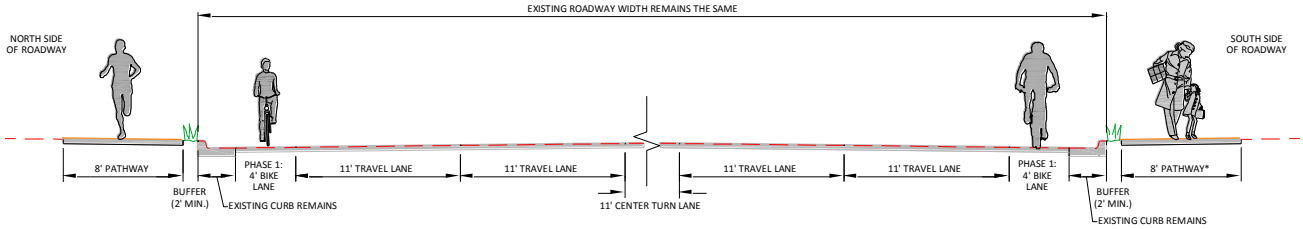
CLEVELAND STREET TO JEFFERSON STREET

8' WIDE BUFFERED PATHWAY ON NORTH SIDE OF SNOWY RANGE ROAD
- AND -
5' WIDE BUFFERED SIDEWALK ON THE SOUTH SIDE OF SNOWY RANGE



JEFFERSON STREET TO ADAMS STREET

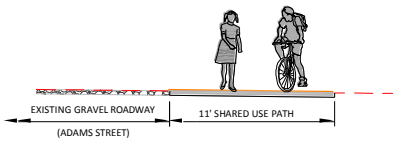
8' WIDE BUFFERED PATHWAY ON NORTH AND SOUTH SIDES OF SNOWY RANGE ROAD



* 8' PATHWAY BETWEEN COLORADO AVENUE AND ADAMS STREET WAS BUILT DURING PHASE 1

SHARED USE PATHWAY

11' WIDE SHARED USE PATHWAY ON THE EAST SIDE OF ADAMS STREET TO EXISTING GRADE SEPARATED CROSSING UNDER I-80, ACROSS McCUE STREET TO CONNECT TO THE LARAMIE RIVER GREENBELT



City Council Work Session



The feasibility study to date was presented to the City Council at a work session on November 8, 2016.

The purpose of this work session was to present the preliminary study findings and to receive additional comments from City Council Members and meeting attendees.

A brief power point presentation was given. Display boards and roll plots from the previous public meetings were shown to those present and they were asked to provide comments on comment forms or with sticky notes placed on the displays. The power point presentation was a combination of slides from the two public meetings.

The following comments were made regarding this project:

- Children cross Snowy Range Road at Johnson Street to get to Linford School. A HAWK crossing light is needed here as the children do not walk one block to the east to use the light at Colorado Avenue.
- Snowy Range Road is very busy, put the pathway on Madison Street
- Speeding on Snowy Range Road is a problem. Vehicles accelerate as they head west where they can see the 45 mph speed limit sign west of the 130/230 intersection.
- A speed study is needed and efforts made to reduce speeds in this area
- It is important to help move this area forward economically
- Snowy Range Road is an arterial roadway, its purpose is to move traffic
- ADA improvements along Snowy Range Road are desperately needed
- Projects need to be prioritized
- Why does the project go to Cleveland Street on the south side? It should stop at Hayes Street
- It is important to use the existing underpass under Interstate-80 at Madison
- Previous efforts to formalize a path using the underpass at Interstate-80 and Madison (the Hans's Peak Railroad Underpass) indicated that the WyoColo Railroad was in favor of this use but wanted a sign placed at the underpass which listed some of the history of the steam locomotive fleet which historically used this underpass.

Parks, Tree & Recreation Advisory Board

The feasibility study to date was presented to the Parks, Trees & Recreation Advisory Board at the regularly scheduled November 9, 2016 meeting.

The purpose of this presentation was to present the study as a long range planning project and to get comments and feedback from the Commission and meeting attendees.

A brief power point presentation was given, and a discussion followed.

Two comment forms were received from members of this Board:

1. Short Term Improvements for Pathway implementation calls for:
   a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
   b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
   c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

   Do you agree with the Short Term concepts? Yes or No? Please explain your answer.

   - Yes - I enjoyed the figure 8 concept
   - Safety is priority #1
   - Yes – Alternatives south could be considered
   - Stripe it green to make it obvious

2. Long Term Improvements for the Pathway implementation calls for:
   a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
   b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
   c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
   d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

   Do you agree with the Long Term Concepts? Yes or No? Please explain your answer.

   - Yes – Can it attach into new Harney bridge?
   - Yes – More bikeways the better, but instead of white separation line make it green for obvious safety.

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:
   - Yes, can we add City of Laramie gateway signs on Interstate-80 exit ramps?
   - Yes

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.
   - Art is great

5. General Comments:
   - Stripe green for safety

6. Which of the following best described you? (Please mark all that apply.)
    - Homeowner along the proposed pathway (0 responses)
    - Business owner along the proposed pathway (0 responses)
    - Commercial property owner along the proposed pathway (0 responses)
    - Homeowner, Business Owner, Employee or Renter in the area (0 responses)
    - Potential pathway user (2 responses)
    - Potential bike lane user (2 responses)
    - Other (Please specify) (0 responses)

Traffic Commission

The feasibility study to date was presented to the Traffic Commission at the regularly scheduled November 10, 2016 meeting.

The purpose of this presentation was to present the study as a long range planning project and to get comments and feedback from the Commission and meeting attendees.

A brief power point presentation was given and a discussion followed.

Planning Commission

The feasibility study to date was presented to the Laramie Planning Commission at the regularly scheduled November 14, 2016 meeting.

The purpose of this presentation was to present the study as a long range planning project and to get comments and feedback from the Commission and meeting attendees.

The purpose of this presentation was to present the study as a long range planning project and to get comments and feedback from the Commission and meeting attendees.

A brief power point presentation was given and a discussion followed.

Appendix F contains comment forms received from the on-line form at the Parks and Recreation web site, comment forms received from the various Commission and Board meeting, and comments which were e-mailed or mailed throughout the project.

Online Comments

A description of the project and the displays from both of the public meeting was posted online on November 8, 2016. A link on the Parks and Recreation home page directed folks to this information. Guests were asked to fill out a comment form and submit it.

A summary of comments received follows:

- With the new Big D at that intersection, it places pedestrians and trucks in conflict. The trucks will use the walk light to pull into the intersection and they may or may not stop for cyclists or pedestrians; but, at the very least, they will block the westbound traffic until they can cross both eastbound lanes and use the east Interstate-80 exit. Instead of Adams, route traffic north on Pierce to Curtis St. Big D should put a stoplight on the intersection of Taylor to expedite the truck traffic flow onto Snowy Range Rd. and across to Interstate-80.
- I do not agree with the placement of art or a statue at the "Y" of Hwys 130 and 230. RVs and motorhomes already take that turnoff too fast, and their attention does not need to be

further distracted by art. And, I don't see anything done to widen the Hwy 130 turn to make it safe for cyclists to also use that lane as they head out towards Centennial. It's a beautiful ride I've done many times myself; but, the narrowness of the exit lane is frightening.

- Existing non-vehicular facilities connecting West Laramie and the West Side are inadequate. Thoughtful design will decrease bicycle/vehicle conflicts and improve access.
- Bike lanes adjacent to multi-use paths is an excellent option for all users and separates fast bicycles from pedestrians, joggers, skateboarders and slower cyclists. This is an option which may be successful in the Turner Tract, especially near the new high school.
- The West Adams multi-use path is the preferred choice for non-vehicular communication between the West Side and West Laramie. Improvement will enhance E-W access.
- Wyo Tech traffic accessing Interstate-80 East has a high potential for vehicular/bicycle conflicts and needs to be addressed.
- Garfield Ave from the pedestrian bridge to Cedar provides is an excellent opportunity for a "complete street" prototype. Simple and inexpensive improvements can demonstrate future opportunities for remainder of Garfield and Fifth Street.
- Separated bike paths should be avoided unless these are long runs….transitioning across opposing traffic negates any benefit separation provides on relatively short runs.
- Somehow designers have decided curvy bike paths are desirable. These are more decorative than functional.
- Educating the public about contemporary bicycle and vehicular law is critical.

Six comment forms were received:

1. Short Term Improvements for Pathway implementation calls for:
   a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
   b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
   c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

   Do you agree with the Short Term concepts? Yes or No? Please explain your answer.

   - Yes – I like that bike lanes can be added on Snowy Range Road without expanding the pavement. Narrower lanes also serve as a traffic calming measure which will help slow the traffic down. I also like the idea of expanding the shared use pathway from the river path to West Laramie.
   - I think the short term ideas are a good start. However, on-street bike lanes are great for adult riders, but still dangerous for kids and adults pulling bike trailers. It is a start, but hopefully not a final answer.
   - I believe anything we can do to promote healthy lifestyles, and enjoyment of the outdoors, while at the same time providing a safe environment within which these activities can be carried out is a good thing.

- Yes. People are walking and bicycling along Snowy Range road and Adams Street now, with no protection or separation from the traffic. Prohibiting this use is unenforceable, so it is best to provide whatever safety features possible.
- No, why waste money – Do long term agreements and implements.
- Agree – short term should concentrate first on on-street bike lanes then south side of SRR [Snowy Range Road] followed by the development of the SOUTH side pathways. Additionally, a quick win would be the development of the connector from the LRG [Laramie River Greenbelt] going West under I80 to Madison. This would extend the Greenbelt and be, by far, the safest route to West Laramie.

2. Long Term Improvements for the Pathway implementation calls for:
    a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
    b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
    c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
    d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

    Do you agree with the Long Term Concepts? Yes or No? Please explain your answer.

- I do not think there should be two pathways along Snowy Range. We already have the bike lanes on the road for the commuters. I think a shared use separate pathway should only be located on the South side with a sidewalk for pedestrians on the North side of Snowy Range. The businesses along the North are already too close to the roadway because of previous widening. For beautification on the North you could possibly add planters in areas where they do not hinder parking and driveways for the businesses.
- I think a wider, separated sidewalk on the south side of Snowy Range Rd. is the best solution. The current sidewalk is in poor condition, and barely wide enough to accommodate a bike trailer (I know, I use one!). Then this could hook up with the short-term plan of a pathway between Adams and Garfield Streets. I don't think improvements need to be made on both sides of Snowy Range Rd. if the path on the south side is wide enough. You can pick up the greenbelt trail from the south side at Garfield St. easily enough.
- I would again echo my comments regarding the short term improvements.
- In part I am in favor. The problem on the north side of Snowy Range Rd. is the business use of part of the ROW, so perhaps a modified pathway there initially, until easements can be acquired and people get used to the idea. The south side can accommodate those pathways now. Adams St. needs a pathway and bike lane, and there certainly needs to be something much safer for passing under I80.
- No! Staying away from Snowy Range Road is the best option. The traffic, Techers, fishermen, snowmobilers, will end up killing someone if there are bike lanes on Snowy Range.

- I would not bother with the North side of SRR until all other pathways are completed. An extension of Madison from the connector noted above SOUTH crossing SRR and continuing down to Trihydro would provide a loop back to the LRG and increase the overall greenbelt. The shared use pathway between Adams, under I80 to McCue and east to the LRG parking needs a high priority due to safety concerns on SRR.

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:
   - I like the idea of landscaping.
   - I don't have strong feelings about the landscaping.
   - I still remember how pleased I was with the initial landscaping, and I am even more excited with this expanded plan. It provides a softness to otherwise sterile surroundings. I also think that those passing through on the interstate will be left with a more positive opinion of Laramie.
   - I am in favor. The looks will blend in with our natural areas which are all around the developed area. It will look a bit like countryside, but tidied up and with some organization and color.
   - Yes, it looks very nice.
   - Good placement and use of plantings – low maintenance and water.

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.
   - It should be something that reflects the character of Laramie and Wyoming as a western town in a western state with cowboy ways.
   - I think public art is great, but I don't have strong feelings about where or what kind.
   - I don't have a clear opinion as to what type of art might be incorporated, however, a thought that came to mind when I read this questions was something which represents Laramie happenings or history, as well as, art that captures the western lifestyle and/or ideals.
   - I presume these locations are along Snowy Range Rd. and associated streets. Art should be visible from the street, but not distracting, and I think it should be in keeping with the local area, not too urban in nature. Also, no steel crocodiles!
   - I think it should be a theme of the Snowys – either all animal art / fishing art / rock art / winter art. This art should be touchable and photographic that everyone wants pictures with it, kids want to ride it, etc.
   - I'm not certain about types of art but they could be placed in areas where walkers and bikers can stop (benches?) and rest. They should also not be a distraction for [end of comment]

5. General Comments:
    - Keep in mind that too much emphasis on pathways is not applicable in this area. It is important that all modes of travel are accessible and safe but don't over do it with bike lanes and multiple shared use paths. I don't think you will see that much volume of pedestrian and leisure bicycle travel. Granted, there will be some because people will be more inclined to use the access because it will be safer than it is now, but not so much since this is more of a rural part of town. So most likely the pedestrian and leisure bicycle users will be from the West Laramie population which is not that much.
    - I've heard that some business owners and residents don't support a bike path, and it's very disappointing. I've lived in West Laramie for 4 years, and I love the peace and quiet, but it's time to admit that our side of town could really use some improvements and beautification. A bike path makes West Laramie more family friendly!
    - I am very much in favor of this pathway, and the future possibility of a future figure eight loop. I live in West Laramie, and drive Snowy Range almost daily. I can't tell you how many times I have seen pedestrians making a "dash for it" across the road. Not to mention the number of times I have seen two cars enter the turn lane, only to find themselves facing each other, and each needing to turn beyond the position of the car facing them. Snowy Range is a highly trafficked road, and anything that can be done to improve the safety of the road would be welcomed. Another thing that might help would be a crosswalk in the area of the McDonalds and Fly Store.
    - This area is one of the main entrances into Laramie, and we need to make it neater, cleaner looking and more welcoming in a community sense, rather than as a "come into my store" sense. Any beautification will be a great improvement.
    - Please think with your engineers and not with your money – do it right.
    - Safety and connectivity should be the main drivers as priorities are established.

6. Which of the following best described you? (Please mark all that apply.)
    - Homeowner along the proposed pathway (0 responses)
    - Business owner along the proposed pathway (1 response)
    - Commercial property owner along the proposed pathway (0 responses)
    - Homeowner, Business Owner, Employee or Renter in the area (3 responses)
    - Potential pathway user (4 responses)
    - Potential bike lane user (3 responses)
    - Other (Please specify) (1 response)
        - Former homeowner and frequent user of those roads
        - PTRAB member

Considerations

The purpose of this feasibility study is to examine two questions: (1) is a pathway along Snowy Range Road feasible, and (2) is Snowy Range Road the right place for a pathway. Using the public input as a guide the following questions and answers were compiled in order to address these two issues.

What are the benefits to placing a pathway on Snowy Range Road?

C. Pedestrians and bicyclists are using this route already.
D. Commuter/fitness cyclists are often riding in the roadway within a travel lane.
E. Pedestrians and recreational cyclists are using the existing 5' wide sidewalk.
F. A shared use pathway will provide a wider/safer place for the users.
G. This area has many vacant buildings and lots. Investing in a shared use path could potentially make this area more attractive and possibly promote economic development.
H. Both Adams Street and Colorado Boulevard have existing pathways at the intersections with Snowy Range Road, placing a pathway along Snowy Range Road will help to create a loop pathway system in this part of Laramie by also connecting to the existing Laramie River Greenbelt Trail.

Can an 11' shared use pathway be placed on Snow Range Road between Garfield Street and Cleveland Street within the existing right of way?

I. An 11' wide shared use pathway will fit inside the existing right of way on the north side of Snowy Range Road between Garfield Street and Cleveland Street.
J. There is not adequate right of way on the south side of Snowy Range Road for an 11' wide shared use pathway for the entire length of the study area from Garfield Street to Cleveland Street.

What are the constraints to placing a pathway on the north side of Snowy Range Road?

K. Concern for safety
    - There are several approaches on the north side of the road which have high truck and vehicular traffic.
    - Uncontrolled free right turn at the Hwy 130/230 "Y" intersection has high vehicle speeds.
L. Impacts to businesses
    - West Laramie Fly Store: a pathway could limit the ability of users of the middle fuel pump to exit if there are users behind and in front of them.
    - The Boardwalk: landowner would like existing tree to stay. Placing a pathway around the north side of the tree will significantly reduce parking and eliminate existing truck/trailer parking in front of the store. Landowner is worried about loss of business due to loss of parking.
    - Import Auto Repair and McKims Upholstery & Auto Sales utilize space within the right of way, between the back of sidewalk and their buildings to park vehicles. An 11' wide shared use pathway would reduce the available space for parking and storing vehicles.
M. Other impacts/considerations
    - Existing trees (NW and NE corner of Johnson St, NW corner of Colorado Ave, NW corner of Pierce St) would need to be removed to accommodate a pathway.
    - Pedestrian signals are needed at the traffic signals at the Interstate-80 ramps on the east side of Interstate-80 to get pedestrians safely across to the south side of Snowy Range Road in order to connect to the Laramie River Greenbelt and Trail Head on Garfield Street.

- Existing configuration under the Interstate-80 bridge would need to be changed to allow for a pathway. This would require the slope paving to be removed and a modular block retaining wall installed such that there would be adequate distance between the back of the piers and the block wall for a pathway.

What are the constraints to placing a pathway on the <u>south</u> side of Snowy Range Road?

N. Limited right of way width
   - The Forest Service Building between Cleveland Street and Hayes Street, and a privately owned building on the southeast corner of Grant Street are between 7' and 8' from the top back of curb.
   - Permanent easements would be necessary in order to construct a pathway. Easement acquisition has not been discussed with the adjacent landowners.
   - Several existing utility poles and roadway lighting poles would need to be relocated to provide adequate room for a pathway.

O. Impacts to businesses
   - The Butcher Block: a pathway will widen the existing sidewalk leaving less room for parking in front of this business. Business owner currently can utilize adjacent property for parking because that property is vacant. However, if a business comes in there and the pathway is placed on the south side then the parking availability becomes more limited.

Do those who were involved in this feasibility effort want a pathway along Snowy Range Road?

P. Many respondents are interested in a pathway which would provide connectivity to the Laramie River Greenbelt Trail and to other trails in the vicinity.
Q. Commuter and experienced bicycle riders would prefer on-street bicycle lanes so they do not have to share a pathway with pedestrians and less experienced bicyclists.
R. Safety of pathway users was a large concern.
S. Many respondents expressed an interest in a pathway located on a roadway parallel to Snowy Range Road as there is less traffic on the side streets, lower vehicle speeds and less business approached.
T. Many respondents felt that improvements to the sidewalks, ADA accessibility, and appearance of the Snowy Range Road corridor would be beneficial to the existing residents and businesses
U. Pedestrians and bicyclists are using this route already.

Is an 11' wide shared use path the only option for a pathway?

V. The Laramie Parks and Recreation Master Plan recommends that a shared use path be 11' wide[5].
W. An 8' wide pathway is adequate, especially in locations where more experienced bicyclists have the opportunity to use on-street bicycle lanes.

[5] City of Laramie Parks and Recreation Master Plan, Adopted February 22, 2016, Certified March 1, 2016, Page 73

Is a pathway on a roadway parallel to Snowy Range Road feasible?

- At this time the only road parallel to Snowy Range Road which is paved is Wyoming Street, and that is paved for three blocks: between Highway 130 and Colorado Avenue.
- There are safety concerns about placing a pathway on an unpaved roadway where side streets intersect:
    - Many of the intersections do not have stop signs.
    - A concrete pathway would need to be continuous across side streets to meet ADA requirements. A continuously paved pathway with no curb to delineate roadway intersections lends itself to making the pathway user less aware of intersections and potential vehicle conflicts.
- There are maintenance concerns about placing a pathway on an unpaved roadway:
    - Without the presence of a curb to delineate parking locations vehicles may park on the pathway, especially during snowy conditions when the pathway location is harder to see.
    - A pathway on an unpaved roadway is harder to keep clear of gravel and debris.
- These considerations and the feasibility of a pathway on a roadway parallel to Snowy Range Road should be reviewed at such time that a side street is paved.

Is a pathway under Interstate-80 at the Hahn's Peak Railroad Underpass feasible?

- Many respondents expressed an interest in a shared use pathway from Snowy Range Road to Monroe Street, under Interstate-80 at the existing Hahn's Peak Railroad underpass and connecting to the existing Laramie River Greenbelt Trail.
- At this time there are no existing streets paved from Snowy Range Road to Monroe Street. However, because Adams Street has only residential property on the east side of the road and no intersecting side streets on the east side of the road, a pathway on the east side of Monroe Street does not have the same safety concerns as other roadway locations would.
- Maintenance concerns still exist with placing a pathway on an unpaved roadway.
- Adams Street currently has a pathway on the east side, south of Snowy Range Road.
- Because of the close proximity of Adams Street to the Interstate-80 on and off ramps, WYDOT is not in favor of a traffic signal system at the intersection of Adams Street and Snowy Range Road to provide direct access for pathway users across Snowy Range Road. To cross Snowy Range Road pathway users would be directed to the east side of Interstate-80 and the existing traffic signal system at the on and off ramps. Pedestrian push buttons and signal heads will need to be added to this existing traffic signal system.
- City Council member Klaus Hanson mentioned at the November 8, 2016 City Council work session that previous discussions with WyoColo Railroad (who has interest/ownership in this underpass) indicated that they were in favor of a pathway at this underpass location given that a sign be installed at the underpass listing the historic significance of the Hahn's Peak Railroad.
- Consideration needs to be given to a safe mid-block crossing of McCue Street.

On-Street Bicycle Lanes

The existing width of Snowy Range Road between Adams Street and Hayes Street, from edge of gutter to edge of gutter, is 63 feet. Currently the roadway is striped with two travel lanes in each direction and a continuous center turn lane. There is a desire by the bicycling community to have bicycle lanes on

Snowy Range Road. WYDOT will allow 11' travel lane and center turn lane widths between Adams Street and Hays Street. Restriping the existing lanes to be 11 feet wide will allow for 4' bicycle lanes in each direction.

Several comments were received at the public meetings regarding the condition of the asphalt pavement at the outer edge of Snowy Range Road where the 4' bike lanes are to be located. Snowy Range Road has been overlaid such that in several locations the asphalt pavement is higher than the adjacent concrete gutter pan, as shown in the following photos.



Left: North side of Snowy Range Road, east of Lincoln St.

Right: North side of Snowy Range Road, west of Fillmore St.





Left: South side of Snowy Range Road, west of Fillmore St.

Right: South side of Snowy Range Road, east of Hayes St.

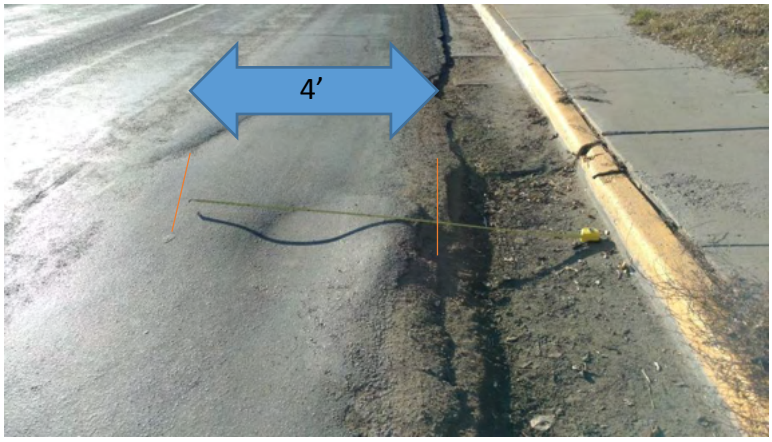


The following locations and images identify areas where bicyclists may have concerns navigating the on-street bicycle lanes. Consideration should be given to repairing the asphalt in the locations where a bicyclist cannot safely maneuver around the damaged areas while remaining inside the striped bicycle lane.



Left: North side of Snowy Range Road: Between Fillmore St. and Pierce St.

Below: Between Pierce St. and Buchanan St. Tape measure extends four feet into asphalt pavement – the width of the proposed on-street bicycle lane.



Below: North side of Snowy Range Road: Just east of Colorado Avenue.

Right: Same location as left photo with tape measure extending four feet into asphalt pavement - the width of the proposed on-street bicycle lane.





Below: North side of Snowy Range Road: Northwest corner of Colorado Avenue with tape measure extending four feet into asphalt pavement – the width of the proposed on-street bicycle lane.

Right: Northwest corner of Colorado Avenue looking east along Snowy Range Road with view of asphalt adjacent to gutter pan and existing manhole in proposed bicycle lane.



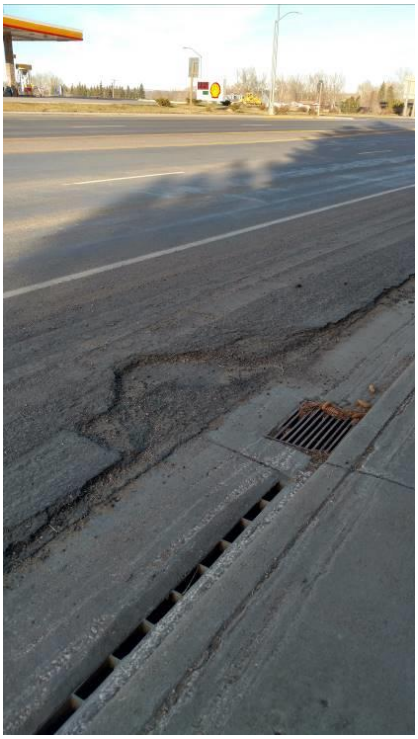


Below: North side of Snowy Range Road: manhole at Grant St. intersection.

Right: South side of Snowy Range Road: manhole between Cleveland St. and Hayes St.









Left and Above: South side of Snowy Range Road: damaged asphalt between Cleveland St. and Hayes St.



Above Right: South side of Snowy Range Road: adjacent to valley pan at Hayes St.

Below Right: South side of Snowy Range Road: buried manhole lid and damaged asphalt between Hayes St. and Johnson St.







Above Left: South side of Snowy Range Road: Southwest corner of Johnson St.

Above Right: Same location as left photo with tape measure extending four feet into asphalt pavement – the width of the proposed on-street bicycle lane.

Below and Right: South side of Snowy Range Road: at Johnson St. intersection.







Above: South side of Snowy Range Road: Southwest corner of Colorado Ave.



Above: Southeast corner of Colorado Ave.

Below: South side of Snowy Range Road: Lincoln St. to Buchanan St.





Right: South side of Snowy Range Road: East of Pierce St.

Below: South side of Snowy Range Road: Buchanan St. intersection.









Left: South side of Snowy Range Road: Water valve at Taylor St.

Above: South side of Snowy Range Road: Adams St. intersection.

Pathway Under Interstate-80 at Snowy Range Road

The existing sidewalk under the Interstate-80 bridge is only 3'-3" wide, from the back of curb to the front face of the existing pier at the narrowest spot. Providing an 11' wide shared use pathway under the bridge will require that the existing slope paving between the bridge piers and the bridge abutment be removed and replaced with a modular block retaining wall. As discussed at the meeting with WYDOT personnel on September 14, 2016 and a subsequent phone call with Mike Menghini, State Bridge Engineer, WYDOT will allow the slope paving to be removed and a modular block wall to be installed in this location if there is adequate horizontal distance to allow for the necessary geogrid and the 11' pathway width. Geogrid material is installed behind a modular block wall and placed horizontally at an engineered length behind the wall and into the soil. Generally, the taller the wall, the longer the horizontal length of geogrid is required. Design of the modular block wall is beyond the scope of this feasibility study but will need to be included in the design of the pathway.

In the event that there is not adequate room between the existing bridge piers and abutment for both the modular block wall and an 11' shared use path, an alternate design will need to be considered. One option is to divide the shared use pathway into two paths: one for eastbound travel and one for westbound travel. This option could utilize the existing 3'-3" wide sidewalk for one direction of travel and construct an additional sidewalk between the piers and the modular block wall at a width which can accommodate the required geogrid and wall design.

A second option is to narrow the width of Snowy Range Road under the bridge. In discussing this option with WYDOT at the meeting on September 14, 2016, they will require two travel lanes in each direction and two left turn lanes. Each of these lanes will need to be 11' wide. Additionally, a 4' shoulder is required in each direction for a total roadway width of 74' edge of gutter pan to edge of gutter pan. The existing width is 80', leaving 6’ of roadway width which could be adjusted. To accommodate wider

sidewalks one or both of the curb lines of Snowy Range Road could be adjusted under the bridge. The 6' of available width could potentially be split between both the north and south curb lines, adjusting each by 3'. This would allow for a 6'-6" sidewalk width between the back of curb and the piers on both the north and south sides of Snowy Range Road. Refer to Appendix C for complete minutes from this meeting with WYDOT.

WYDOT should be consulted prior to beginning design of any modifications to Snowy Range Road or to the Interstate-80 bridge at Snowy Range Road.

For the purposes of this feasibility study, the opinion of probable construction cost assumes that the existing slope paving will be removed and replaced with a modular block retaining wall.

Crossing Snowy Range Road

At the time of this study, the only pedestrian crossings of Snowy Range Road within the project area are located at Colorado Avenue and Pierce Street. At each of these intersections the traffic signal system includes pedestrian push buttons and signal faces. This study has shown that there is a desire for the pathway on Adams Street to continue north of Snowy Range Road to the Hahn's Peak Railroad underpass and east to the Laramie River Greenbelt Trail. WYDOT is not supportive of a traffic signal system at Adams Street because of the close proximity to the Interstate-80 east-bound on and off ramps. However, WYDOT has indicated that they would consider a traffic signal at the east-bound ramps (on the west side of Interstate-80). It is likely that placing a signal at the east-bound ramp locations would cause traffic to queue through the Adams Street intersection, however. There is an existing traffic signal system on the east side of Interstate-80 at the west-bound on and off ramps. Modifications to this signal could be made to add pedestrian push buttons and signal faces in order to accommodate a pedestrian crossing of Snowy Range Road. An additional possibility is to construct a pedestrian underpass under Snowy Range Road at Garfield Street. There is a significant vertical elevation difference between Snowy Range Road and the south right of way. The topography in this location lends itself to being an ideal location for a pedestrian underpass. Additional right of way or an easement would be necessary from the property owners on both the north and south sides of Snowy Range Road. At the time of this study those property owners are the University of Wyoming on the south side and the Wyoming Territorial Prison State Park on the north side.

WYDOT Signage

There are several WYDOT highway signs on Snowy Range Road within the project study area. Many of these signs are located within proposed pathway locations. Any sign which is relocated must be placed such that the edge of the sign is 4' from the back of curb to satisfy the most recent AASHTO guidance. AASHTO also recommends that sign panels adjacent to pedestrian facilities be at least 7' high or 2' from the edge of the sidewalk/pathway to the edge of the sign panel. Signage must also be placed such that it is visible to the roadway users. WYDOT requires that all highway signs be placed within the right of way or in a permanent easement. Where existing right of way on the south side of Snowy Range Road is limited, easements will need to be obtained which are wide enough to accommodate not only the pathway improvements but also sign posts. Consideration to these requirements and recommendations shall be given to all signs during the final design phase.

WYDOT permits welcome signs along their right of ways. However, only one welcome sign is permitted per highway coming into a community. Proposed gateway signage shall meet WYDOT requirements and be submitted to WYDOT for review prior to placement.

Existing Trees

Randy Overstreet, City Forester, evaluated the existing trees along Snowy Range Road between Adams Street and Cleveland Street. These trees are located inside or immediately adjacent to the existing right of way and could be impacted by modifications to the sidewalk or by an addition of a pathway.

- 334 Pierce Street (NW corner of Snowy Range Road and Pierce Street): Several smaller/younger trees that appear to have grown from suckers and volunteers. No regular maintenance of the trees is evident.



- 1951 Snowy Range Road (NW corner of Snowy Range Road and Buchanan Street): One larger cottonwood in the parking area of the property is leaning slightly to the north, toward the private property (The Boardwalk). It appears that the tree may be viable if the area around the tree is left undisturbed and protected from damage that may occur from road or sidewalk construction.



- 2159 Snowy Range Road (NW corner of Snowy Range Road and Colorado Avenue): Three cottonwoods, two very large and over-mature.



- 341 Johnson Street (NE corner of Snowy Range Road and Johnson Street): Two large exceedingly over-mature cottonwoods.



- 341 Johnson Street (along Snowy Range Road): One multi-trunk cottonwood east of McKim Upholstery sign in landscaping between parking lot and sidewalk along Snowy Range Road.



- 2468 Jackson Street (SW side of Jackson/Snowy Range Road and Hayes Street): Two spruce trees on the northwest corner of the US Forest Service building are obstructing visibility of traffic somewhat from the stop sign at northbound Jackson St. on the south side of Snowy Range Road. Recommend removal or cutting of lower limbs to increase sight distance.

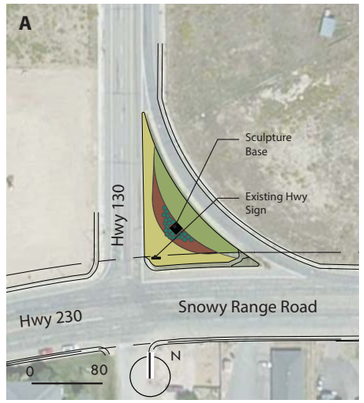




Beautification Corridor

The Parks and Recreation Master Plan identifies both the Interstate-80/Snowy Range Road interchange and Snowy Range Road/Highway 130 as beautification corridors. As stated in the Master Plan, "These interchanges are the gateways to our community, and the community believes that these areas should be a showcase, not a deterrent, to what Laramie has to offer as a community."[6] A landscape concept has been developed for the project area. This concept provides a low-maintenance plan utilizing drought and salt tolerant plant materials. The design intent being: Drifts of native wildflowers and grasses flowing down the slope from Interstate-80, following a circuitous path that loosely emulates the braided form of the Laramie River. Regular watering will be required to establish the recommended plantings, but irrigation will not be necessary following the establishment period. Existing trees which are located inside the proposed beautification areas can be relocated, provided they are small enough at the time of relocation. Plant material included in the proposed landscape concept can be utilized throughout the corridor in landscape buffer areas provided that the plant material selected is appropriate for the width of the buffer area. Proposed landscaping shall meet WYDOT requirements. Tree placement shall consider spacing for canopy clearance and clearance requirements from any utilities The proposed landscape concept is included as Exhibit 4 on the following page. A rendering of the proposed beautification and shared use path, from the perspective of Snowy Range Road and Adams Street, looking southeast toward the Interstate-80 interchange, is included as Exhibit 5.

[6] City of Laramie Parks and Recreation Master Plan, Adopted February 22, 2016, Certified March 1, 2016, Page 87



Plant List

	Scientific name	Common Name
Trees		
	Celtis occidentalis	Common hackberry
	Gleditsia triacanthos	Thornless honeylocust
	Quercus macrocarpa	Bur oak
Shrubs		
	Dasiphora (Potentilla) fruticosa	Shrubby cinquefoil
	Shepherdia canadensis	Russet buffaloberry
Tall Prairie		
Grass	Panicum virgatum 'Shenandoah'	Switchgrass
Forb	Silphium integrifolium	Rosin Weed
Grass	Sorghastrum nutans	Indiangrass
Penstemon Prairie		
Grass	Panicum virgatum 'Shenandoah'	Switchgrass
Forb	Penstemon angustifolius*	Beardtongue
Forb	Penstemon deustus*	Scabland Penstemon
Forb	Penstemon strictus*	Rocky Mountain Beard-tongue
Grass	Schizachyrium scoparium	Little Bluestem
Short Ornamental Prairie		
Forb	Artemisia frigida	Fringed Sage
Grass	Bouteloua curtipendula	Sideoats Grama
Forb	Eriogonum umbellatum 'Proliferum'	Prolific Sulfur Buckwheat
Forb	Gaillardia aristata	Blanket flower
Grass	Sporobolus airodes	Alkali sacaton grass
Matrix Prairie		
Grass	Bouteloua curtipendula	Sideoats Grama
Grass	Bouteloua gracilis	Blue grama
Grass	Elymus lanceolatus	Thickspike Wheatgrass
Forb	Krascheninnikovia lanata	Winterfat
Forb	Oenothera caespitosa	Tufted evening primrose
No-Mow Lawn		
Grass	Bouteloua curtipendula	Sideoats Gramma
Grass	Bouteloua gracilis	Blue grama

All landscaping inside the WYDOT right-of-way shall be in conformance with Operating Policy 20-1 and shall meet the requirements for sight distance at all roadway intersections.

**Penstemon spp. poisonous to pets: should not be planted adjacent to walkways*











































Design Intent: Drifts of native wildflowers and grasses flow down the slope from I-80, following a circuitous path that loosely emulates the braided form of the Laramie River.



AYRES ASSOCIATES

16_1111

EXHIBIT 4

SNOWY RANGE TRAIL, LARAMIE, WY - LANDSCAPE CONCEPT PLAN

Ayres Associates Inc | 101 East Badger Road Madison WI 53713 | t 608.255.0800 | www.ayresassociates.com | # 38-0115.00

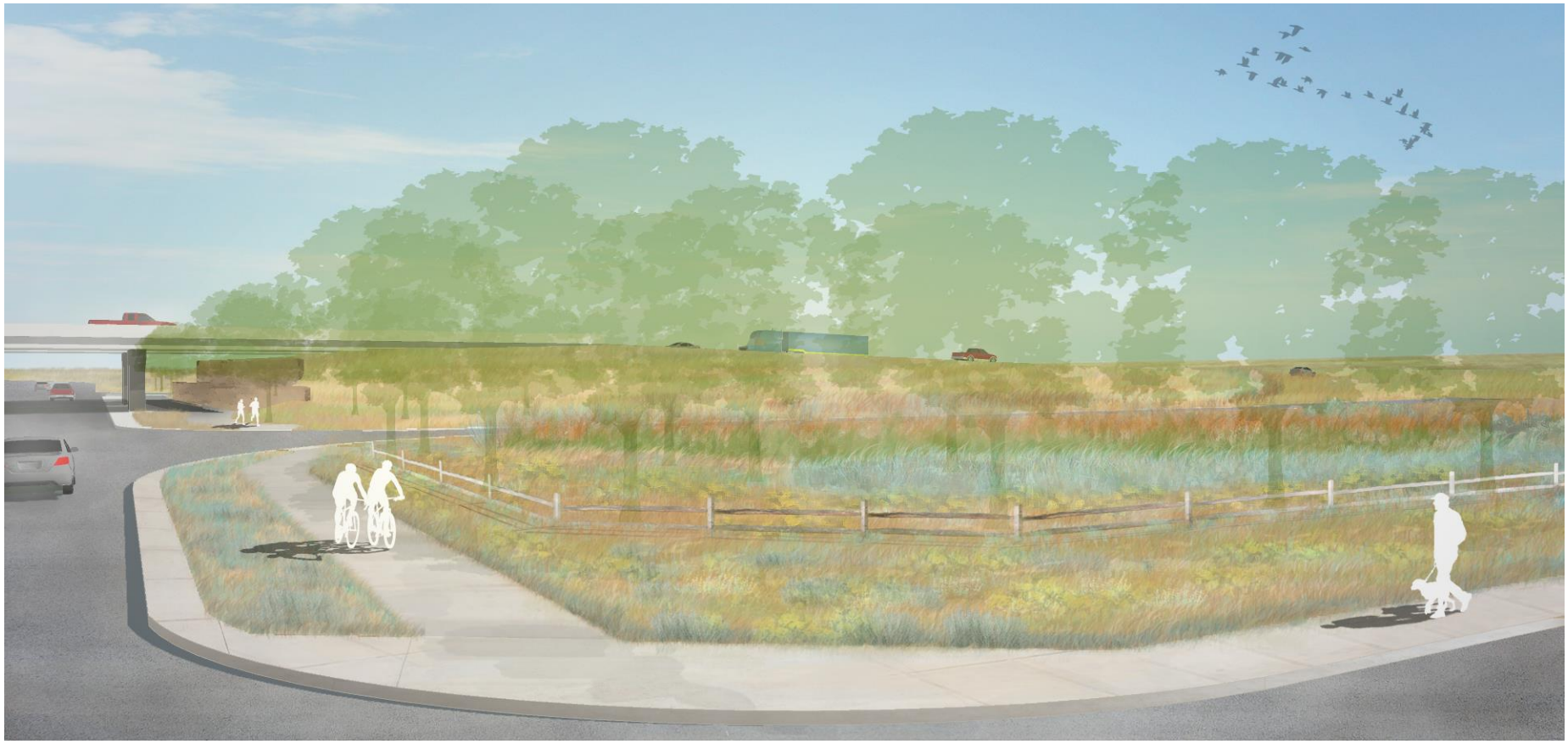


EXHIBIT 5 – Rendering of Beautification and Shared Use Path: Snowy Range Road and Adams Street, looking southeast

Lighting

Cator, Ruma, and Associates investigated the existing electrical infrastructure and offers recommendations on bringing pedestrian and art installation lighting to the pathway. Lighting types investigated for the pathway include bollard lights and pedestrian luminaires. Lighting types investigated for art installations include flush mounted cans recedes into the concrete with directional lamps and miniature flood lights mounted on concrete pedestals and set above-grade. Final lighting design shall consider the potential for glare from any proposed lighting fixtures which could impact vehicles traveling on roadways.

Appendix G contains the complete lighting study.

Art Installations

Location and Scale

Art pieces provide interest to public areas and are certainly appropriate for the Snowy Range Road Corridor to enhance the beautification corridor as well as to add interest along the proposed pathway. Two sites for potential art installations have been identified as part of this feasibility study: the Highway 130/230 "Y" intersection and along the shared use pathway east of Interstate-80 in front of the University of Wyoming Veterinary Laboratory on the south side of Snowy Range Road. These two locations lend themselves to two different scales of art installations.

The beautification area at the Highway 130/230 intersection is planned for the "Y" shaped open space between the free right turn lane and the standard intersection. An art piece could be added to this beautification area which is a gateway into West Laramie. While this location has an existing 5' wide sidewalk on the south edge of the "Y" area, the art piece will need to be a larger scale piece which can be easily seen by passing vehicles. In this location a sculpture should have a large sense of "physical presence." An appropriate scale would be 15' ± high or a shorter sculpture with a larger mass, perhaps 6' high. All improvements at this location must meet WYDOT requirements for sight distance and clear zone. The art piece shall be installed such that it is out of the sight triangle and no closer than 4' from back of curb. It should be noted that WYDOT has long-term plans (no date has been set) to reconfigure this intersection to eliminate the free right turn lane, making it a standard right turn lane at a signalized intersection. When that reconstruction occurs the "Y" shaped open space will be eliminated, however the northeast corner of the intersection would still be public right of way. At that time the art installation and beautification landscaping could be relocated to that corner. A Landscaping Permit will be required from WYDOT prior to installation.

The beautification area adjacent to the Wyoming Veterinary Laboratory will be offset from Snowy Range Road. For this reason, the audience for these art pieces will be tailored to pathway users – "human scale." These pieces should be no taller than 12' but could consist of several smaller pieces which are related to a theme. The location for these pieces will be outside the clear zone of Snowy Range Road, but as they are inside WYDOT right of way, a Landscaping Permit will be required from WYDOT prior to installation.

General Considerations

For anyone who has experienced great public art in the world's cultural centers, its value to the life of the community is unambiguous. Yet memorable art is always difficult to quantify and often controversial at the time of its creation. Typically, it initially challenges prevailing taste or popular imagery but

becomes a distinctive landmark by making us think or feel outside our conventional habits of experience. It may invite us to interpret or "feel" the world around us in new ways. Such work is not always "pretty" or "comfortable" in the conventional sense but may delight or surprise us as we discover its implications over time. Many of the outdoor mural projects in downtown Laramie provide good examples of this. Hence, we would recommend that the Laramie Public Art Plan be utilized as a well-thought-out, "process starting point" for selecting quality, original art forms for this beautification effort.

Selection of Artists and Specific Artwork

1. For choosing Artists and Artwork, utilize individuals with a knowledge of contemporary public art and art history. They can provide informed perspectives and help avoid pitfalls both with the process of advertising the commission and selecting the specific work.
2. Consider how the artwork will relate to the nature and qualities of the specific site. The artwork should be able to "feel appropriate" to its location in terms of maintaining a successful visual presence regarding differing close-up and distance perspectives, placement and scale, subject matter, concept and expressive character.
3. Consider the Site Preparation as an essential component of the sculpture and its costs. The art in question may require a raised base, flat slab, deep footing structure, modified landscaping or electrical power source.
4. Consider long-term "durability" and maintenance factors. Keep in mind that even the most permanent sculpture can require care and attention and that factors like wind, blowing trash, child safety, water or moisture accumulation, temperature extremes, potential vandalism and structural integrity can play a large role in the overall cost burden of the work.
5. On this same point, a long-term maintenance schedule and budget should be established for each public work.
6. Avoid clichés and cultural stereotypes. Try to select work that displays originality and creative imagination. Great art, typically, reflects the ideas, experience and times in which it is made rather than simply repeating or imitating previous art. Developing a public art presence in a community, is an opportunity to create an image of distinction for that community. A large collection of bronze illustrations of wild-life, bucking broncos, cowboys and other over-used images simply repeats what many other western towns have done. Certainly, there is room for those forms in Laramie, as well, but if we demonstrate that we are also a community of independent thinkers who support creative expression, it will, in the long run, provide measurable social and economic benefits to all.
7. Many municipalities maintain insurance to cover accidental or intentional damage to its art collection. In many cases the value of an artwork can substantially increase over time thus requiring an increase in coverage. It is likely prudent to institute such a policy or to include it in the existing insurance framework of the city.

Costs

Aside from the maintenance expenses, artwork, especially outdoor public sculpture, will usually be very expensive. Some of the sculpture on the University of Wyoming campus for example has run well beyond $300,000 for an individual work. It is possible, of course to obtain quality work for much less, but cost and quality are, too often, closely linked. Costs can vary depending on the artist (and his or her established prices) or materials or methods used, type or composition of the work and transportation

and installation requirements. A typical formula for an artist's fee is equal to one-half of the total fabrication and installation cost. A reasonable cost range for the specific sites identified in this study are listed below. Note that the art locations listed as Mid-Scale could lend themselves to multiple smaller pieces clustered inside a small plaza area at each of the four installation locations. Individual smaller pieces would cost less.

Scale	Cast Metal or Bronze	Welded Steel Assemblage	Wood or Mixed-Media
Large Scale: (Highway 130/230 Intersection)	$90,000 - $150,000	$30,000 - $60,000	$15,000 - $50,000
Mid-Scale: (Along Shared Use Path at UW Veterinary Lab Frontage)	$20,000 - $90,000	$15,000 - $40,000	$8,000 - $30,000

Lighting at each art installation would be appropriate. Refer to the "Art Lighting" section on Page 4 of the Cator, Ruma and Associates investigation located in Appendix G.

Amenities

Throughout the feasibility study process an interest has been expressed in placing various amenities along the pathway. These amenities include benches, signage, trash receptacles, bike racks and screening/fencing. At public meeting number one, the attendees were asked to identify the types and styles of amenities which they favored.

Signage

Signage can be simply a means of identifying a pathway – a means of letting users know that they are still on the pathway. This can be especially helpful when pathways are in an urban area where there are intersecting sidewalks or pathways. Signage can also contain information about the network of pathways and provide information to users such as distance traveled and distance to points of interest or intersections with other pathways. The following images received favorable responses from the meeting attendees:


24
SHELTER
X
MUSSEL POOL WEST


Batteries to Bluffs
Trail
200 FEET
Golden Gate Bridge


PARKS
JOHNSONS
PARK


3
km
mile high
loop


WEST
LOOP


Colley
Street
Nature
Reserve


Rex Putnam H.S.
0.4 Mi.
2 Min.
Milwaukie
3.4 Mi.
20 Min.
Gladstone
2 Mi.
12 Min.


GREENWAY


Charlestown

Furnishings

Furnishings are amenities which enhance the user experience by providing a service to them. In this case that service would be a place to park a bicycle while visiting area businesses or parks, a place to deposit trash, or a place to sit and rest. The following images received favorable responses from the meeting attendees:

















Screening and Buffering

Fencing and screening installations can both define pathway space and provide separation between pathway users and other uses in the area, such as parking. In some of the locations along Snowy Range Road there is no clear definition between sidewalk space and parking lot space. This lack of separation

can result in parking lot users encroaching on the sidewalk. It can also make it more difficult for vehicles to identify access to and from the parking lot. Prior to installation of any screening and/or fencing, consideration shall be given to snow removal and potential snow drifting. The following images received favorable responses from the meeting attendees as a way to separate the pathway from parking areas:









The following images received favorable resonses from the meeting attendees for fencing installations:













Economic Development

The future of the Snowy Range Corridor could be greatly improved through a coordinated economic enhancement strategy. Coordinating the physical improvements to the area, along with some economic development initiatives could help to define the area as "Laramie's Trailhead" or "Gateway to Adventure." This concept was loosely generated through discussions between staff and took into account public sentiment for enhancing the overall vitality of the area.

First and foremost, designation of the area as a unique place in Laramie would help to signify that the area is a distinct location in the community. Building off this theme will help to guide incremental action steps toward making improvements that, over time, will improve both the physical and economic vitality of the area. Similar to the approach that Main Street uses for downtown, a revitalization strategy could be a positive next step.

As this feasibility study was being completed the Big D Exxon on the northwest corner of Adams Street and Snowy Range Road was being rebuilt. Site improvements include a new building, landscaping, and new sidewalk that is offset from the curb with landscaping. Improvements such as this add to the overall aesthetic appeal of the Snowy Range Road Corridor, as well as the economic strength when coordinated throughout the corridor. Research has shown that making improvements, such as constructing pathways and adding landscaping, increases property values within the area. Appendix H contains a list of references with information and research discussing how recreation improvements such as pathways, trails, and bicycle facilities can lead to economic development.

Opportunities for funding of larger, coordinated efforts could include application to the Wyoming Business Council (WBC) for planning funds that would enable a multidisciplinary investigation of strategies that might enhance business opportunities in the area. Due to the area's location as a gateway to recreational amenities, as well as a highly visible interchange on Interstate-80, the physical appearance of the area could greatly enhance the number of vehicles exiting and spending in the area. Further funding strategies that could be explored are: establishment of a Business Improvement District that would help area owners collaborate in leveraging assets to move forward, and/or a future 6th Penny Optional Sales Tax Project for enhancements.

With a major corridor redevelopment some key tips to keep in mind are:

- Ensuring a project manager can be on site to maintain regular communication with business owners. Weekly emails with next steps and closures are also helpful.
- If parking is going to be reduced or eliminated, look to setting up an interim or permanent parking solution (i.e. an open lot mid-block) *before* construction and closures begin.
- Increase the amount of signage and routing signage to communicate businesses are open.
- Consider relaxing other code requirements during construction (i.e. allow additional temporary business signage during construction).

Recommended Steps to Further Coordinated Economic Development:

Step 1: Convene a gathering of interested businesses

Step 2: Complete a visioning session or strategic plan for the area

Step 3: Create a formalized identification for the District

Recommendations

Many people are currently using Snowy Range Road to bike or walk. It is recommended that improvements be made to make this route safer for the existing users, to encourage additional users, and to make this area more aesthetically appealing.

The feedback received throughout the feasibility study was used to shape the following recommendations. Plan sheets displaying the recommendations are included as Exhibit 5 at the end of this section starting after page 67.

Priority 1 Recommendations:

A. Provide an 11' wide shared use pathway along the south side of Snowy Range Road between Adams Street and Garfield Street. Pathway shall be separated from the edge of roadway with a landscape buffer.
    - This shared use pathway will begin at the Laramie River Greenbelt Trailhead at Garfield Street and end at Adams Street where it will connect to the pathway on the east side of Adams Street at Snowy Range Road.
    - An 11' wide pathway on the south side of Snowy Range Road will match the location of the proposed Harney Street Bridge improvements designed by WYDOT which includes a 10' wide shared use path on the south side of Snowy Range Road to the west side of the Laramie River Bridge.
    - Consideration should be given to extending the pathway at either 10' or 11' wide, from Garfield Street headed east to the west side of the proposed Laramie River bridge, as that is where WYDOT's planned 10' wide pathway improvements end.
    - Separation is recommended to be 2' wide at a minimum and consist of landscaping to both create space between pathway users and vehicular traffic as well as to add to the aesthetic appeal of the corridor.
    - Place art installations adjacent to the pathway in front of the University of Wyoming Veterinary Lab on the east side of Interstate-80.

B. Provide 4' wide on-street bicycle lanes on Snowy Range Road between Cleveland Street and Adams Street in both the east-bound and west-bound directions.
    - Existing travel lanes and center turn lane on Snowy Range Road shall be restriped to be 11' wide. It is to be noted that restriping of Snowy Range Road will not occur until WYDOT has a resurfacing project in this area.
    - Pavement within the bicycle lanes shall have Methyl Methacrylate (MMA) Acrylic bike lane green applied to the asphalt pavement within the bicycle lanes in front of each residential and commercial driveway approach and across the free right turn lane at the Highway 130/230 intersection to alert drivers to potential vehicle/bicycle conflict locations.

Priority 2 Recommendations:

A. Provide an 8' wide separated pathway along the south side of Snowy Range Road from Adams Street to Colorado Avenue. Pathway shall be separated from the curb with a landscape buffer to the greatest width possible given the available right of way width, but in no case shall be less than 2'.

- This pathway will begin where the Priority 1 pathway ended – at the connection to the existing Adams Street pathway. It will end at the connection to the existing Colorado Avenue Pathway.
- Between Pierce Street and Colorado Avenue permanent easements will be required as the existing right of way is too narrow to allow for an 8' wide pathway and 2' wide landscape buffer. Easement widths will need to be wide enough to include the pathway, landscape buffer and any additional width necessary for the relocation of utility poles and/or roadway signage.

Priority 3 Recommendations:

A. Provide an 11' wide shared use pathway on the east side of Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate-80, crossing McCue Street, and intersecting the Laramie River Greenbelt.
   - In order to create a loop with the pathway constructed in Priority 1, this pathway will require pathway users to cross Snowy Range Road from the south side to the north side. This can be done by:
     - Installing modifications to the existing traffic signal on the east side of Interstate-80 at the interstate on and off ramps. Pedestrian push buttons, signal faces, and a cross walk will need to be added.
     - Installing a pedestrian underpass at Garfield Street under Snowy Range Road.

B. Replace sidewalks to be ADA accessible on the north side of Snowy Range Road from Adams Street to Cleveland Street, 5' width minimum. Include a beautification buffer where possible, 2' minimum width, between back of curb and sidewalk.

C. Replace sidewalks to be ADA accessible on the south side of Snowy Range Road from Colorado Avenue to Cleveland Street, 5' width minimum. Include a beautification buffer where possible, 2' minimum width, between back of curb and sidewalk.

Recommended Beautification Corridor Improvements:

In an effort to improve major gateways into the community the following recommendations have been made:

- Install landscaping improvements at the Interstate-80 / Snowy Range Road interchange.
- Install landscaping improvements at the Highway 130/230 Intersection. Improvements shall include an art installation.

Installation of the recommended pathway improvements will provide beautification along Snowy Range Road with the proposed landscape buffer.

Maintenance:

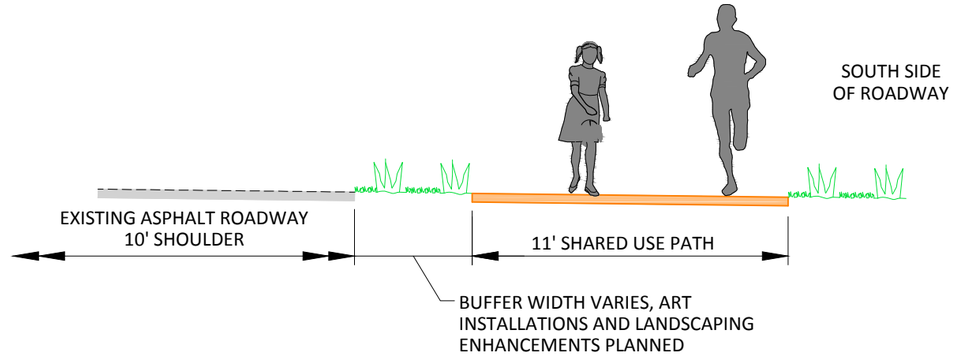
Laramie Parks and Recreation Department will maintain all pathways that are 8' in width and wider. Pathway maintenance includes snow removal and sweeping. Laramie Parks and Recreation Department will also maintain all beautification areas including the landscape buffer between the back of curb and the pathway and the beautification areas adjacent to Interstate-80 and the Highway 130/230 intersection. Beautification areas will require watering until plantings are established.

Opinion of Probable Costs:

An opinion of probable costs has been developed for each of the priority pathway projects, beautification improvements, and amenities. These costs are included in Appendix I.

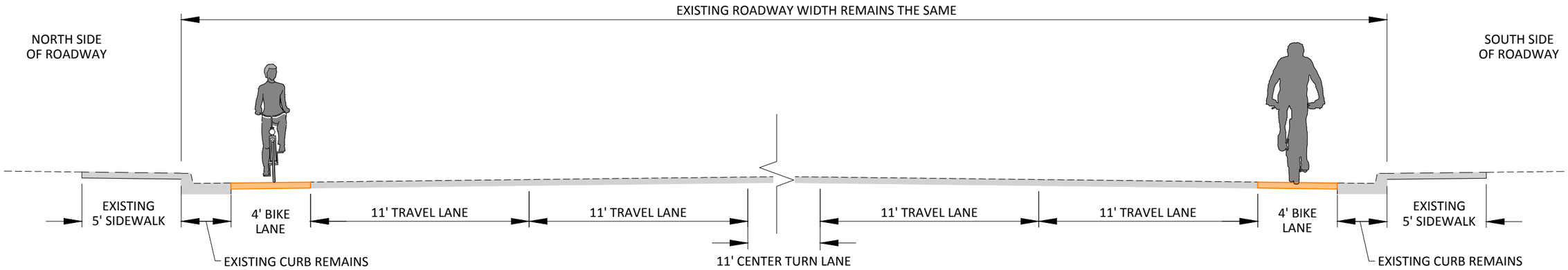
PRIORITY 1: 11' WIDE SHARED USE PATHWAY

SOUTH SIDE OF SNOWY RANGE ROAD, GARFIELD STREET TO ADAMS STREET



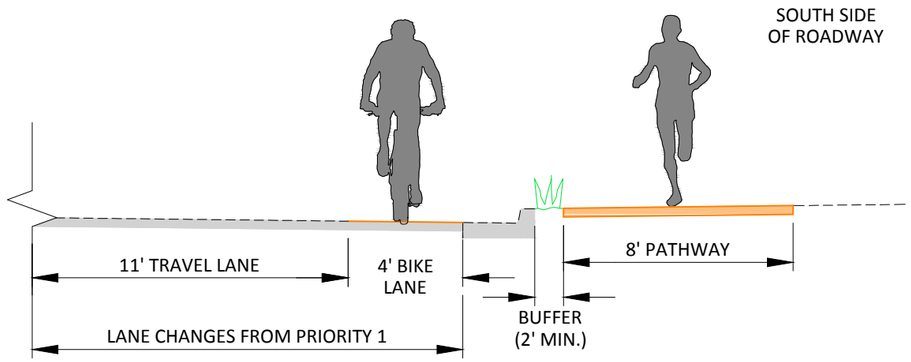
PRIORITY 1: RE-STRIPE SNOWY RANGE ROAD WITH ON-STREET BICYCLE LANES

ADAMS STREET TO HIGHWAY 130



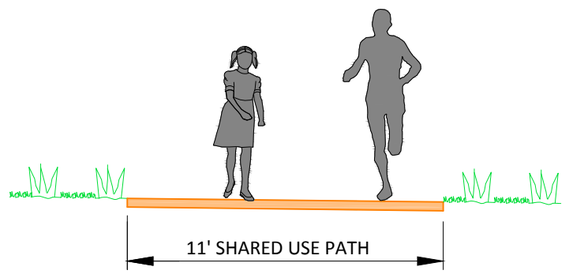
PRIORITY 2: 8' WIDE BUFFERED PATHWAY

SOUTH SIDE OF SNOWY RANGE ROAD, ADAMS STREET TO COLORADO BOULEVARD



PRIORITY 3: SHARED USE PATHWAY

EAST SIDE OF ADAMS STREET FROM SNOWY RANGE ROAD TO MADISON STREET, EAST UNDER INTERSTATE-80, ACROSS McCUE STREET TO LARAMIE RIVER GREENBELT TRAIL



AYRES ASSOCIATES
214 W. Lincolnway, Suite 22
Cheyenne, Wyoming 82001
(307) 634-9888

TYPICAL SECTIONS

WEST LARAMIE / SNOWY RANGE ROAD PEDESTRIAN AND BICYCLE FEASIBILITY STUDY

Revisions	Date

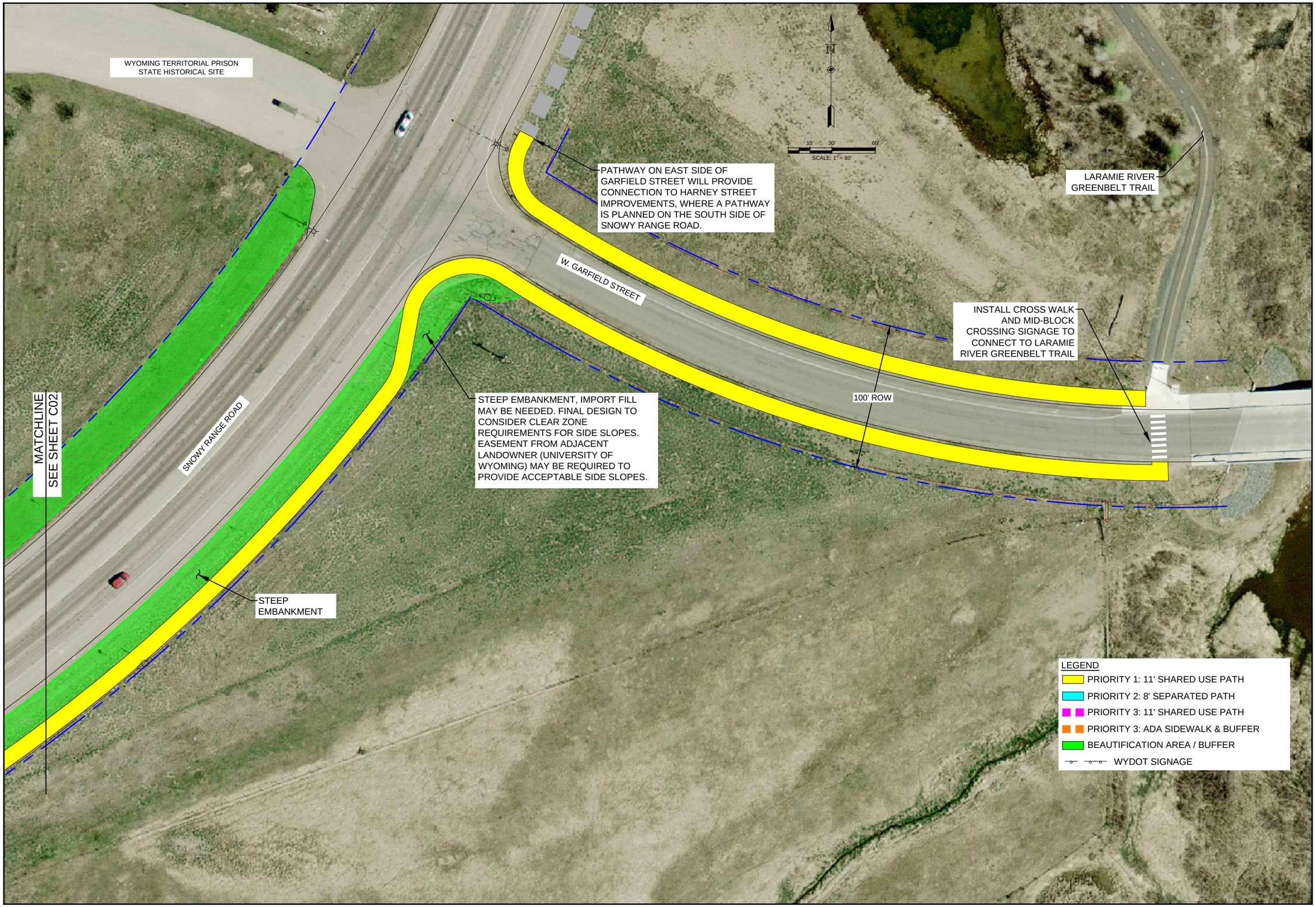
Project Mgr.	DH	Drawn By:	DH
Designed By:		Approved By:	
		Date:	12/2/2016

PROJECT NO.
38-0115.00

DRAWING NO.
T01

SHEET 1 OF 8

Drawing Name: Q:\38-0115 SNOWY RANGE RD PATH\MAINDWGS\SHEETS\38-0115.00 PLAN SHEETS_RECOVER.DWG Wednesday, December 14, 2016 11:03 AM By: HENDON, DARCI



AVRES ASSOCIATES
214 W. Lincolnway, Suite 22
Cheyenne, Wyoming 82001
(307) 634-9888

CONCEPTUAL PLAN
(NOT FOR CONSTRUCTION)

WEST LARAMIE / SNOWY RANGE ROAD PEDESTRIAN AND BICYCLE FEASIBILITY STUDY

Revisions	Date

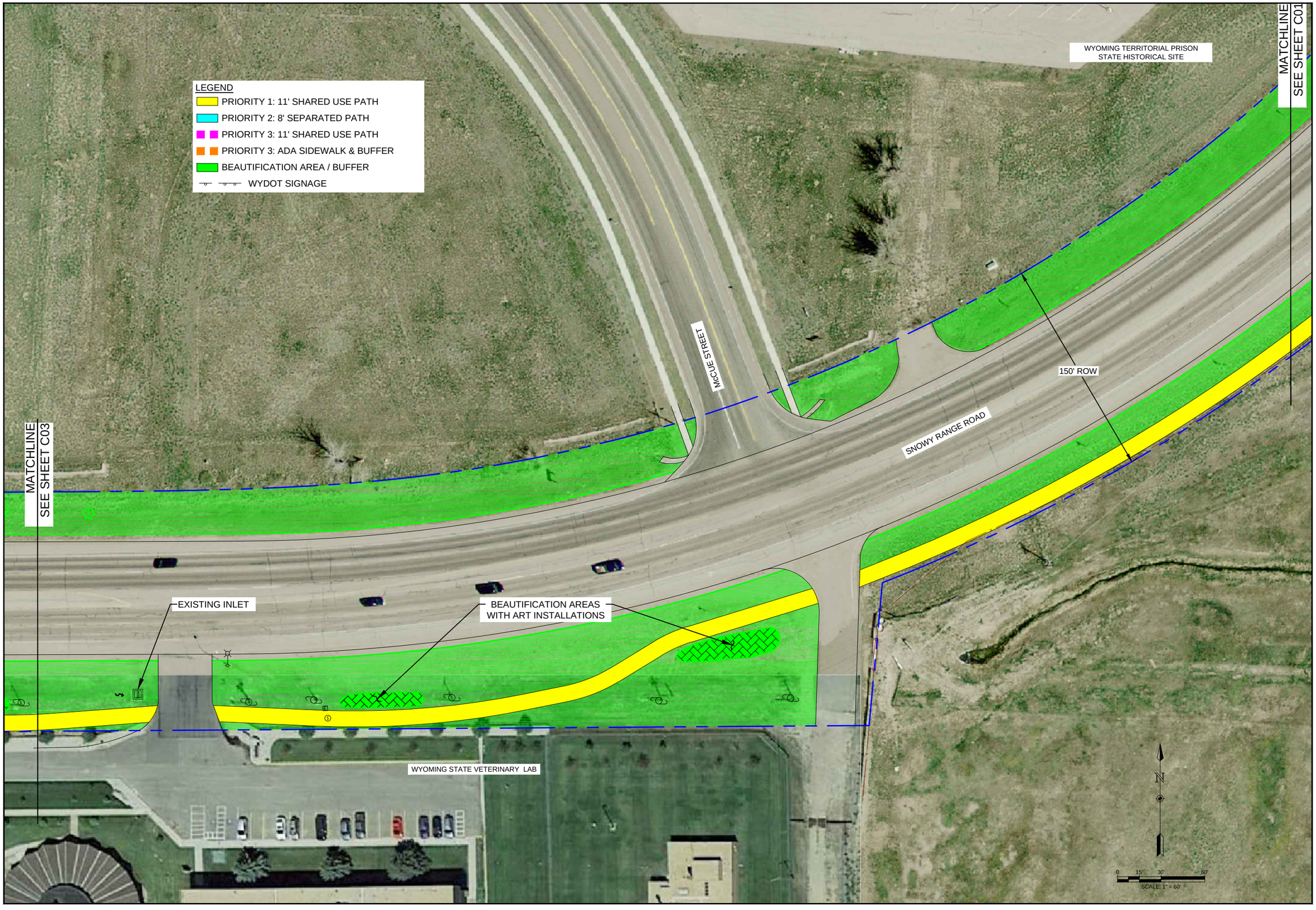
Project Mgr.	DH
Designed By:	
Drawn By:	DH
Approved By:	
Date:	12/2/2016

PROJECT NO.
38-0115.00

DRAWING NO.
C01

SHEET 2 OF 8

Drawing Name: Q:\38-0115 SNOWY RANGE RD PATH\MAINDWGS\SHEETS\38-0115.00 PLAN SHEETS_RECOVER.DWG Wednesday, December 14, 2016 11:03 AM By: HENDON, DARCI



AYRES ASSOCIATES
214 W. Lincolnway, Suite 22
Cheyenne, Wyoming 82001
(307) 634-9888

CONCEPTUAL PLAN
(NOT FOR CONSTRUCTION)

WEST LARAMIE / SNOWY RANGE
ROAD PEDESTRIAN AND
BICYCLE FEASIBILITY STUDY

Revisions	Date

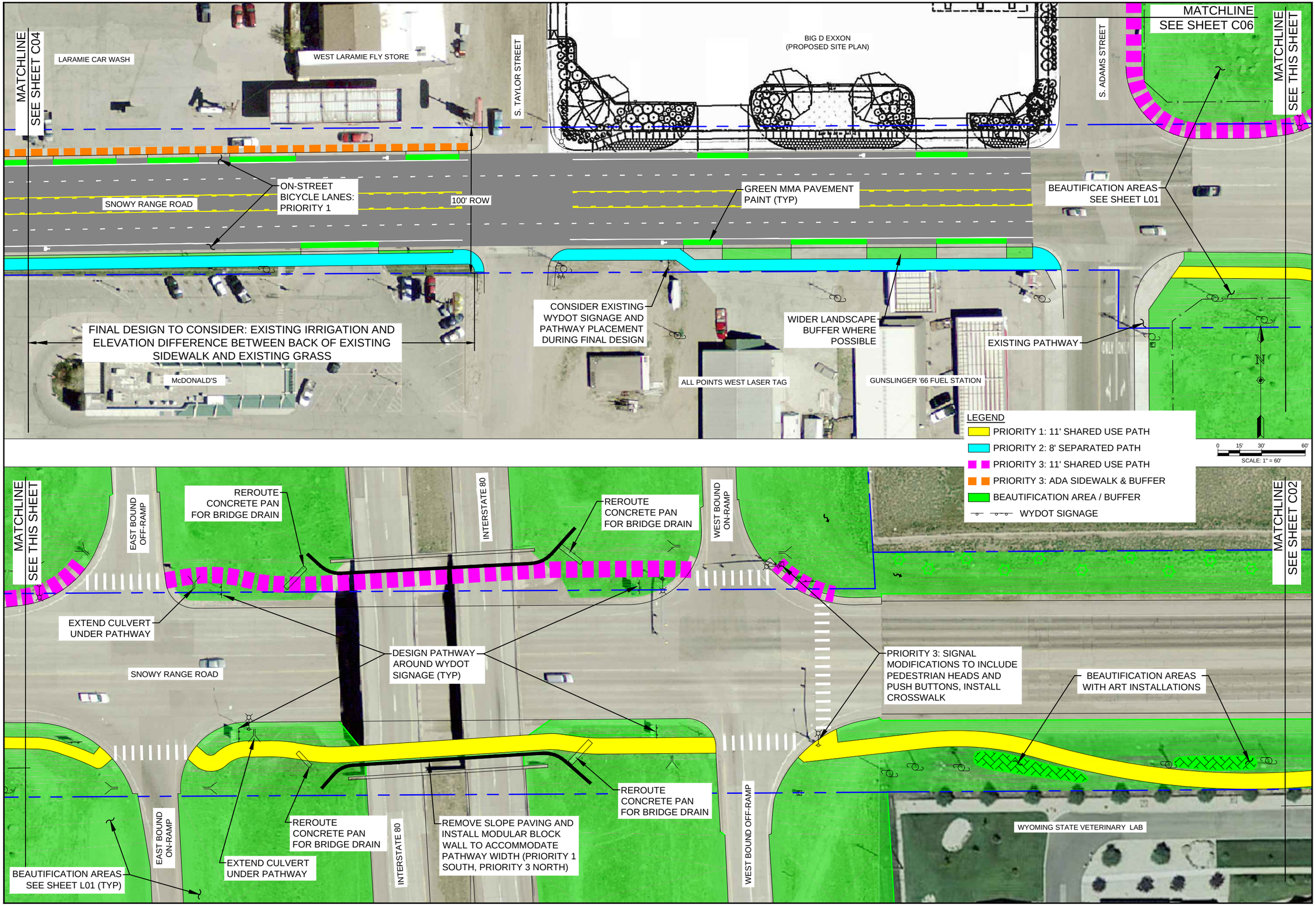
Project Mgr.	DH
Designed By:	DH
Drawn By:	
Approved By:	
Date:	12/2/2016

PROJECT NO.
38-0115.00

DRAWING NO.
C02

SHEET 3 OF 8

Drawing Name: Q:\38-0115 SNOWY RANGE RD PATH\MAINDWGS\SHEETS\38-0115.00 PLAN SHEETS_RECOVER.DWG Wednesday, December 14, 2016 11:03 AM By: HENDON, DARCI



Drawing Name: Q:\38-0115 SNOWY RANGE RD PATH\MAINDWGS\SHEETS\38-0115.00 PLAN SHEETS_RECOVER.DWG Wednesday, December 14, 2016 11:03 AM By: HENDON, DARCI

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(307) 634-9888

CONCEPTUAL PLAN
(NOT FOR CONSTRUCTION)

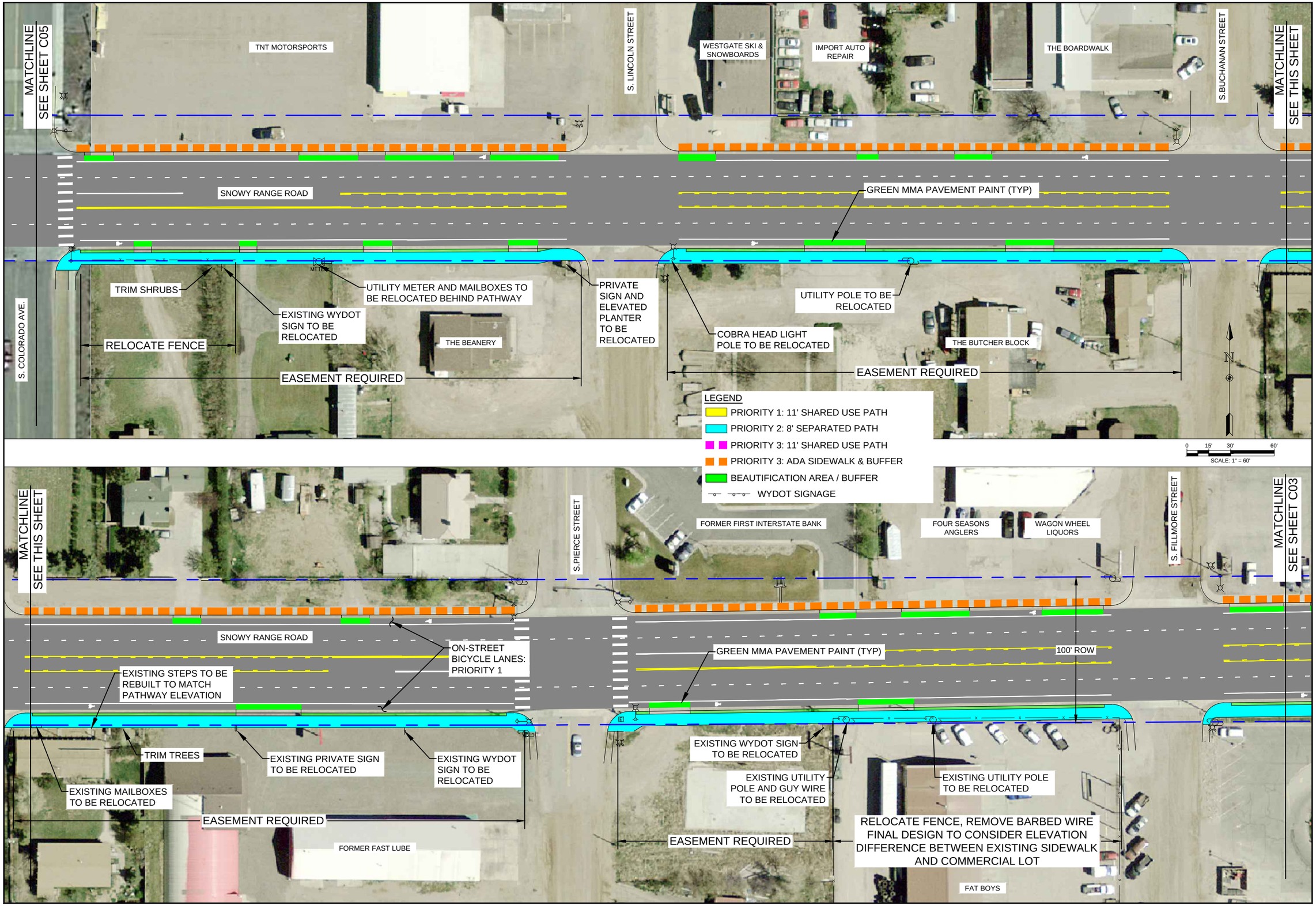
WEST LARAMIE / SNOWY RANGE ROAD PEDESTRIAN AND BICYCLE FEASIBILITY STUDY

Revisions	Date

Project Mgr.	DH	Designed By:	
Drawn By:	DH	Approved By:	
Date:	12/2/2016		

PROJECT NO.
38-0115.00

DRAWING NO.
C03



AVRES ASSOCIATES
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(307) 634-9888

CONCEPTUAL PLAN
(NOT FOR CONSTRUCTION)

WEST LARAMIE / SNOWY RANGE ROAD PEDESTRIAN AND BICYCLE FEASIBILITY STUDY

Revisions	Date

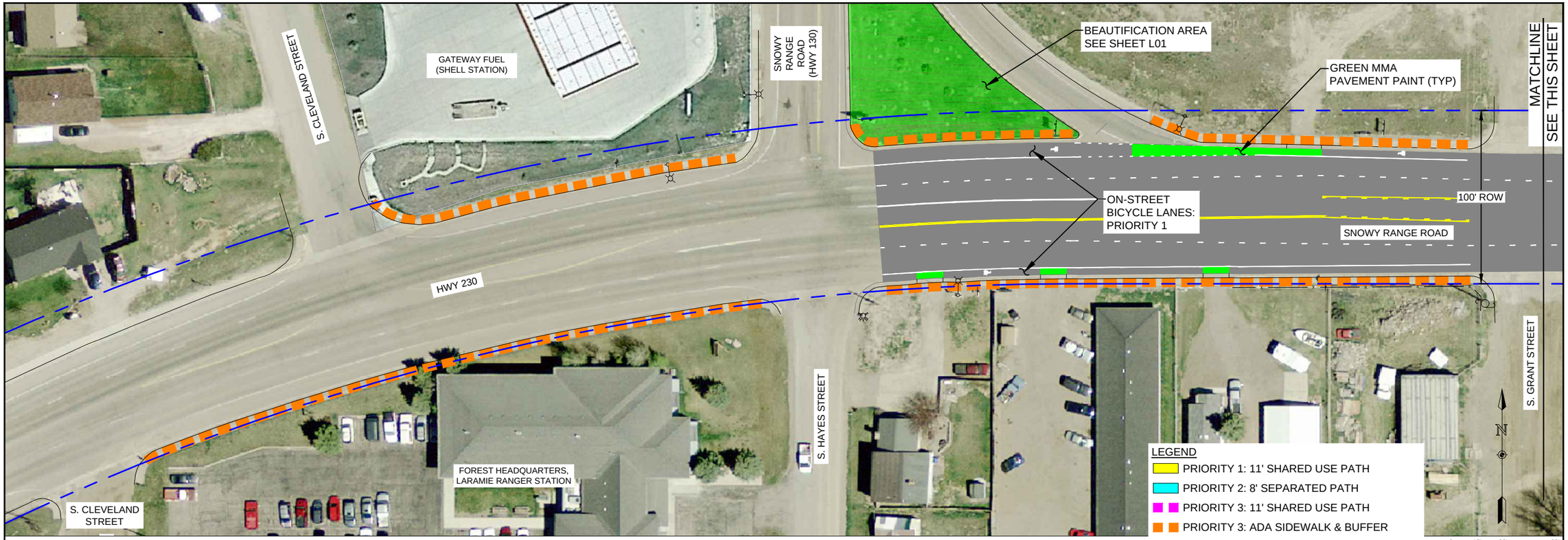
Project Mgr.	DH	Designed By:	
Drawn By:	DH	Approved By:	
Date:	12/2/2016		

PROJECT NO.
38-0115.00

DRAWING NO.
C04

SHEET 5 OF 8

Drawing Name: Q:\38-0115 SNOWY RANGE RD PATH\MAINDWGS\SHEETS\38-0115.00 PLAN SHEETS_RECOVER.DWG Wednesday, December 14, 2016 11:03 AM By: HENDON, DARCI



AVRES ASSOCIATES
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CONCEPTUAL PLAN
(NOT FOR CONSTRUCTION)

WEST LARAMIE / SNOWY RANGE ROAD PEDESTRIAN AND BICYCLE FEASIBILITY STUDY

Revisions	Date

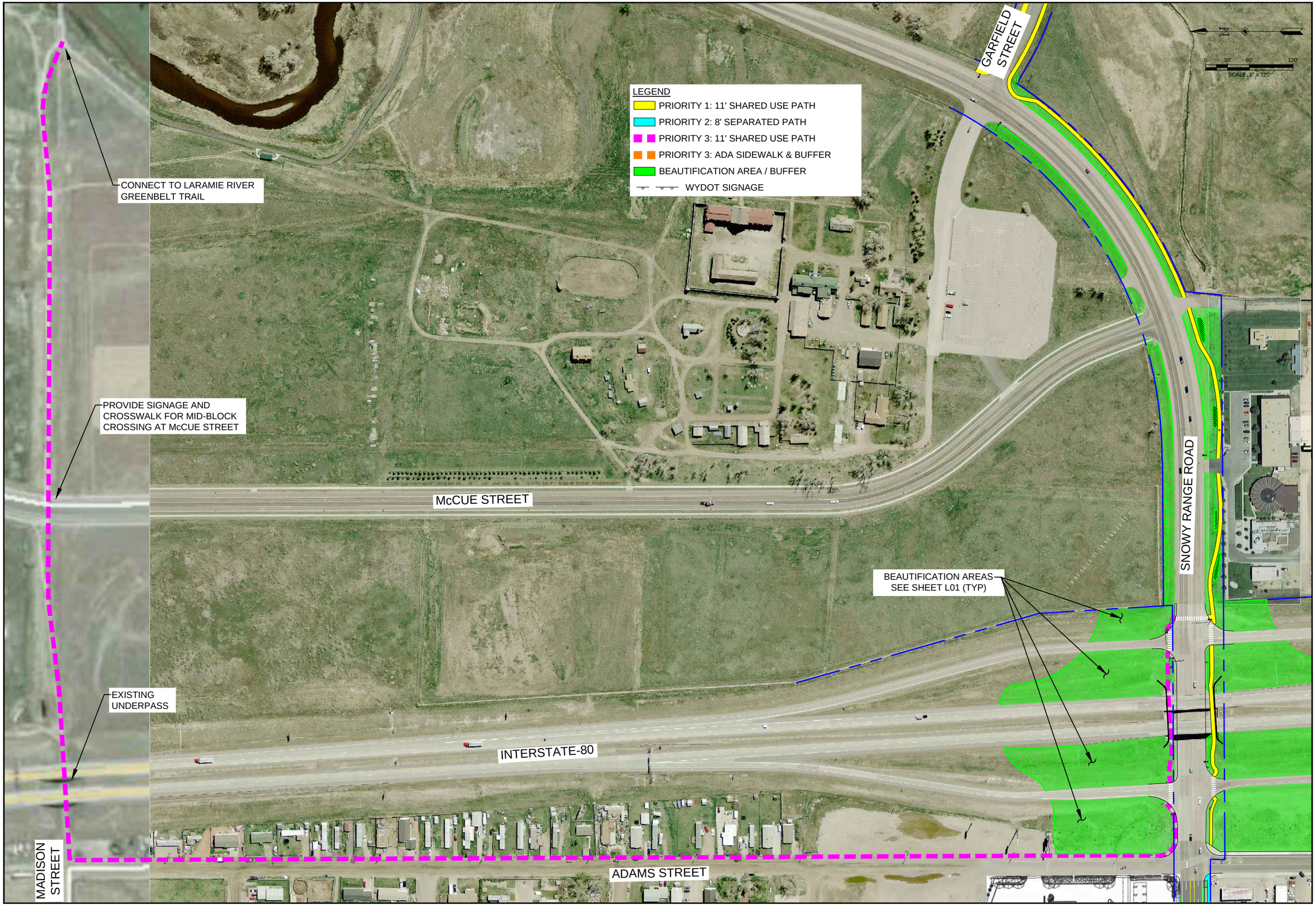
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Drawn By:		Approved By:	
Date:	12/2/2016		

PROJECT NO.
38-0115.00

DRAWING NO.
C05

SHEET 6 OF 8

Drawing Name: Q:\38-0115 SNOWY RANGE RD PATH\MAINDWGS\SHEETS\38-0115.00 PLAN SHEETS_RECOVER.DWG Wednesday, December 14, 2016 11:03 AM By: HENDON, DARCI



Drawing Name: Q:\38-0115 SNOWY RANGE RD PATH\MAINDWGS\SHEETS\38-0115.00 PLAN SHEETS_RECOVER.DWG Wednesday, December 14, 2016 11:03 AM By: HENDON, DARCI

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CONCEPTUAL PLAN
(NOT FOR CONSTRUCTION)

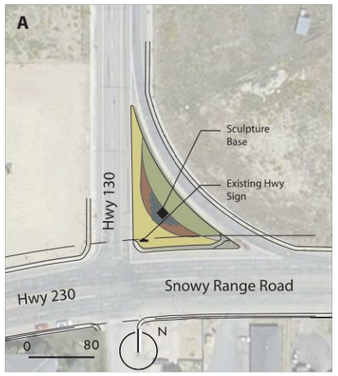
WEST LARAMIE / SNOWY RANGE ROAD PEDESTRIAN AND BICYCLE FEASIBILITY STUDY

Revisions	Date

Project Mgr.	DH
Designed By:	DH
Drawn By:	
Approved By:	
Date:	12/2/2016

PROJECT NO.
38-0115.00

DRAWING NO.
C06



Plant List

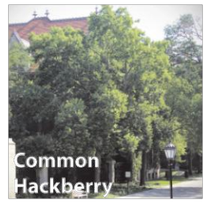
	Scientific name	Common Name
Trees		
	Celtis occidentalis	Common hackberry
	Gleditsia triacanthos	Thornless honeylocust
	Quercus macrocarpa	Bur oak
Shrubs		
	Dasiphora (Potentilla) fruticosa	Shrubby cinquefoil
	Shepherdia canadensis	Russet buffaloberry
Tall Prairie		
Grass	Panicum virgatum 'Shenandoah'	Switchgrass
Forb	Silphium integrifolium	Rosin Weed
Grass	Sorghastrum nutans	Indiangrass
Penstemon Prairie		
Grass	Panicum virgatum 'Shenandoah'	Switchgrass
Forb	Penstemon angustifolius*	Beardtongue
Forb	Penstemon deustus*	Scabland Penstemon
Forb	Penstemon strictus*	Rocky Mountain Beard-tongue
Grass	Schizachyrium scoparium	Little Bluestem
Short Ornamental Prairie		
Forb	Artemisia frigida	Fringed Sage
Grass	Bouteloua curtipendula	Sideoats Grama
Forb	Eriogonum umbellatum 'Proliferum'	Prolific Sulfur Buckwheat
Forb	Gaillardia aristata	Blanket flower
Grass	Sporobolus airodes	Alkali sacaton grass
Matrix Prairie		
Grass	Bouteloua curtipendula	Sideoats Grama
Grass	Bouteloua gracilis	Blue grama
Grass	Elymus lanceolatus	Thickspike Wheatgrass
Forb	Krascheninnikovia lanata	Winterfat
Forb	Oenothera caespitosa	Tufted evening primrose
No-Mow Lawn		
Grass	Bouteloua curtipendula	Sideoats Gramma
Grass	Bouteloua gracilis	Blue grama

All landscaping inside the WYDOT right-of-way shall be in conformance with Operating Policy 20-1 and shall meet the requirements for sight distance at all roadway intersections.

**Penstemon spp. poisonous to pets: should not be planted adjacent to walkways*























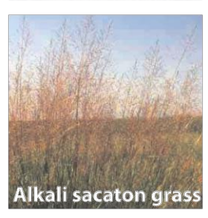


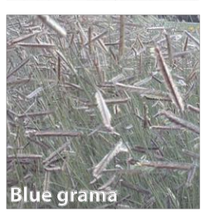


















Design Intent: Drifts of native wildflowers and grasses flow down the slope from I-80, following a circuitous path that loosely emulates the braided form of the Laramie River.



SNOWY RANGE TRAIL, LARAMIE, WY - LANDSCAPE CONCEPT PLAN

AYRES ASSOCIATES

16_1111

AYRES ASSOCIATES
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Cheyenne, Wyoming 82001
(307) 634-9888

BEAUTIFICATION PLAN

WEST LARAMIE / SNOWY RANGE ROAD PEDESTRIAN AND BICYCLE FEASIBILITY STUDY

Revisions | Date

Project Mgr.: DH
Designed By:
Drawn By: CB
Approved By:
Date: 12/2/2016

PROJECT NO. 38-0115.00

DRAWING NO. L01

SHEET 8 OF 8

Drawing Name: Q:\38-0115 SNOWY RANGE RD PATH\MAIN\DWGS\SHEETS\38-0115.00 PLAN SHEETS_RECOVER.DWG Wednesday, December 14, 2016 11:03 AM By: HENDON, DARCI