NEW MOBILITY WEST

Technical Assistance - Fall 2016

3, 2, 1... 3rd Street!

Laramie, Wyoming

An action plan for enhancing 3rd Street by 2020

communitybuilders.org

PROJECT PARTNERS

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www.laramiemainstreet.org

City of Laramie
www.ci.laramie.wy.us

Wyoming Department of Transportation
www.dot.state.wy.us

New Mobility West
www.newmobilitywest.org

Charlier Associates, Inc.
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ABOUT NEW MOBILITY WEST

Successful communities are recognizing that healthy economies are built upon transportation systems that move people and goods, while also improving community quality and character. This is the motivation behind New Mobility West (NMW).

NMW is an initiative of Community Builders. Community Builders is an organization dedicated to helping local leaders create strong and prosperous communities in the American West.

Community Builders provides information, analysis, assistance and trainings to support the many people and organizations working to build better places by aligning their community's planning and economic goals.

The goal of the NMW assistance program is to provide communities with the tools and resources to spark meaningful on-the-ground progress, while building local capacity and creating success stories that inspire and inform other places. Information about the NMW technical assistance program can be found at:

www.newmobilitywest.org/communityassistance

USING THIS REPORT

This technical assistance report is the product of a collaborative effort between Community Builders, Charlier Associates Inc., Laramie Main Street Alliance, City of Laramie, Wyoming Department of Transportation, University of Wyoming and members of the public.

The report provides recommended actions for near-term and long-term enhancements to the 3rd Street corridor. These recommendations are rooted in input from stakeholders and the community. Recommendations for implementation funding are also provided.

Many of the actions identified in this report will necessitate further study, as well as additional collaboration amongst local partners. This report is intended to serve as a guide for moving this effort forward.

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

What is 3,2,1... 3rd Street?

In the three years leading up to WYDOT's repair and resurfacing of 3rd Street, local partners want to provide the community an opportunity to discuss, plan for, and implement improvements along the corridor. The hope is to transform 3rd into a safe, beautiful, business and pedestrian friendly street. 3,2,1.... 3rd Street! conveys the idea that the community has three years to create benchmarks for, and to execute, the actions set forth in this report with the goal of further enhancing downtown Laramie.

Project Purpose

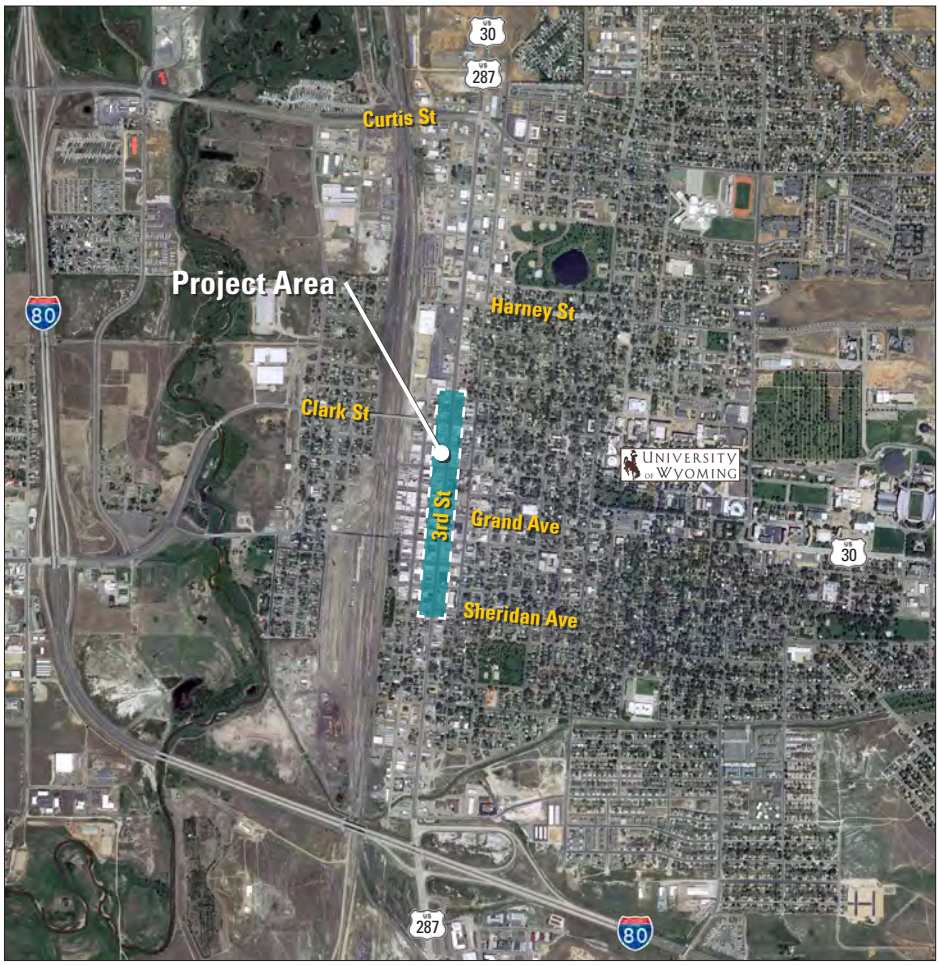
US Highway 287 and 30 become 3rd Street for roughly 4.5-miles through Laramie's historic downtown. 3rd Street is currently configured as a 4-lane road with on-street parking. There are two travel lanes in both the north and south directions and no designated turn lanes at intersections. Based on available crash data, 3rd Street experiences a relatively high number of automobile accidents. This is believed to be due, in part, to a lack of designated turning lanes.

In addition, 3rd Street currently has a limited number of signalized intersections that offer opportunities for pedestrians and bicyclists to safely cross the street.

3rd Street intersects Laramie's historic district for eight blocks. The stretch is home to 60 businesses including restaurants and bars, antique and consignment shops, salons and fitness studios, banks and tech companies, auto garages, churches, and a school.

Architecture along 3rd Street ranges from classical turn of the century brick storefronts to mid-century hotels. Several buildings are listed on the National Register of Historic Places.

The objective of this effort is to further enhance Laramie's historic district by transforming 3rd into a safe, beautiful, business and pedestrian friendly street.



Walking tours of the project area enabled the Community Builders team to observe, first-hand, the issues that local partners hoped to address.

Several major projects are planned for the downtown segment of 3rd Street over the next 4-7 years. These projects include a Wyoming Department of Transportation (WYDOT) project in 2020 that will include repair and resurfacing of 3rd Street, ADA improvements, repairs to storm drains where impacted by ADA improvements, and traffic signal and highway sign replacement. There are also plans to demolish the Clark Street viaduct, which will significantly alter traffic patterns within the corridor.

In light of these pending changes, local partners obtained assistance from Community Builders (CB) through the New Mobility West initiative to explore ways that upcoming projects could be leveraged to improve the safety and economic viability of the corridor for all users. The assistance project brought together a variety of stakeholders in order to create a shared vision for 3rd Street that respected the needs and goals of stakeholders, as well as the community. The key objectives identified for this effort were:

- Craft a community-driven vision for the downtown portion of 3rd Street.
- Develop recommendations for near-term improvements projects that can be coordinated with WYDOT's 2020 project.
- Develop recommendations for long-term improvement projects.
- Identify funding opportunities to assist with the implementation of both near-term and long-term projects.

Public Process

A team comprised of staff from Community Builders and Charlier Associates, Inc. (i.e., the CB Team) traveled to Laramie in early August 2016 to participate in a 3-day site visit. The site visit enabled the CB Team to work with local partners, stakeholders and the community to understand concerns and ideas regarding 3rd Street, as well as to develop recommendations for the corridor.

A number of engagement techniques were employed to facilitate stakeholder and community involvement in crafting a shared vision, goals, design solutions, implementation steps and success metrics that included:

Walking Tours:

The CB team, along with City staff, WYDOT staff, University of Wyoming staff, Laramie Main Street Alliance staff, and community members conducted a walking tour to observe and better understand existing conditions along the 3rd Street corridor.

A second walking tour was conducted with City Council on the second day of the site visit. During the walking tour, council members were asked to identify changes that they thought should be made in order to transform 3rd Street into a "great street." The comments provided by council members are included in the Appendix.

Citizens sent in streetscape photos that captured their vision for 3rd Street. A slide show of these photos was displayed during the open houses and attendees were given the opportunity to vote on the images submitted.

A number of stakeholder meetings were hosted to discuss concerns and ideas for 3rd Street. A meeting with the Wyoming Department of Transportation (WYDOT) is pictured above.

Photo Voice:

In preparation of the site visit, community members were offered the opportunity to submit photographs of streetscapes and streetscape elements that illustrated their vision for 3rd Street. These photographs were compiled into a slide show that was displayed during the public open houses. Open house attendees were given the opportunity to vote on the images submitted. Based on the results of the voting, the most popular images included:

- Decorative lighting and ambiance (14 likes)
- Wide sidewalks with outdoor seating and landscaping (11 likes)
- Pedestrian corridor/mall (10 likes)
- Public Art (9 likes)

Stakeholder Sessions:

The CB team and staff from the Laramie Main Street Alliance conducted focus group sessions with the following stakeholders:

- WYDOT
- Elected and Appointed City Officials
- Business and Property Owners
- Bike/Pedestrian Advocates
- Community Partners (e.g., Laramie Main Street Alliance, Tourism Board and Chamber Business Alliance)

These sessions enabled the CB team to hone in on key stakeholder concerns and ideas for 3rd Street.

Public Open Houses:

Open houses were hosted the second and third evening of the site visit. The open houses were an opportunity for community members to provide input on 3rd Street, as well as learn about and provide feedback on the goals and design concepts being developed for the corridor.

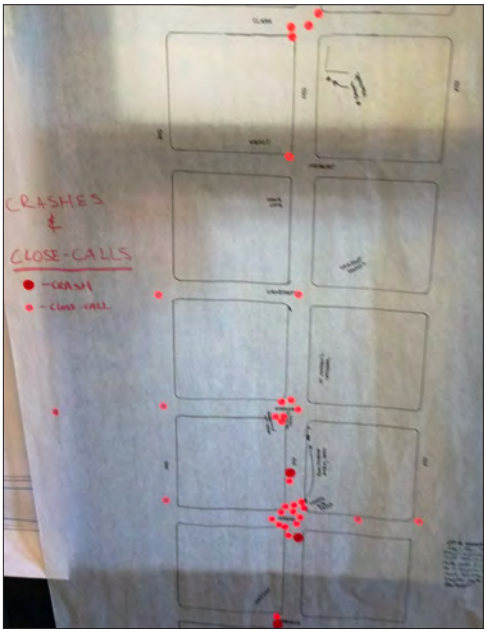
Key Next Steps

The engagement that occurred during the site visit and this report serve as a foundation for making the vision for 3rd Street a reality. However, successful implementation will depend upon continued collaboration amongst local partners, stakeholders and the community. In addition, further investigation into action steps may be necessary in order to better understand their specifics.

Next steps that are key to sustaining momentum include:

Participation in WYDOT's Planning and Design:

Local partners should continue to engage with WYDOT to ensure that local representatives (e.g., City staff, Laramie Main Street Alliance staff) are actively participating in WYDOT's planning and design process for the 2020 resurfacing and repair project.



A "Crashes & Close-Calls" map was developed by community members at the first open house. The intersection of 3rd Street & Grand Avenue was identified as most problematic. The intersections of 3rd Street & Ivinson Avenue and 3rd Street & Clark Street were also identified as being challenging.

The public process for 3, 2, 1... 3rd Street! engaged a variety of community members, including local youth.

Re-configuration/re-striping of 3rd Street, curb extensions and gateway treatments should be discussed with WYDOT to evaluate the feasibility of constructing these improvements in conjunction with the 2020 project.

Community Driven Enhancements:

Along with participation in WYDOT's planning and design process, local partners should pursue implementation of the other improvements identified in this report, which include:

i. Aesthetic Improvements

- Sign and sign post inventory
- 3rd Street façade improvement program
- Adopt-a-block / Clean & Green Program
- Identify potential locations for public plazas and green spaces
- Public Art installations
- Side street "Peek-a-boo" treatments

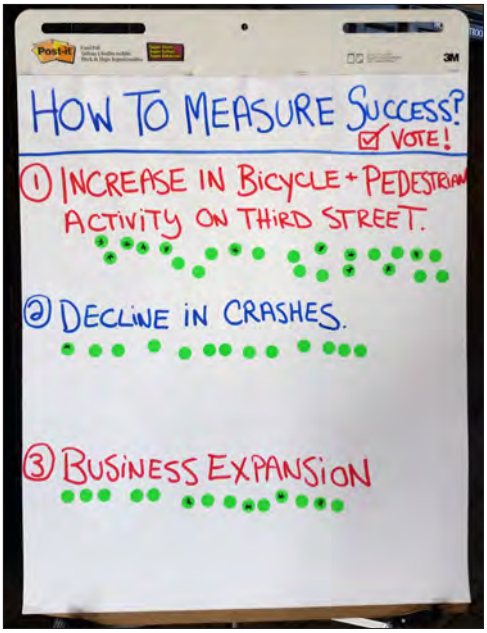
ii. Business Growth

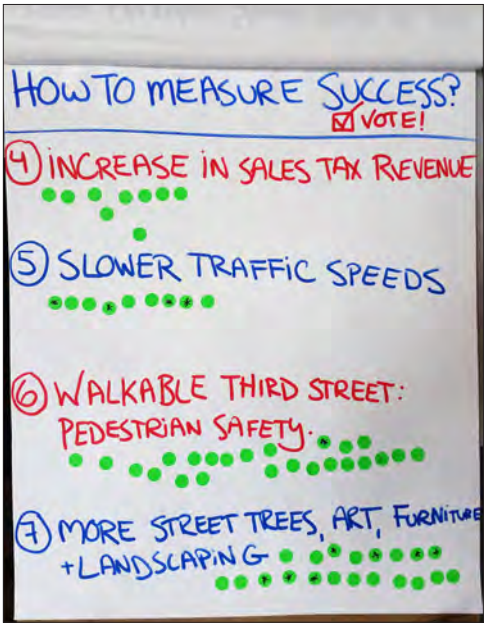
- Business Recruitment & Retention Plan
- Parking Management Plan
- Wayfinding Plan

iii. Cultivating Funding Opportunities

- Updates on 3rd Street to City / County elected officials and other key stakeholders
- Engagement with WYDOT

GOALS & SUCCESS MEASURES





Green dots were used by open house attendees to prioritize the goals identified for 3rd Street. Based on attendee votes, the goals ranked as follows:

1. Increase in pedestrian and bicycle activity on 3rd Street
2. Increased sense of pedestrian safety on 3rd Street
3. Additional Street Trees, Public Art, Street Furniture, and Landscaping
4. Business Expansion
5. Decline in Crashes

COMMUNITY GOALS & SUCCESS MEASURES

The CB team worked in collaboration with local partners, elected and appointed officials and community members to identify priority goals for 3rd Street. The CB team also worked with local partners to develop metrics to be used to track and evaluate the efficacy of project goals.

Goals identified for 3rd Street were presented at the first public open house and attendees were given the opportunity to rank them. Listed below are the goals, ranked in order of preference, and evaluation metrics identified for each:

1. Increase in pedestrian and bicycle activity on 3rd Street

Metrics for Measuring Success:

- Pedestrian counts on 3rd Street (observational or actual counts).
- Counts for bicyclists crossing 3rd Street (observational or actual counts).
- Utilization of bike racks along 3rd Street (observational or actual counts).

2. Increased sense of pedestrian safety on 3rd Street

Metrics for Measuring Success:

- Pedestrian counts on 3rd Street (observational or actual counts).
- Survey of pedestrians to evaluate safety perception along 3rd Street.
- Pedestrian/automobile crash data for 3rd Street.
- Truck traffic counts for 3rd Street (observational or actual counts).

3. Additional Street Trees, Public Art, Street Furniture, and Landscaping

Metrics for Measuring Success:

- Number of street trees and other landscaping along 3rd Street.
- Number of public art displays along 3rd Street.
- Number of street furnishings along 3rd Street.
- Number of parklets, plazas or other public spaces along 3rd Street.

4. Business Expansion

Metrics for Measuring Success:

- 3rd Street commercial space vacancy rates.
- Number of new businesses locating to 3rd Street.
- Number of businesses expanding into larger spaces along 3rd Street.
- Number of people employed by businesses along 3rd Street.
- Business turnover rate along 3rd Street.

5. Decline in Crashes

Metrics for Measuring Success:

- Vehicle, bicycle and pedestrian crash data for 3rd Street.

The plaza at the corner of 3rd Street & University Avenue is an example of a public space within the corridor that could benefit from the addition of public art, lighting and landscaping.

6. Slower Traffic Speeds

Metrics for Measuring Success:

- Observations of traffic speeds along 3rd Street.
- Number of speeding tickets issued along 3rd Street.
- Speed-related crash data for 3rd Street.

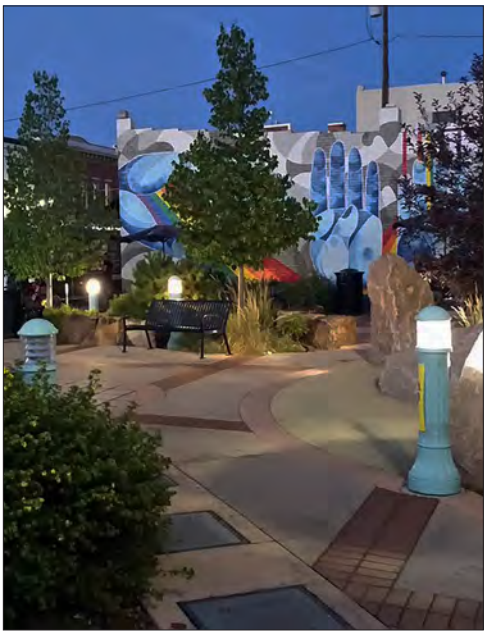
7. Increase in Sales Tax Revenues

Metrics for Measuring Success:

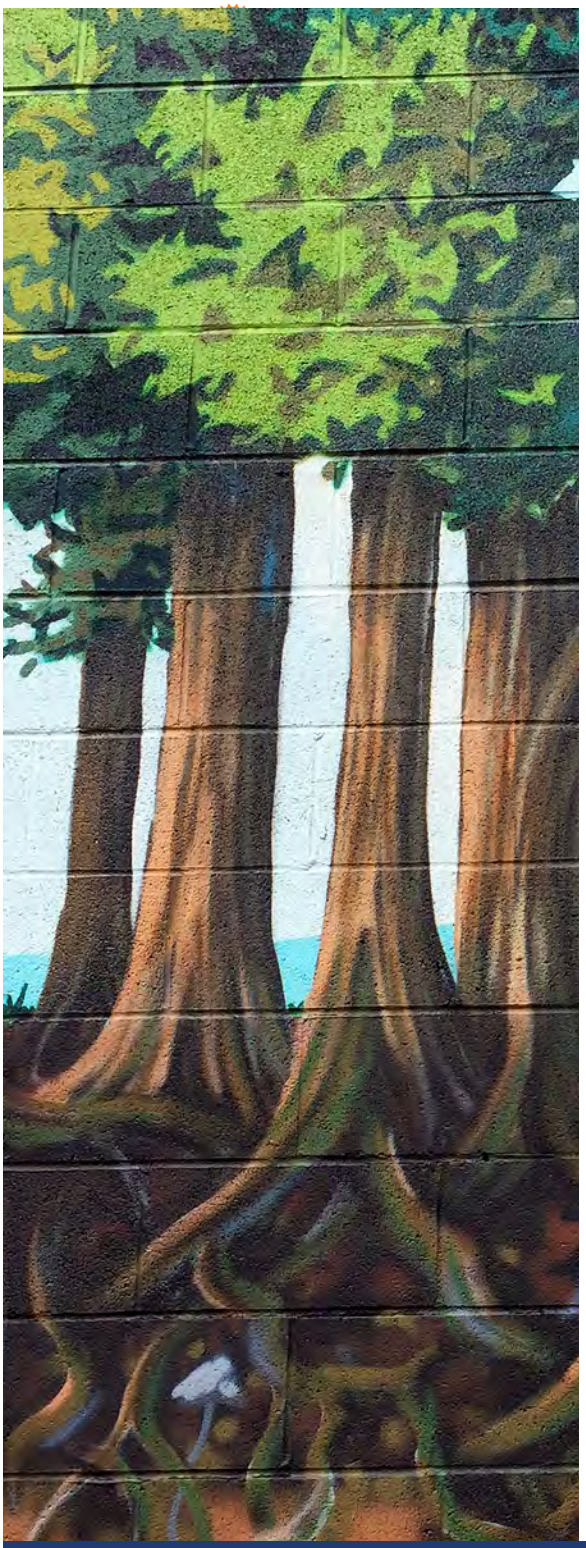
- Sales tax data for 3rd Street (if available).
- Business surveys to understand whether or not sales are improving relative to 3rd Street improvements.

Baseline Data Collection:

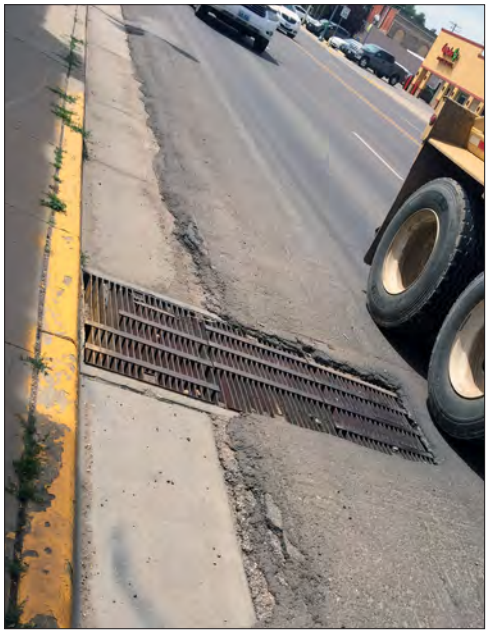
To effectively evaluate changes in the metrics identified above, it will be necessary for local partners to collect baseline data under existing conditions. As improvements are made to 3rd Street, the baseline data should be compared to data collected under future conditions to determine whether or not conditions along the corridor are trending in the right direction.



The public plaza at the corner of 1st Street & Grand Avenue is a good example of a public space that integrates public art, street furniture, landscaping and creative lighting.



DESIGN RECOMMENDATIONS



The 3rd Street resurfacing and repair project will include repairs to existing storm drains, where drains are impacted by the ADA improvements being made by WYDOT.

WYDOT RESURFACING & REPAIR PROJECT

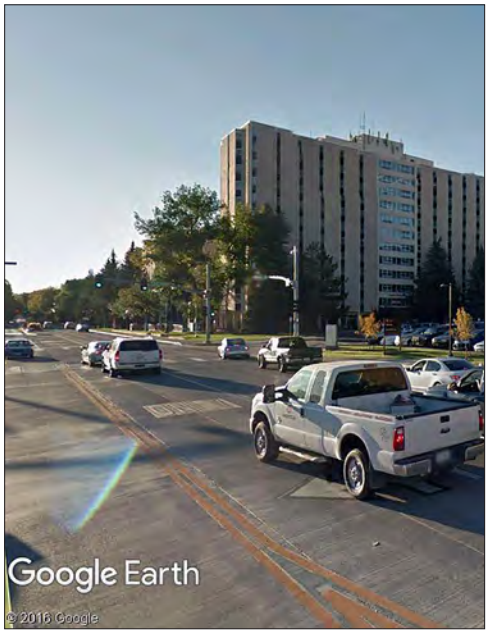
WYDOT has funded and scheduled a 3rd Street resurfacing and repair project for 2020. This project will significantly improve the aesthetics and function of 3rd Street and can serve as a catalyst for private sector investment along the corridor. The 2020 project will also include:

- ADA improvements
- Storm drain repairs where impacted by ADA improvements
- Traffic signal and highway sign replacement

The recommendations in this report were tailored to include near-term improvements that could be implemented in conjunction with WYDOT's 2020 project. The recommended improvements assume no change in the location of the curbs or in the width of the traveled way of 3rd Street. Some of the near-term improvements recommended to be integrated with the 2020 project include:

- Re-configuration/re-striping of travel and on-street parking lanes
- Curb extensions at select intersections
- Select turning movement modifications
- Gateway treatments

The near-term action plan (refer to p. 23) provides a complete list of the recommended implementation actions to be pursued in anticipation of WYDOT's project in 2020.



Designated turn lanes improve safety by enabling turning vehicles to move out of the way of through traffic and allow drivers to wait for a sufficient break in on-coming traffic to make their turn. The turn lane shown above is located on Grand Avenue in Laramie, Wyoming.

ADDITIONAL ENHANCEMENTS

Proposed Lane Configurations (refer to p. 17)

Grand Avenue is a primary feeder from I-80 and the University of Wyoming into downtown Laramie. 2015 traffic counts for 3rd Street, north of Grand Avenue, were 14,174 vehicles per day (VPD) and are projected to potentially be 25,000 VDP by 2029 (with demolition of the Clark Street viaduct). Whereas, 2015 traffic counts for 3rd Street, south of Grand Avenue, were 10,856 VPD and projected to potentially be 11,000 VDP by 2029. Given the difference in traffic counts north and south of Grand Avenue, two lane configurations are proposed:

Proposed Lane Configuration North of Grand Avenue:

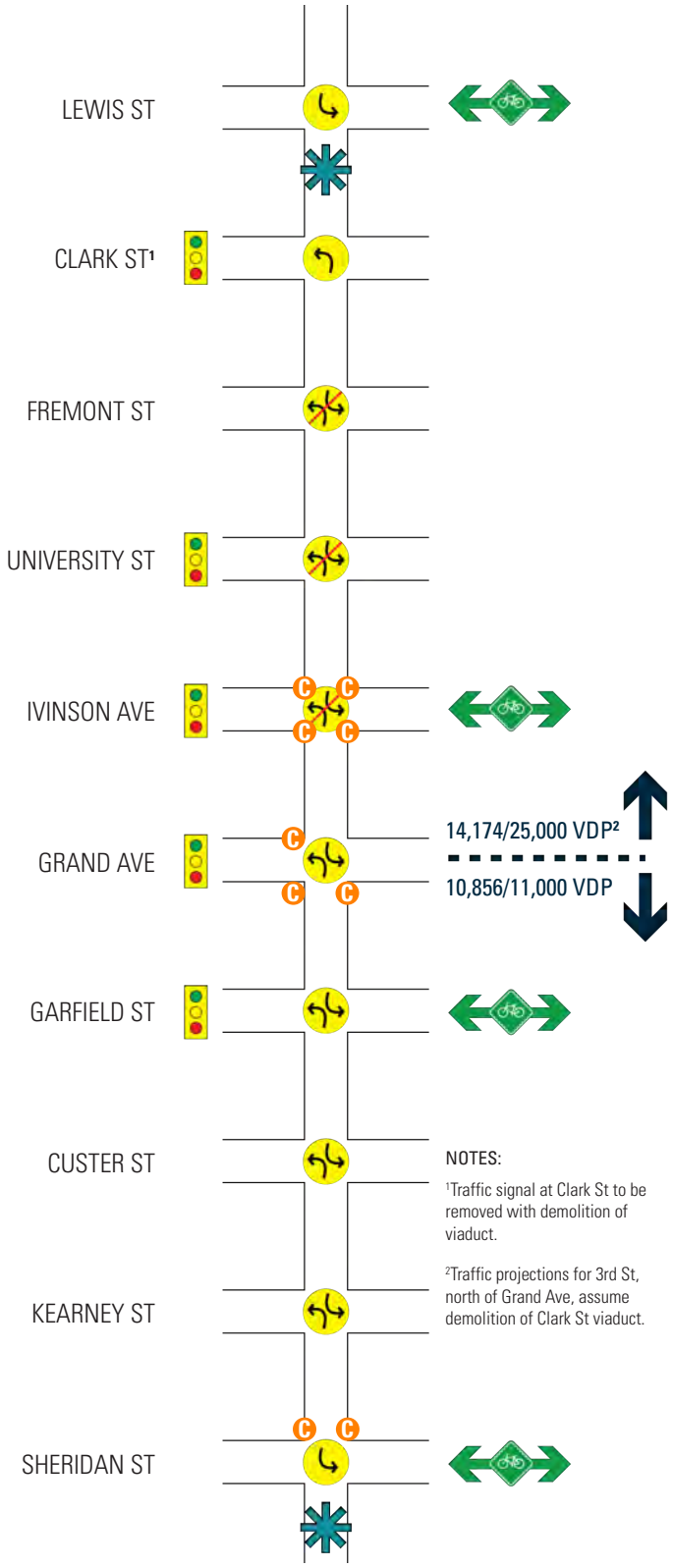
A 4-lane configuration with on-street parking (where feasible) is proposed north of Grand Avenue. Traffic volumes necessitate two northbound and two southbound travel lanes. The existing curb to curb width of 3rd Street is approximately 58 feet, which allows for the 4-lane configuration and designated turn lanes. However, the addition of a designated turn lane may necessitate removal of on-street parking in some locations.

Proposed Lane Configuration South of Grand Avenue:

Given the lower traffic volumes south of Grand Avenue, a 3-lane configuration with on-street parking is proposed. The 3-lane configuration allows for designated turn lanes to be accommodated without impacts to the on-street parking supply.

It is recommended that local partners work with WYDOT to evaluate implementation of the proposed lane configurations with the 2020 project.

Proposed Circulation Diagram



Turning Movement Modifications

Crash data for the downtown segment of 3rd Street indicates a high number of vehicle crashes at several downtown intersections (refer to p. 41), due in part to a lack of designated left turn lanes. To facilitate improved safety for vehicles turning off of 3rd Street, designated turn lanes are proposed at select intersections.

While designated left turn lanes at all intersections would be beneficial, the introduction of turn lanes north of Grand Avenue may necessitate the removal of some on-street parking. To achieve a balance between improved safety and potential impacts to on-street parking, designated turn lanes have only been recommended in strategic locations. Furthermore, to improve safety at the intersections where limited or no designated turn lanes are proposed, restrictions on certain vehicle turning movements are recommended.

Proposed Left Turn Lanes & Turning Movement Restrictions:

Designated turn lanes and/or turning movement restrictions are proposed at the following intersections:

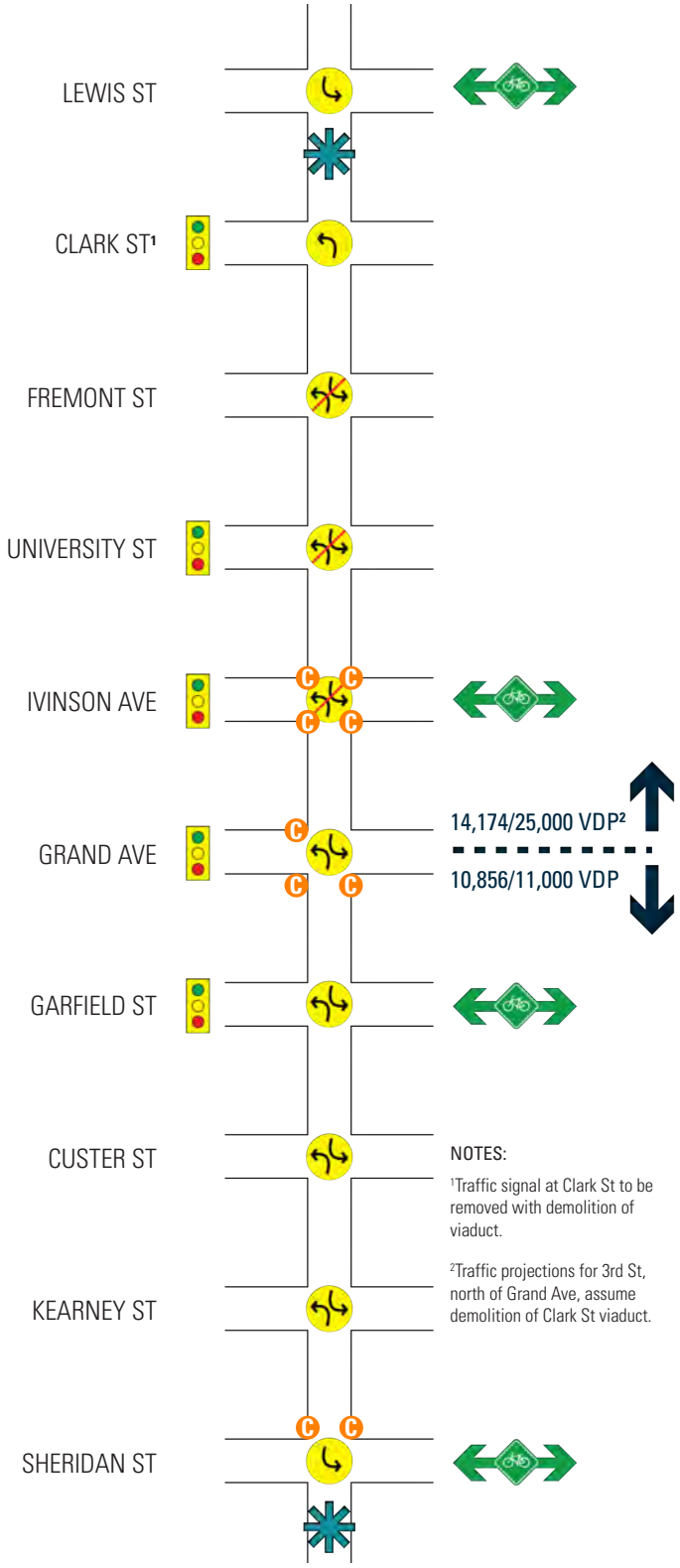
- 3rd Street & Lewis Street:
  - LEFT TURN ONLY — Turn lanes are not proposed at this intersection as they currently exist.
  - No left turning movements from northbound 3rd Street onto Lewis Street.
- 3rd Street & Clark Street:
  - LEFT TURN ONLY — Left turn lane from northbound 3rd Street onto Clark Street. No southbound turn lane.
  - No left turning movements from southbound 3rd Street onto Clark Street.
- 3rd Street & Fremont Street:
  - LEFT TURN ONLY — Turn lanes are not proposed at this intersection.
  - No left turning movements from southbound or northbound 3rd Street onto Fremont Street.

LEGEND

VDP/VDP	Existing/Projected Traffic Counts	C	Curb Extension (Proposed)
	Traffic Signals (Existing)		Gateway Treatment (Proposed)
	Designated Bicycle Corridor		Turning Movements (Proposed)

Proposed Circulation Diagram

(Legend on previous page)

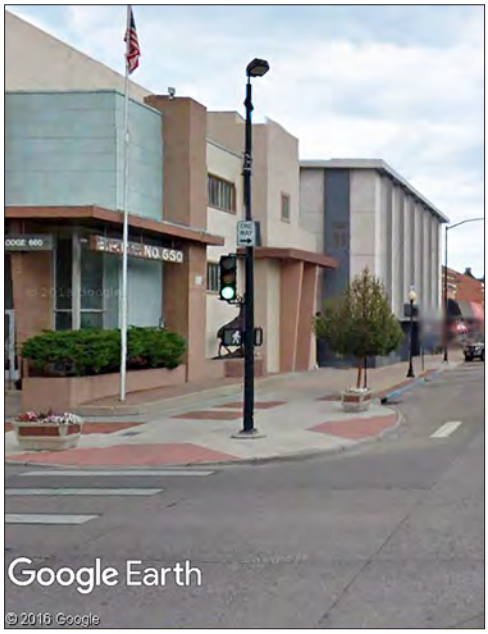


- 3rd Street & University Street:
  - LEFT TURN ONLY — Turn lanes are not proposed at this intersection.
  - No left turning movements from southbound or northbound 3rd Street onto University Street.
- 3rd Street & Ivinson Avenue:
  - LEFT TURN ONLY — Turn lanes are not proposed at this intersection.
  - No left turning movements from southbound or northbound 3rd Street onto Ivinson Avenue.
- 3rd Street & Grand Avenue:
  - LEFT TURN ONLY — Left turn lane from southbound and northbound 3rd Street onto Grand Avenue.
  - Full movement intersection. No turning movement restrictions are proposed.
- 3rd Street & Garfield Street:
  - LEFT TURN ONLY — Left turn lane from southbound and northbound 3rd Street onto Garfield Avenue.
  - Full movement intersection. No turning movement restrictions are proposed.
- 3rd Street & Custer Street:
  - LEFT TURN ONLY — Left turn lane from southbound and northbound 3rd Street onto Custer Street.
  - Full movement intersection. No turning movement restrictions are proposed.
- 3rd Street & Kearney Street:
  - LEFT TURN ONLY — Left turn lane from southbound and northbound 3rd Street onto Kearney Street.
  - Full movement intersection. No turning movement restrictions are proposed.
- 3rd Street & Sheridan Street:
  - LEFT TURN ONLY — Left turn lane from southbound 3rd Street onto Sheridan Street.
  - No left turning movements from northbound 3rd Street onto Sheridan Street.

Additional Considerations:

Prohibiting left turns at Lewis Street and Sheridan Street is intended to establish Clark Street and Kearney Street as the northern and southern most access points for 2nd Street and the downtown area.

Today, pedestrians and bicyclists must travel a distance of 60' (approximately) in order to cross 3rd Street. This distance is a significant barrier to pedestrian movement across 3rd.



Curb extensions (also known as bulb-outs) have a number of benefits that help to encourage pedestrian activity. The curb extensions shown above are located on Central Avenue in Cheyenne, Wyoming.

Lewis Street, Ivinson Avenue and Sheridan Street have been identified as designated bicycle corridors (refer to the *Pedestrian & Bicycle Assessment* prepared by US Dept. of Transportation). Limiting vehicle turning movements at these intersections will help to improve both safety and convenience for bicyclists crossing 3rd Street.

Community members raised concern about prohibiting turning movements at three sequential intersections (i.e., Fremont Street, University Street, and Ivinson Avenue). It was suggested that alternatively, turning movements be prohibited at Clark Street and the turn lane proposed at Clark Street be moved to either Fremont Street or University Street. Further study is recommended.

Consolidation of Curb Cuts

A number of curb cuts currently exist along 3rd Street. These curb cuts provide access to off-street parking facilities, but decrease the quantity of on-street parking spaces and the quality of the walking environment. It is recommended that consolidation of curb cuts be explored in order to increase on-street parking capacity. Development of the Parking Management Plan for downtown Laramie offers an opportunity to study curb cut consolidation.

The provision of additional on-street parking spaces could help offset any spaces removed to accommodate the recommended turn lanes. A reduction in the number of curb cuts can improve pedestrian safety and mobility along 3rd Street by limiting the number of spots for potential pedestrian/vehicle conflicts.

Property owners and business owners should be engaged in any efforts to alter curb cuts or on-street parking along 3rd Street.

Curb Extensions (refer to p. 17)

To improve the safety of pedestrians crossing 3rd Street, curb extensions (also known as bulb-outs) are proposed at the following intersections:

- 3rd Street & Ivinson Avenue
- 3rd Street & Grand Avenue (on west and southside of intersection only)
- 3rd Street & Sheridan Street (on northside of intersection only)

Curb extensions at these intersections are beneficial for the following reasons:

- Reduce street crossing distances for pedestrians
- Improve pedestrian sight lines of traffic (and vice versa)
- Slow traffic speeds by narrowing street widths
- Encourage pedestrians to cross at desired locations by providing safer and more convenient places to cross the street
- Create space to install street furniture, landscaping, or public art

It is recommended that these curb extensions be constructed in conjunction with WYDOT's 2020 project. Installation of curb extensions at other intersections along 3rd Street should be considered with future improvement projects.

A median with landscaping and/or public art serves as a visual cue to people that they are entering a unique place (ex. a downtown). The median shown above serves as a gateway for downtown Golden, Colorado.

Refuge islands break up street crossings into shorter, more manageable segments for pedestrians. Refuge islands also provide a protected location for pedestrians or bicyclists to pause during a street crossing.

Gateway Treatments (refer to p. 17)

To create a sense of arrival for downtown Laramie, gateway treatments are proposed at:

- 3rd Street & Lewis Street
- 3rd Street & Sheridan Street

The recommended gateway treatment comprises a median with:

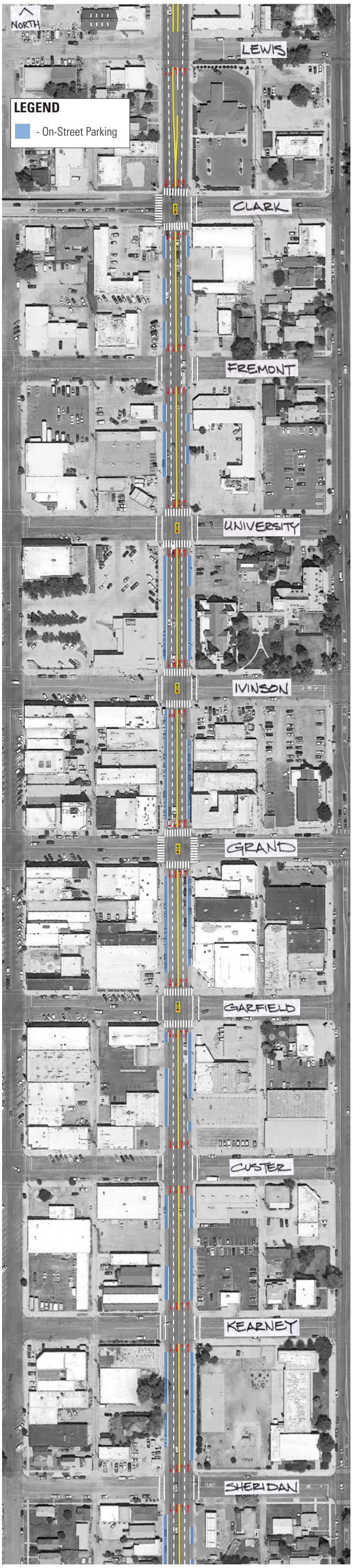
- Landscaping and/or public art. If landscaped, it will be important to give consideration to plant species that are durable and capable of surviving in this type of environment. Consideration should also be given to an irrigation system for landscaping.
- A protected refuge area for pedestrians crossing 3rd Street.

Consideration should also be given to the integration of streetscape lighting with gateway treatments. Streetscape lighting could further enhance gateways and improve safety of the street crossings at these intersections.

It is recommended that gateway treatments at 3rd Street & Lewis Street and 3rd Street & Sheridan Street be constructed in conjunction with WYDOT's 2020 project.

Feedback from the community suggested that the northern gateway treatment may need to be moved from Lewis Street to Clark Street. Lewis Street was perceived as being too far north to be considered part of downtown Laramie. Further study of the location of the northern gateway treatment is recommended.

PLAN VIEW (EXISTING)



BLOCK BY BLOCK DESCRIPTION

1. Lewis Street - Clark Street

Existing:
- 4 travel lanes
- Designated left turn lane at Lewis Street
- No on-street parking

Proposed:
- 4 travel lanes
- No designated turn lanes
- On-street parking
- Gateway treatment at Lewis Street

2. Clark Street - Fremont Street

Existing:
- 4 travel lanes
- No designated turn lanes
- On-street parking

Proposed:
- 4 travel lanes
- Designated left turn lane at Clark Street
- On-street parking but modified to accommodate turn lane

3. Fremont Street - University Street

Existing:
- 4 travel lanes
- No designated turn lanes
- On-street parking

Proposed:
- 4 travel lanes
- Designated left turn lane at Clark Street
- On-street parking

4. University Street - Ivinson Avenue

Existing:
- 4 travel lanes
- No designated turn lanes
- On-street parking

Proposed:
- 4 travel lanes
- No designated turn lanes
- On-street parking
- Intersection treatment at Ivinson Avenue

5. Ivinson Avenue - Grand Avenue

Existing:
- 4 travel lanes
- No designated turn lanes
- On-street parking

Proposed:
- 4 travel lanes narrowing to 3 travel lanes
- Designated left turn lane at Grand Avenue
- Designated right turn lane at Grand Avenue
- On-street parking but modified to accommodate turn lanes
- Side street treatment along west side of Grand Avenue

6. Grand Avenue - Garfield Street

Existing:
- 4 travel lanes
- No designated turn lanes
- On-street parking

Proposed:
- 2 travel lanes
- Designated left turn lane at Grand Avenue
- Designated left turn lane at Garfield Street
- On-street parking

7. Garfield Street - Custer Street

Existing:
- 4 travel lanes
- No designated turn lanes
- On-street parking

Proposed:
- 2 travel lanes
- Designated left turn lane at Garfield Street
- Designated left turn lane at Custer Street
- On-street parking

8. Custer Street - Kearney Street

Existing:
- 4 travel lanes
- No designated turn lanes
- On-street parking

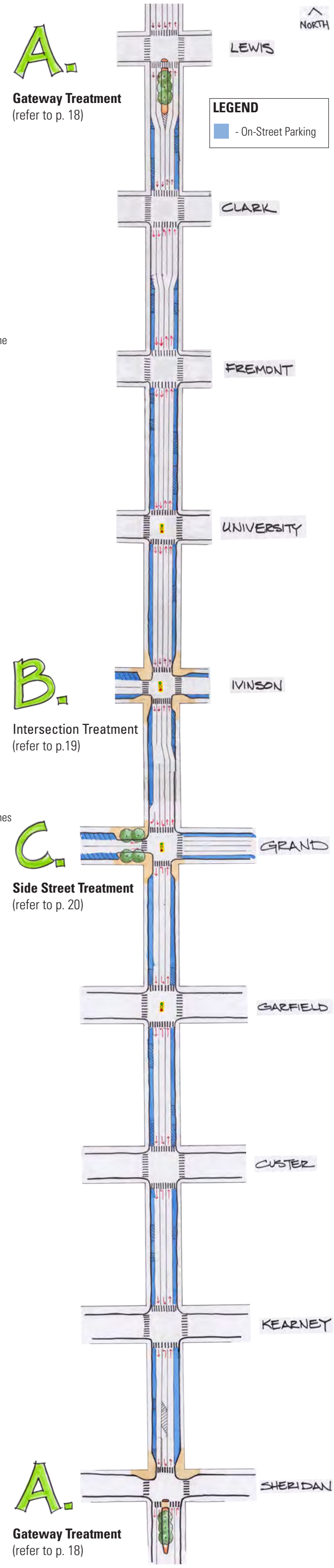
Proposed:
- 2 travel lanes
- Designated left turn lane at Garfield Street
- Designated left turn lane at Custer Street
- On-street parking

9. Kearney Street - Sheridan Street

Existing:
- 4 travel lanes
- No designated turn lanes
- On-street parking

Proposed:
- 2 travel lanes
- Designated left turn lane at Garfield Street
- Designated left turn lane at Custer Street
- On-street parking
- Gateway treatment at Sheridan Street

PLAN VIEW (PROPOSED)



A. Gateway Treatment

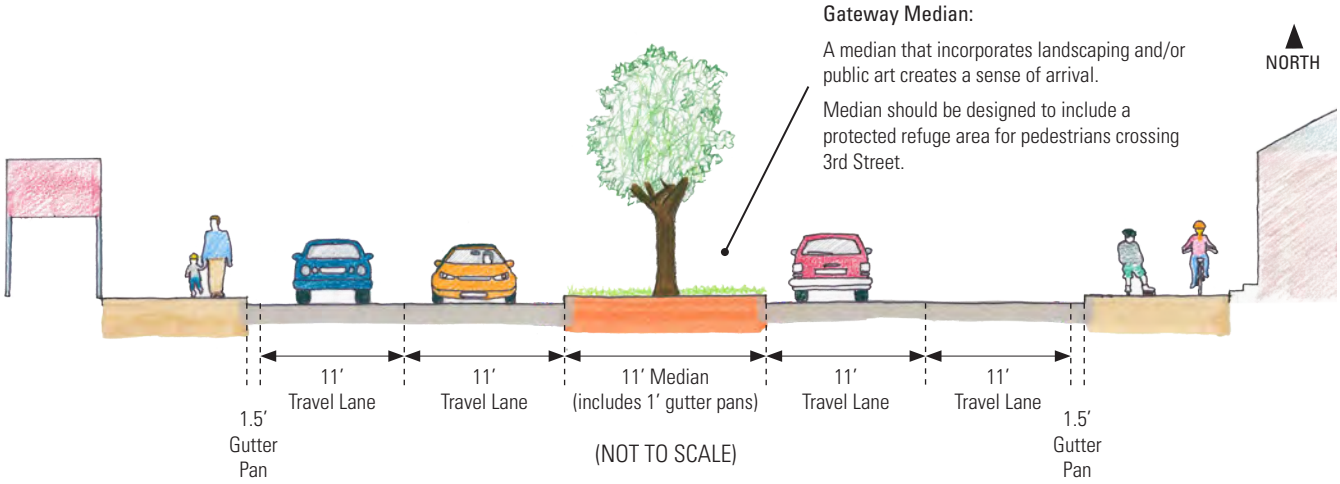
The gateway treatments proposed at 3rd Street & Sheridan Street and 3rd Street & Lewis Street consist of:

- Four 11′ travel lanes
- An 11′ median with landscaping and/or public art and a protected refuge area for pedestrians

The proposed street section is designed to work within 3rd Street's existing curb to curb dimension of approximately 58 feet.

3RD STREET SECTION (EXISTING)

3RD STREET SECTION (PROPOSED)



B. Intersection Treatment at Ivinson Avenue

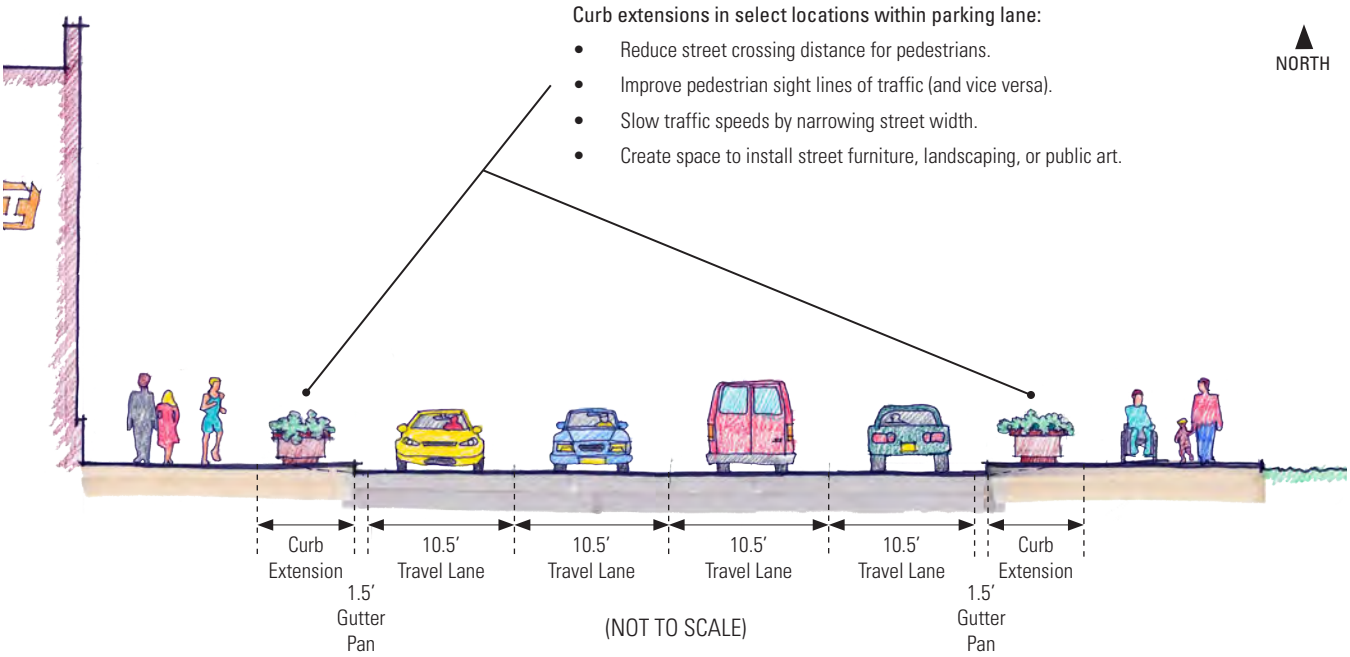
The treatment proposed at 3rd Street & Ivinson Avenue consists of:

- Four 10.5′ travel lanes
  (A possible alternative is two 11′ outside travel lanes and two 10′ inside travel lanes)
- Curb extensions at all intersection corners
- 8′ on-street parking lanes along both sides of 3rd Street, north and south of the intersection

The proposed street section is designed to work within 3rd Street's existing curb to curb dimension of approximately 58 feet.

3RD STREET SECTION (EXISTING)

3RD STREET SECTION (PROPOSED)

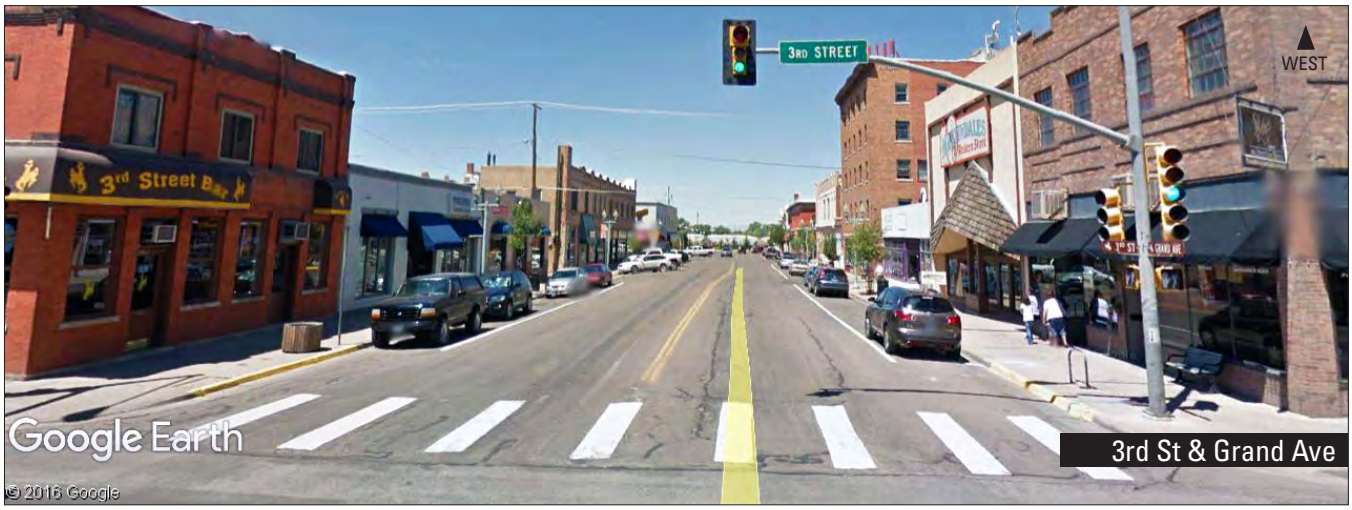


C. Side Street Treatment ("Peek-a-boo" treatment)

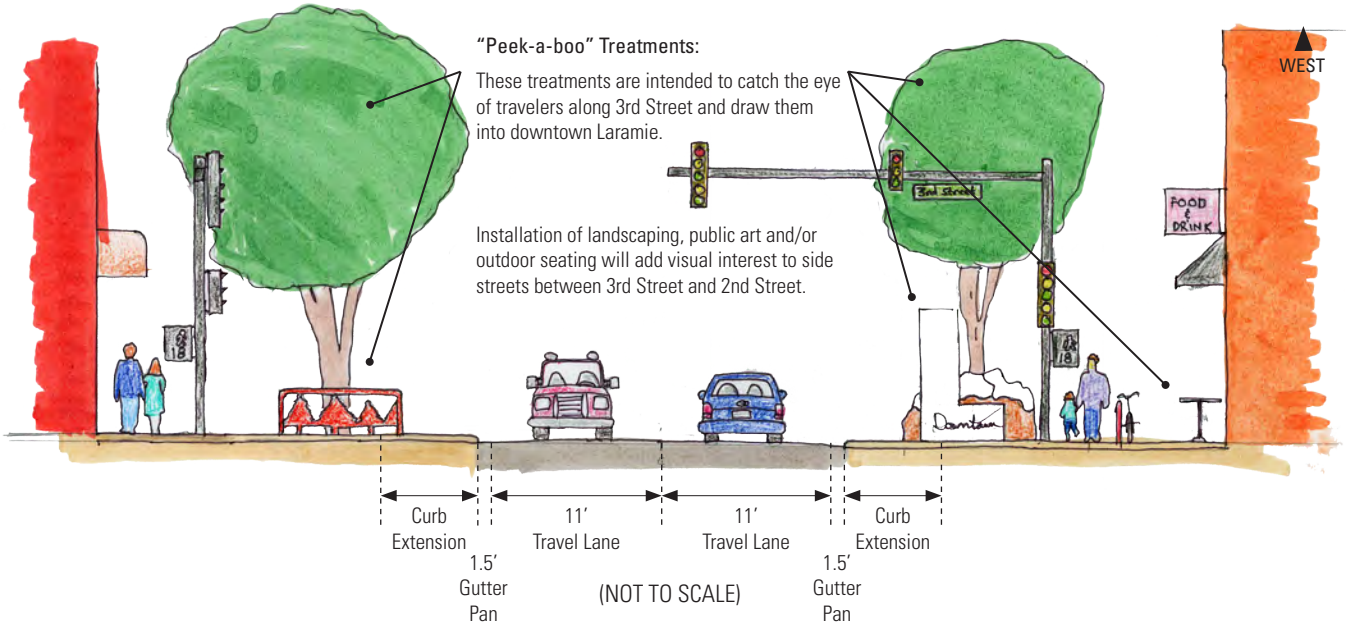
The treatment proposed along Grand Avenue between 3rd Street and 2nd Street consists of:

- Two 11' travel lanes
- Curb extensions
- Aesthetic enhancements that may include decorative lighting hung over the street, parklets, public art, pedestrian oriented signage, and/or outdoor seating

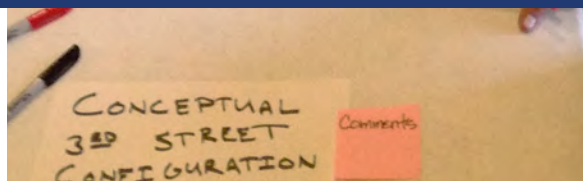
GRAND AVENUE STREET SECTION (EXISTING)

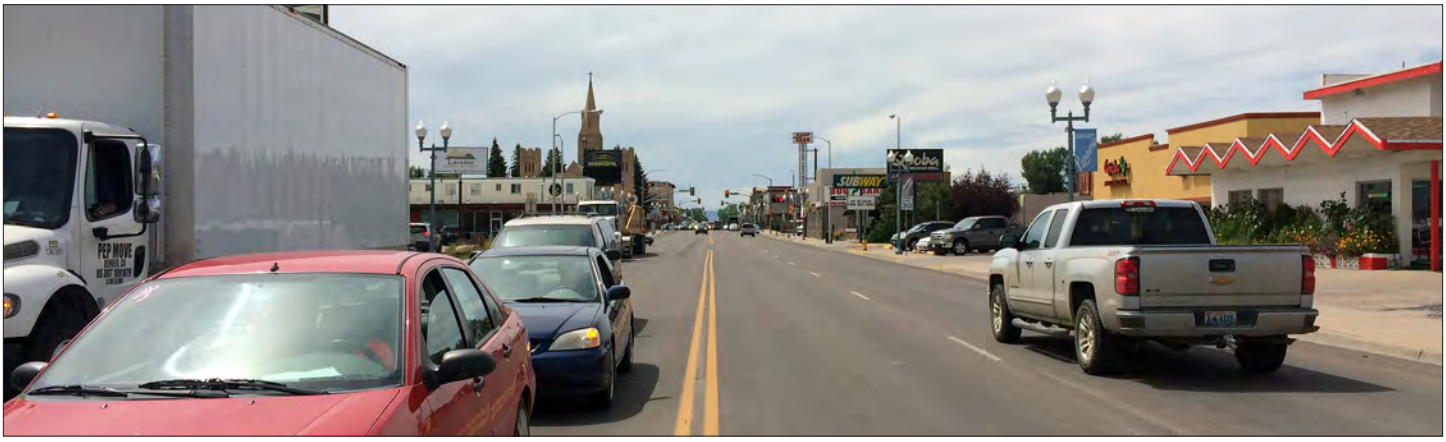


GRAND AVENUE STREET SECTION (PROPOSED)



ACTION PLAN





ACTION PLAN

Partnership with Wyoming Department of Transportation (WYDOT)

The City of Laramie will benefit from building a partnership with WYDOT to improve and manage 3rd Street through downtown Laramie. The street is part of the state highway system, designated as US routes 287 and 30, and is seen by WYDOT as an important route for regional freight movement and personal travel. Because I-80 has taken over much of the function of these routes for regional and interstate travel, WYDOT recognizes that the purpose of 3rd Street as a longer distance corridor must be balanced with its purpose as a downtown street.

WYDOT has funded and scheduled a resurfacing and repair project for 3rd Street (to be built in 2020) through the downtown study area. This project will include ADA improvements, repairs to storm drains where impacted by ADA improvements, as well as traffic signal and highway sign replacement. This project does not conflict with outcomes of this effort, which assumes no short term change in the location of the curbs or in the width of the traveled way of the street.

Over the longer term, a broader range of opportunities to improve and transform the 3rd Street corridor, should emerge from a continued partnership between the City and WYDOT. The City can foster this partnership by encouraging, supporting and participating in a project development process for 3rd Street. This process will take time, but can be accelerated by the City through strategic focus on maintaining the momentum achieved by this assistance project. The primary steps in the process revolve around WYDOT's systems for programming and developing projects.

These steps include getting a 3rd Street reconstruction project listed in WYDOT's State Transportation Improvement Program (STIP). This will require continued professional attention from WYDOT district office staff and will also require strategic coordination with local, regional and state elected and appointed officials. A tight budget for construction projects at WYDOT will be a barrier, but this can be overcome. The key is keeping a spotlight on 3rd Street and fostering the momentum and "mojo" coming out of the New Mobility West charrette process.

Environmental clearances for further improvements to the corridor should be straightforward and should not entail lengthy studies. The kind of upgrades identified in this plan for 3rd Street would easily qualify for a "categorical exclusion" from the extended reviews that major rural projects must receive under the National Environmental Policy Act (NEPA).

The City should work with WYDOT to push a 3rd Street project into the conceptual design phase to arrive at a general concept for corridor improvements so that a cost estimate and project mission statement can be developed. For a typical highway reconstruction project, WYDOT would wait until the project advanced into the STIP before embarking on project concept design work. However, there is latitude to advance this work much sooner than that, thereby building the case for design and construction funding.

Action Plan Through 2020

Listed below are implementation actions to be pursued between now and 2020. An action plan table is provided on p. 29. Time frames have been assigned to each action listed. Winter, Spring, Summer, and Fall time frames are defined as follows:

Winter: January - March

Spring: April - June

Summer: July - September

Fall: October - December

2016

1. Implementation monitoring:

When: Begin Fall 2016 and will be on-going

Lead: Third Street Committee

Assistance: Laramie Main Street Alliance - Board, City of Laramie

Description: Establish metrics for evaluating the efficacy of improvements made to 3rd Street. Metrics to be evaluated annually.

Data will need to be compiled under existing conditions in order to establish a baseline for metrics. Data gathered under future conditions can be compared to baseline data to gauge whether or not the metrics for 3rd Street are improving.

2. Explore implementation funding:

When: Begin Fall 2016 and will be on-going

Lead: Laramie Main Street Alliance - Organization Committee

Assistance: City of Laramie - Grant Writer, WYDOT, Laramie Main Street Alliance Board, City Council

Description: Explore funding opportunities for implementation of the action items identified in this report. A detailed description for cultivating funding opportunities is provided on p. 30.

The 3rd Street Party, tentatively planned for the Summer/Fall of 2020, will serve as an opportunity to celebrate the improvements that have been made to the 3rd Street corridor between 2017 and 2020.

2017

3. Engagement with trucking community:

When: Winter - Spring 2017

Lead: Third Street Committee

Assistance: Laramie Main Street Alliance - Organization Committee, City of Laramie

Description: Engage local trucking businesses (e.g., quarry trucks, delivery trucks, etc.) to better understand their use of 3rd Street and explore alternate trucking routes if 3rd Street were redesigned to slow traffic.

4. Sign and sign post inventory:

When: Inventory in Winter - Spring 2017; Implementation in Fall - Winter 2017

Lead: WYDOT

Assistance: Laramie Main Street Alliance - Design Committee

Description: Consolidation or removal of signs and sign posts to reduce visual clutter and improve aesthetics of 3rd Street. WYDOT to lead the identification of signs and sign posts to potentially be consolidated or removed.

Inventory of signs and sign posts to be prepared in Winter/Spring of 2017. Consolidation or removal of signs and sign posts to occur in Fall/Winter 2017.

5. Ramp up façade grant program for 3rd Street:

When: Fundraising in 2017; Façade improvement projects in 2018 and 2019

Lead: Laramie Main Street Alliance - Design Committee

Assistance: Laramie Main Street Alliance - Organization Committee, Albany County Historic Preservation Board

Description: Raise additional funds for the Laramie Main Street Alliance façade improvement program and focus efforts on buildings along 3rd Street.

Fundraising to occur in 2017, with the goal of implementing one façade improvement project in 2018 and one in 2019. It is estimated that the additional 3rd Street façade improvement projects will range from $3,000-$5,000 per project.

The Laramie Main Street Alliance has a successful façade improvement program that is aimed at preserving historic downtown Laramie while enhancing its economic and social vitality. One of the objectives of this effort is to raise additional funding for the façade improvement program in order to create opportunities for 3rd Street property owners to upgrade their building façades.

6. Participation in WYDOT's planning and design of 3rd Street:

When: Winter 2017, Spring 2017, Fall 2017

Lead: City of Laramie

Assistance: Third Street Committee, Laramie Main Street Alliance Board, Beautification Committee

Description: Engage with WYDOT to ensure that representatives from the City of Laramie are involved with the WYDOT planning and design process for the 2020 project.

Re-configuration/re-striping of 3rd Street and the installation of curb extensions and gateway treatments recommended in this report should be discussed with WYDOT. If feasible, these improvements should be addressed in conjunction with the 2020 project.

7. Updates on 3rd Street to City/County elected officials and other key stakeholders:

When: Spring 2017, Spring 2018, Spring 2019, Spring 2020

Lead: Laramie Main Street Alliance – Trey Sherwood

Assistance: City Council, City of Laramie

Description: The objective of these presentations will be to keep elected officials and key stakeholders build support and maintain momentum on the 3rd Street efforts. Key stakeholder groups may include WYDOT and business owners.

A presentation of this report to City and County elected officials and other key stakeholders to occur in Spring 2017. Presentation of implementation updates to occur in Spring 2018, Spring 2019, and Spring 2020.

8. Adopt-a-block / Clean & Green Program:

When: Kickoff program on Earth Day 2017 (Saturday, April 22) and will be on-going

Lead: Laramie Main Street Alliance - Design Committee

Assistance: Beautification Committee, Chamber Business Alliance

Description: Develop and implement a program to enable stakeholder groups (e.g., Beautification Committee, Chamber Business Alliance, etc.) to "adopt-a-block" of 3rd Street. Adopt-a-block activities may include sweeping of sidewalks, pulling weeds, picking up trash, or snow removal.

An Adopt-a-block / Clean & Green program can provide a structure for stakeholder groups to participate in the clean up and beautification of the 3rd Street corridor. Projects that could be accomplished through this program include pulling weeds along 3rd Street, which the sidewalk above could certainly benefit from.

9. Explore curb extensions at key intersections:

When: Spring 2017

Lead: Third Street Committee

Assistance: WYDOT, City of Laramie, Laramie Main Street Alliance

Description: Engage WYDOT to explore the feasibility of installing curb extensions at the intersections identified in this report. If feasible, curb extensions should be installed with WYDOT's 2020 project.

10. Identify potential locations for public plazas and green spaces along 3rd Street:

When: Spring 2017

Lead: Laramie Main Street Alliance - Design Committee

Assistance: City of Laramie - Parks and Recreation Department, Third Street Committee

Description: Identify locations along 3rd Street where public plazas or green spaces could be created.

11. Develop a Business Retention & Recruitment Plan:

When: Spring 2017 - Winter 2018

Lead: City of Laramie

Assistance: Laramie Main Street Alliance, Chamber Business Alliance, Tourism Board

Description: Develop a plan for business retention and recruitment that identifies spaces for existing businesses to expand into, as well as strategies for retaining and recruiting businesses to 3rd Street.

There are a number of public spaces sprinkled throughout downtown Laramie. The plaza shown above is located along 1st Street. Unfortunately, there are not many public spaces along 3rd Street. Local partners are encouraged to identify potential places along 3rd Street where new public plazas or green spaces could be constructed.

12. Parking Management Plan:

When: Spring - Fall 2017

Lead: Laramie Main Street Alliance – Downtown Development Authority (DDA)

Assistance: City of Laramie, University of Wyoming - Geography Department, Third Street Committee

Description: Develop a Parking Management Plan for 3rd Street. Local volunteers and students from the University of Wyoming should be engaged to assist with data collection for the plan.

Wyoming Main Street technical assistance funds may be available for the Parking Management Plan. The application for technical assistance funds is due Spring 2017.

13. Explore feasibility of 3rd Street lane re-configuration/re-striping:

When: Present report to WYDOT Summer 2017; Traffic count data collection Summer 2018

Lead: Wyoming Department of Transportation (WYDOT)

Assistance: Laramie Main Street Alliance, City of Laramie

Description: Laramie Main Street Alliance to present this report to WYDOT and request that WYDOT collect traffic count data to inform the re-configuration/re-striping of lanes on 3rd Street. It is recommended that traffic count data be collected following the demolition of the Clark Street viaduct. This will allow for the re-configuration/re-striping of 3rd Street to be evaluated with data that reflects any changes in traffic patterns that result from the removal of the viaduct.

If feasible, re-configuration/re-striping of 3rd Street should occur in conjunction with WYDOT's 2020 project.

14. Public art installations along 3rd Street:

When: Summer 2017, Summer 2018, Summer 2019, Summer 2020

Lead: Laramie Public Art Coalition

Assistance: Laramie Main Street Alliance

Description: Install one (1) new public art project per year.

There are a number of art displays that help to bolster downtown Laramie's visual appeal and it's unique character. They also serve as a great opportunity for local artists to showcase their talents. The plan for 3rd Street envisions a new work of art being installed along 3rd Street each year between 2017 and 2020.

15. Side street enhancements between 3rd and 2nd Street - "Peek-a-boo" treatments:

When: Summer - Fall 2017, Summer - Fall 2018, Summer - Fall 2018, Summer - Fall 2019, Summer - Fall 2020

Lead: Laramie Main Street Alliance – Design Committee

Assistance: Beautification Committee, Laramie Public Art Coalition

Description: Enhance side streets between 3rd Street and 2nd Street to draw people into downtown Laramie. Improvements may include decorative lighting hung over streets, parklets, public art, pedestrian oriented signage, and outdoor seating.

16. Wayfinding Signage Plan:

When: Develop signage plan Fall 2017 - Summer 2018; Begin funding for and fabrication of signage Fall 2018

Lead: Laramie Main Street Alliance – Design Committee

Assistance: WYDOT, Chamber Business Alliance, Tourism Board, Beautification Committee, Laramie Public Art Coalition

Description: Create a plan for wayfinding signage along 3rd Street that includes gateway beautification at 3rd Street & Sheridan Street and 3rd Street & Lewis Street (or other location identified for northern gateway). Local business community and City of Laramie should be engaged to partner on the design and funding of wayfinding signage.

Development of this plan is to occur between Fall 2017 and Summer 2018. The plan will need to be in place prior to signing for WYDOT's 2020 project to ensure that the signage is complementary. Fundraising for, and fabrication of, signage to begin in Fall 2018.

2020

17. 3rd Street Party:

When: Summer - Fall 2020

Lead: Laramie Main Street Alliance - Promotions

Assistance: Laramie Main Street Alliance - Board, Third Street Committee

Description: Party to celebrate improvements made to 3rd Street. Use tactical urbanism strategies to create a temporary public plaza and activate the space across from the Moose Lodge at the intersection of 3rd Street & Garfield Street.

The most popular concept depicted in the Photo Voice was decorative lighting and ambiance. A suggested "Peek-a-boo" treatment is to hang decorative lighting over one, or multiple, side streets between 3rd Street and 2nd Street. This could be an effective way to draw people traveling along 3rd Street into the downtown area. The example shown above is from Larimer Square in Denver, Colorado.

ACTION PLAN THROUGH 2020

Winter: January - March • **Spring:** April - June • **Summer:** July - September • **Fall:** October - December

	Project	Lead	Assistance	Fall 2016	Winter 2017	Spring 2017	Summer 2017	Fall 2017	Winter 2018	Spring 2018	Summer 2018	Fall 2018	Winter 2019	Spring 2019	Summer 2019	Fall 2019	Winter 2020	Spring 2020	Summer 2020	Fall 2020
2016																				
1.	Implementation monitoring	Third Street Committee	LMSA - Board, City of Laramie	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2.	Explore implementation funding	LMSA - Organization	City of Laramie, WYDOT, LMSA - Board, City Council	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2017																				
3.	Engagement with trucking community	Third Street Committee	LMSA - Organization, City of Laramie		X	X														
4.	Sign and sign post inventory	WYDOT	LMSA - Design		X	X		X	X											
5.	Ramp up façade grant program for 3rd Street	LMSA - Design	LMSA - Organization, Albany County Historic Preservation Board		X	X	X	X	X	X	X	X	X	X	X	X				
6.	Participation in WYDOT's planning and design of 3rd Street	City of Laramie	Third Street Committee, LMSA - Board, Beautification Committee		X	X		X												
7.	Updates on 3rd Street to City/ County elected officials and other key stakeholders	LMSA - Trey Sherwood	City Council, City of Laramie			February 2017				X				X				X		
8.	Adopt-a-block / Clean & Green Program	LMSA - Design	Beautification Committee, Chamber Business Alliance			Earth Day 2017	X	X	X	X	X	X	X	X	X	X	X	X	X	X
9.	Explore curb extensions at key intersections	Third Street Committee	WYDOT, City of Laramie, LMSA			X														
10.	Identify potential locations for public plazas and green spaces along 3rd Street	LMSA - Design	City of Laramie - Parks & Recreation Department, Third Street Committee			X														
11.	Develop a Business Recruitment & Retention Plan	City of Laramie	LMSA, Chamber Business Alliance, Tourism Board			X	X	X	X											
12.	Parking Management Plan	LMSA - DDA	University of Wyoming - Geography Department; City of Laramie, Third Street Committee			X	X	X												
13.	Explore feasibility of 3rd Street lane re-configuration/re-striping	WYDOT	LMSA, City of Laramie				X				X									
14.	Public art installations along 3rd Street	Laramie Public Art Coalition	LMSA				X				X				X				X	
15.	Side street enhancements between 3rd & 2nd Street - "Peek-a-boo" treatments	LMSA - Design	Beautification Committee, Laramie Public Art Coalition				X	X			X	X			X	X			X	X
16.	Wayfinding Signage Plan	LMSA - Design	WYDOT, Chamber Business Alliance, Tourism Board, Beautification Committee, Laramie Public Art Coalition					X	X	X	X	X	X	X	X	X	X	X	X	X
2020																				
17.	3rd Street Party	LMSA - Promotions	LMSA - Board, Third Street Committee																X	X

LMSA: Laramie Main Street Alliance • **Design:** Design Committee • **Organization:** Organization Committee • **DDA:** Downtown Development Authority

Action Plan Beyond 2020

A number of long-term (beyond 2020) implementation steps were identified by the CB Team and local partners. Implementation of these items over the long-term will necessitate continued support from local partners, stakeholders and the community. The long-term implementation actions identified include:

- Full implementation of the Long Range Transit Plan, Gateway Plan and Bicycle Network.
- Redevelopment of key catalyst sites along the 3rd Street corridor.
- Broader re-build of 3rd Street.

Cultivating Funding Opportunities

It is a truism in surface transportation that "money comes to plans faster than plans come to money." In the universe of transportation needs there are many ideas, hopes and proposals that never advance beyond the "need" or "desire" stage. And the amount of transportation funding available is miniscule compared to the potential dollar cost of all the "need or desire" projects. If a project like 3rd Street is to move beyond the idea stage, the City will have to "bootstrap" it – make it a real project. This is hard work and can be frustrating, but alert, entrepreneurial local governments tend to get their projects funded and built.

One way to initiate the "bootstrapping" necessary to make a project real is to break project development down into stages and then pursue each stage in turn. For most street reconstruction projects, the stages are:

1. Initial ideas (needs and desires);
2. Strategic purpose and need – describe the project clearly in terms of its objectives and desired outcomes;
3. Conceptual design – 15% to 30% plan-view design drawings showing the land area required, depicting transportation functions including complete streets features, and identifying any major utility or environmental challenges;
4. Final design;
5. Right of way acquisition (if any);
6. Construction and construction engineering; and,
7. Operations and maintenance.

The cultivation of funding opportunities for 3rd Street will require first moving through stages 1 – 3 so that the project becomes real and is identified as enough of a priority to be listed in the State Transportation Improvement Program (STIP). Once that happens, the City can focus on ongoing promotion of the project as a high priority to ensure it is funded and built.

An important role for the City – through all seven stages of project development – will be to promote, coordinate and actively guide public engagement for 3rd Street improvements. One reason street projects fail to advance beyond the idea stage is if there is local opposition (or the potential for local opposition) and the local government is unclear about what is needed and why. When money is scarce and "need and desire" projects are numerous, DOTs will focus on projects that seem clearly defined and broadly supported. This is a key reason why state DOTs often have limited enthusiasm for urban corridor projects, where there are often many land owners and businesses and where local advocacy organizations often can be in disagreement about what is needed.

The recommended strategy for Laramie is to push 3rd Street through stage 3 and then work through the WYDOT process to ensure stages 4 – 7 are accomplished in a timely manner. (This 3rd Street Vision Plan can serve as documentation for stages 1 and 2.) The next step is to find a way to develop the conceptual design plan for specific corridor improvements. It may be possible to have WYDOT fund this through existing funds or may require funds from outside WYDOT to be secured. The cost of conceptual design work would probably be less than $200,000, but that is still a considerable sum to contemplate, from the City's perspective.

Funding for early stage project development can be attracted from a broad range of sources. This is especially true if the project is intended to achieve an appealing set of objectives: transportation safety, economic development, public health (through active transportation), and so forth. One dimensional project descriptions – e.g., "increased traffic capacity" – are not going to attract much funding outside of regular formula transportation programs.

Potential funding sources for transportation project development (stages 1 – 3) can be found in the programs of a number of federal agencies – HUD, DOT, EPA, EDA and USDA. An example of a non-traditional source of federal funds would be to pursue a HUD Section 108 loan guarantee (paid back through the CDBG program) for economic development in a specific corridor or area, including commercial building rehabilitation, microenterprise development and design of street improvements. Such an integrated approach could set the stage for design strategies that could benefit specific buildings or blocks based on economic development strategies.

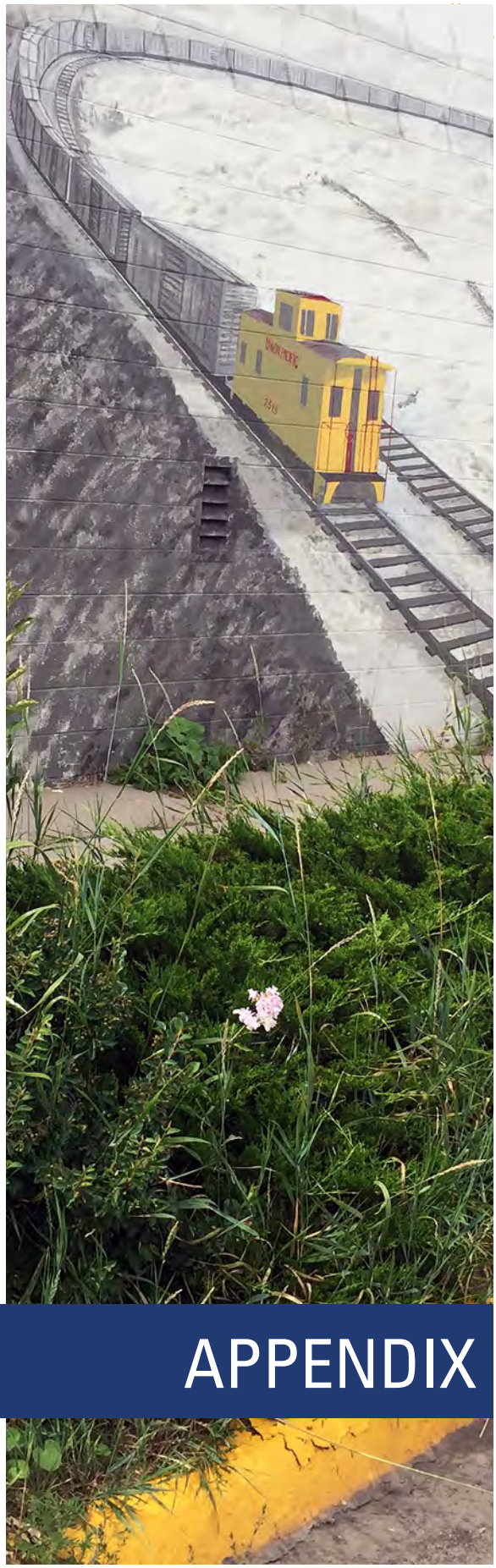
US DOT TIGER program funding (Transportation Investment Generating Economic Recovery) – a federal discretionary grant program designed to bridge gaps between transportation, economic development, housing and environmental protection – is a great potential source of money for final design and construction of projects like 3rd Street. But conceptual design stage work does not meet the "shovel ready" and other criteria for that program. The TIGER program, however, could be a funding source worth pursuing in the future for final design and construction of 3rd Street improvements. It would be useful for the City to have someone on staff (or to hire a contractor) to identify a range of federal, state and local grant sources that could be used to fund conceptual design of 3rd Street, and to prepare appropriate grant applications. Again, it is not out of the question that WYDOT could fund conceptual design through existing federal planning funds or other more routine sources.

The vision for 3rd Street has highlighted the role that a modernized downtown street could play in serving as a catalyst for private sector investment along and near the corridor. The policy basis for seeking funds to move the project forward and secure listing in the STIP should be that the return on investment for street improvements will be significant, perhaps one of the more significant steps the City could take in the near term to jump-start private sector development interest in downtown Laramie.

Grant Funding Tip:

For many grant applications, it is important to highlight public process and community support for the improvements that funding is being requested for. Projects that cannot clearly demonstrate a public process and/or community support often struggle to receive grant monies.

The public process crafted and implemented for the 3rd Street assistance project provides a solid foundation for pursuit of grant funding. The improvements recommended in this report have been vetted through a public process that included participation from key stakeholders, including, elected and appointed city officials, WYDOT, business and property owners, bike/pedestrian advocates, the Laramie Main Street Alliance, Tourism Board, and Chamber Business Alliance. It is recommended that local partners emphasize the public process and community support for the 3, 2, 1... 3rd Street! effort in grant applications submitted to Federal or State agencies.



APPENDIX

SUMMARY OF RELATED PLANNING EFFORTS

Prior to the site visit, the CB team reviewed previous planning efforts relevant to the project area. The team prepared a summary of the recommendations from each of these documents and organized them into the following three categories:

1. Common Elements: Recommendations that were common throughout the documents.

2. Varying Elements: Recommendations that varied between the documents.

3. Other Topics to be Discussed: Items in the related documents that the CB team wanted to discuss further with local partners, stakeholders and the community.

Below is the summary prepared by the CB team:

Common Elements

- safety
  auto, bike, pedestrian, attention to intersections
- linkages
  3rd to 2nd Streets (visual), downtown to all places east
- streetscape enhancements
  accent plantings, public art, wayfinding, street lights, planters, brick paving, bike racks, bus stops, street furniture
- curb extensions (bulb-outs)
- increased landscaping
- traffic calming/lower speed limits
- intersections
  safety, aesthetic treatments
- sidewalks
  widen, limit obstructions for pedestrians
- ADA
  ramps, sidewalk widths, parking
- public spaces
  pedestrian gathering areas on street corners, public art, small open space area/public activity center/plaza
- signage
  less: clutter, billboards, neon, bright lighting
  more: wayfinding, pedestrian-scale, kiosks, interpretive
- building facades
  aesthetics, canopies, window displays, lighting, signage

Varying Elements

- intersection redesign
  Garfield, Grand, Ivinson, University, Clark, Sheridan
- secondary: Kearney, Custer, Fremont
- dedicated left-turn lanes
  Clark, Kearney, Grand,
- restricted left-turn movements
  Fremont, University, Ivinson, Garfield, Custer
- gateway treatments
  Clark, Grand, Kearney, Sheridan
- on-street parking
  eliminate both sides, keep on west side, retain on both sides
- travel lane widths
  expand (by removing parking), narrow, widen the street
- number of travel lanes
  increase to 5, reduce to 3, remain at 4
- landscaping
  expand on east side, concentrate at street corners, comprise solution with modest curb extensions, xeric plantings, accent plantings, street/canopy trees

Other Topics to be Discussed

- Is Grand to be a one-way street west of Third?
- Impact of Harney Street viaduct? Bill Nye study?
- Other alternate routes to I-80?
- WYDOT improvement plans for Third Street
- Status of downtown parking system
- Discuss bus and bike systems
- Discuss traffic counts and crash stats
- Other

PUBLIC COMMENT

General Public Comments

The following comments from community members were compiled over the course of the 3-day site visit:

Comments regarding Priorities:

- Improve traffic circulation by facilitating left hand turns by vehicles traveling east and west.
- Improve pedestrian and bicycle paths across Third Street.
- Improve parking efficiency where possible.
- Pedestrian mall? Grand between 1st and 2nd?

Comments regarding University Avenue:

- Need another left turn, northbound turning west at University as this street is the terminus of First Street.
- Add a small gateway island on the North side of University as a secondary gateway where the CBD actual begins.
- No need for parking along the church wall and bank near University.
- 3 'no left turns' in a row is too many – what about a turn lane at University?

Comments regarding Landscaping and Public Art:

- Landscape maintenance of green medians could be problematic. Although it can be lovely, it does require weed control, watering (at least early on), pruning trees and removing plant debris in the spring. With Albany County/Laramie's budget shortfalls, this type of resource – heavy maintenance could be problematic. Perhaps consider art or sculpture instead of plantings. Although some maintenance would be necessary here too, it wouldn't be as resource intensive.
- Third Street is a major traffic corridor and DOT route with lots of truck traffic. Public art on such a busy street would distract drivers. Art and other beautification projects would be better on 2nd Street or cross streets.

Comments regarding Loading Zones and Business Needs:

- Piano trailer needs 40 to 50 inches for loading/unloading parking at Westfahl Piano (310 S. 3rd Street)
- Others and block that may need loading zone: Killian Florist?
- Explore time-designated loading area.
- 40 feet at south end of block, 50 feet if in middle.

Comments regarding Parking:

- Use the parking lot at Saint Lawrence, behind the Connor apartments, as public. Work on an agreement with the church. We should have no net loss of parking downtown.
- Add better signage and create maps of existing parking to educate the public.
- City should review parking restriction signage and remove if no longer enforced.
- No parking at Third and Clark? 269 N. 3rd Street becomes worthless as a retail business.
- If street parking is removed, will new lots be created?
- Need same amount, or more parking, per block, not just overall spaces.
- Third Street is desperate for more parking.

General Comments:

- The biggest question to me right now is not a specific design, but how can you get all/most/some Third Street business owners on board with planning and implementation? When you drive from north Third to south Third, there are very, very, very few businesses that are appealing looking, which shows a tremendous lack of pride not only in the business, but our entire community. So, how can you instill pride in the business owners and bring them on board with what you're trying to accomplish without having to legislate pride?
- More trees, art, bikes, people, walking and safety!
- Create an adopt-a-block program.
- No neon lights.
- Can the City/DOT work to recapture "post" parking spaces due to unused/underused driveways? Especially on Ivinson and Garfield btw 3rd and 4th.
- Left turn lanes should be defined directionally.
- Three-lane mobility is better than four lanes as it provides for more parking. Honestly though, the best of both worlds, parking and traffic flow, is the current mode of Third Street.
- Honestly, dropping traffic is a shot in the foot. Downtown is already being forgotten due to the City's move east. Removing the Third Street four lanes only gives people greater reason to AVOID downtown. Right now we have parking and four lanes. Beautify Third Street by beautifying its buildings.
- Five lanes through downtown area and loss of on street parking equals angry business owners.
- How about a pedestrian mall on 2nd between Grand and Ivinson, like Boulder's Pearl Street mall?
- Expanding lanes could help traffic flow but will reduce business access.
- Reducing turns so far from downtown will reduce downtown traffic.
- North end of downtown should start at Clark, not Lewis.

City Council Walking Tour Comments

During the walking tour with City Council, council members were asked to list three specific changes that they thought would make Third Street a "great street" and state to "why." Listed below are their responses:

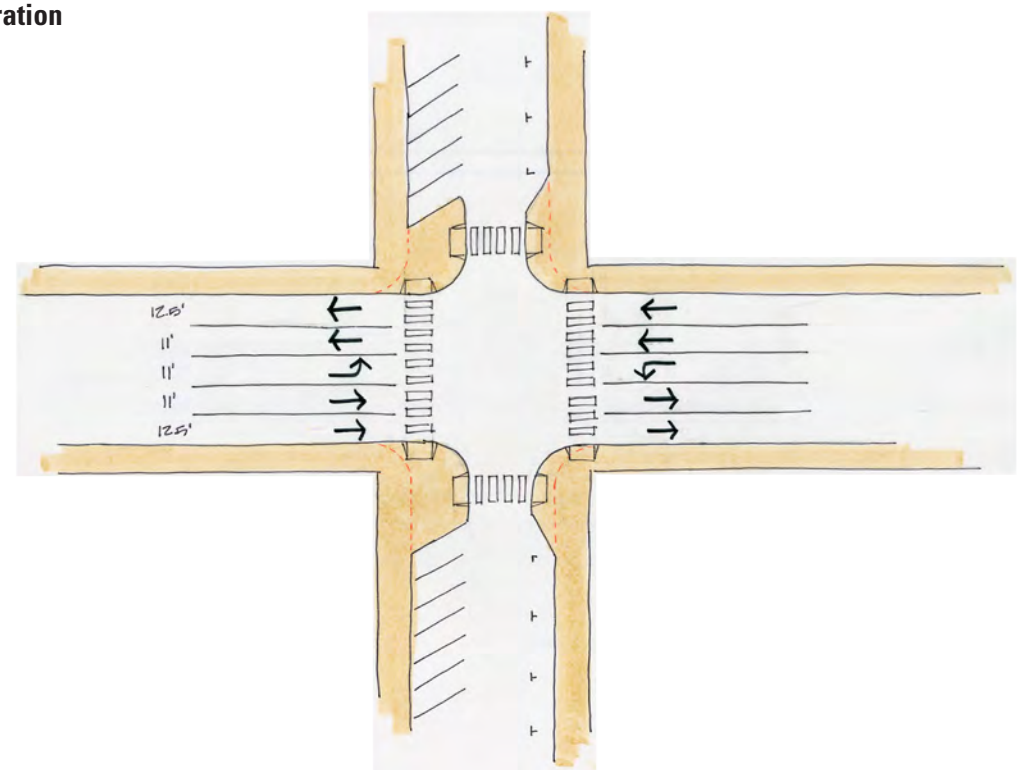
- Wider, more pedestrian friendly sidewalks because 3rd does not feel like part of downtown. Making this more accessible and friendly to pedestrians I feel will help make 3rd a more cohesive part of downtown.
- Better traffic management including slower speeds, fewer lanes, encourage through traffic to use other corridors and dedicated left-hand turn lanes. Traffic is a huge impediment to being able to achieve a more pedestrian feel. Would it be possible to make 3rd and 4th one ways to push off traffic from 3rd Street?
- Improve building facades and signage to make 3rd Street a more cohesive part of downtown.
- 25 mph speed limit – traffic and pedestrian safety
- Poles in the right of way – walkability
- Traffic at Third and Grand – right turn on red – pedestrian and traffic safety
- Block off west Grand (west of 3rd Street), no exit/entrance to Grand west of 3rd Street –
- More pedestrian friendly and walkable curb extensions.
- Pedestrian crosswalks need to be well marked and safe.
- Beautification – historic façade renovations and public art along the corridor.
- Restrict truck/semi traffic and create a truck route via I-80.

- Can this project go beyond Lewis to Harney?
- Pedestrian Safety at 3rd and Grand – Doesn't feel safe to walk or cross here.
- Install a median down 3rd to help with head on traffic, create a middle stopping point for pedestrians, create a turn lane and provide space for beautification.
- Headed sidewalks/roads.
- Get ride of "log outdoor" dining at the former Cowboy Bar.
- Consider where traffic turns and pedestrian safety.
- Consider enhancements on Ivinson Avenue.

ALTERNATIVE LANE CONFIGURATIONS

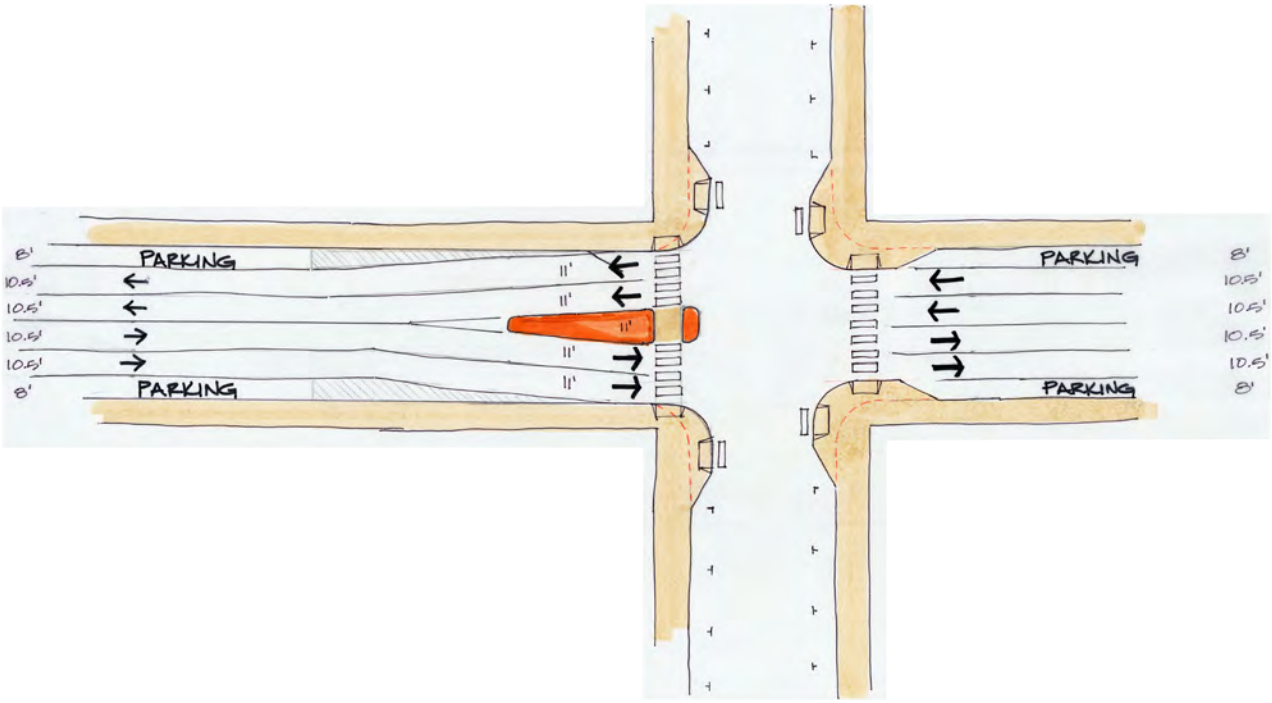
The CB Team explored a few options for 3rd Street lane configurations during the site visit. The team developed concepts for a 5-lane, 4-lane and 3-lane configuration. Each configuration had a number of objectives it was aimed at achieving. Provided below are the sketches developed for each configuration, as well as a list of pros/cons for each in relation to mobility and economics along the corridor.

5-Lane Configuration



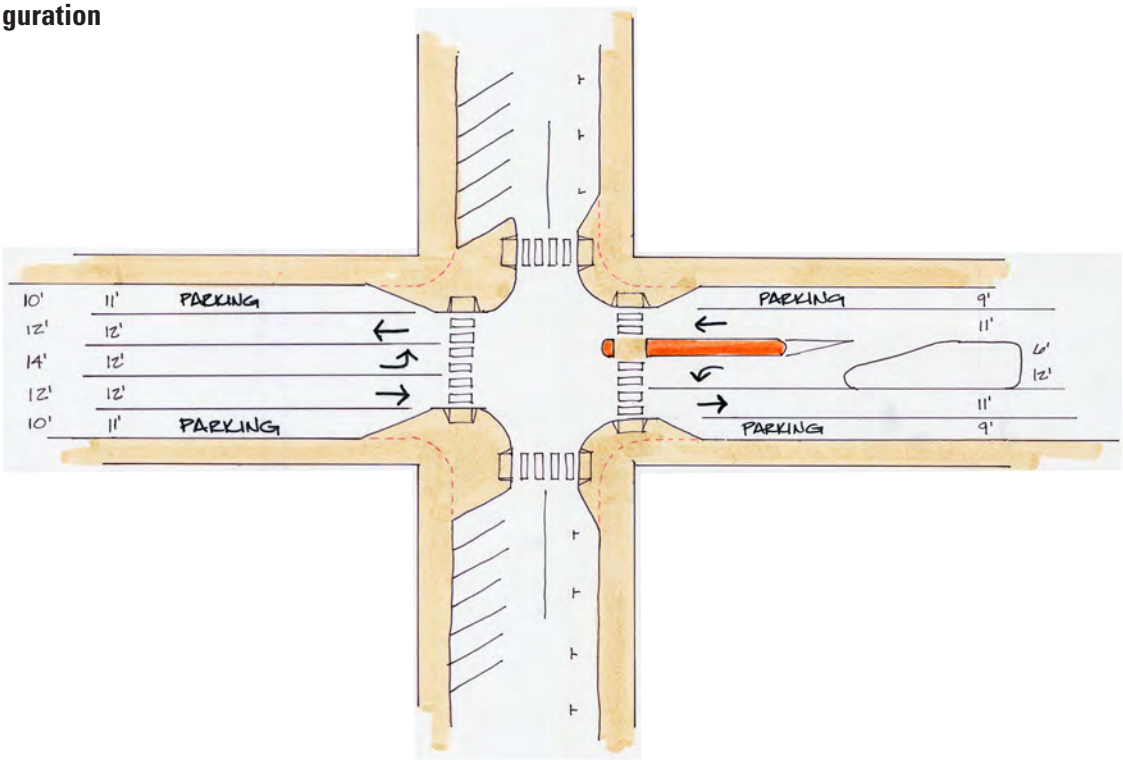
MOBILITY	ECONOMICS
PROS: • Improved vehicle safety (separate lane for left-turning vehicles) • Reduced congestion & vehicle delay CONS: • Higher vehicle travel speeds • Long crosswalk distances • Reduced safety for bicycles & pedestrians • No on-street parking • No opportunity for curb extensions or widened sidewalk space • No opportunity to introduce landscaping	PROS: • Capacity for more traffic growth to and through downtown • Easier left turns from northbound 3rd Street to downtown CONS: • No storefront parking to support storefront businesses • Reduced parking supply in downtown • Limited increase in pedestrians & bicyclists • Limited potential for business expansion

4-Lane Configuration



MOBILITY	ECONOMICS
PROS: • Opportunity for curb extensions or refuge islands at intersections • Opportunity for shorter pedestrian crossings & improved pedestrian safety • Opportunity to add landscaping • On-street parking remains CONS: • Limited opportunity for wider sidewalks • No left-turn lanes • No reduction in vehicle speeds • No improvement in vehicle traffic safety	PROS: • On-street parking supports storefront businesses CONS: • Limited increase in pedestrians & bicyclists • Limited potential for business expansion

3-Lane Configuration



MOBILITY	ECONOMICS
PROS: • Slower vehicular travel speeds • Improved safety for all modes of transportation • Opportunities for curb extensions or refuge islands at intersections • Better environment for pedestrians & bicyclists • Shorter pedestrian crossing distances • Opportunities to add more landscaping • Potential for future sidewalk widening • Easier left turns onto and off of 3rd Street CONS: • Increased delay, more congested traffic	PROS: • Storefront parking supports storefront businesses • Increase in pedestrians and bicyclists • Improved potential for business expansion CONS: • Limited capacity for more traffic growth to and through downtown

CRASHES & CLOSE CALLS

The "Crashes & Close-Calls" map was developed by community members during the first open house.

CRASH DATA

1. Intersection: Lewis Street

Total Crashes:	12
Pedestrians:	1
Bicyclists:	0

2. Intersection: Clark Street

Total Crashes:	92
Pedestrians:	0
Bicyclists:	0

3. Intersection: Fremont Street

Total Crashes:	17
Pedestrians:	0
Bicyclists:	0

4. Intersection: University Avenue

Total Crashes:	43
Pedestrians:	0
Bicyclists:	0

5. Intersection: Ivinson Avenue

Total Crashes:	37
Pedestrians:	0
Bicyclists:	0

6. Intersection: Grand Avenue

Total Crashes:	43
Pedestrians:	1
Bicyclists:	1

7. Intersection: Garfield Street

Total Crashes:	17
Pedestrians:	0
Bicyclists:	0

8. Intersection: Custer Street

Total Crashes:	8
Pedestrians:	0
Bicyclists:	0

9. Intersection: Kearney Street

Total Crashes:	2
Pedestrians:	0
Bicyclists:	0

10. Intersection: Sheridan Street

Total Crashes:	13
Pedestrians:	0
Bicyclists:	0

Crash data provided by WYDOT.