



Reconnect West Laramie

Existing Conditions &
Baseline Data Technical Memorandum



Final
June 2025



SE GROUP

ZEPHYR RAIL

UNIVERSITY
of WYOMING

Table of Contents



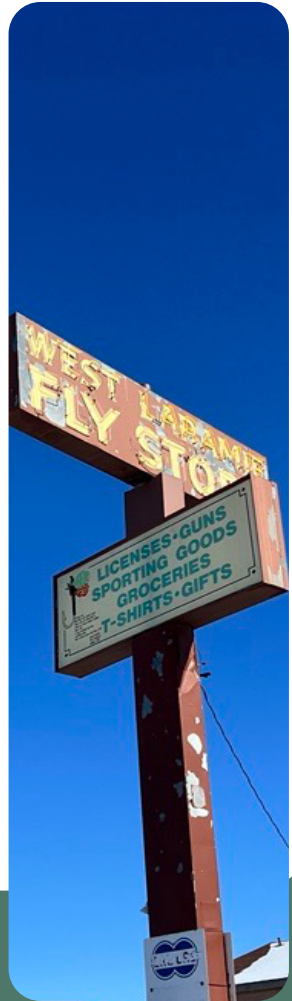
| | |
|---|-----------|
| Reconnect West Laramie | 3 |
| Study Area | 4 |
| Purpose | 5 |
| Previous and Ongoing Efforts | 6 |
| Destinations | 12 |
| Existing Transportation Assets | 13 |
| Existing Pedestrian and Bicycle Activity | 17 |
| Traffic Volumes | 21 |
| Constraints | 22 |
| Opportunities | 26 |
| Early Community Engagement Activities | 32 |
| Next Steps | 33 |
| Appendix: Previous Plans | 34 |

Reconnect West Laramie

Reconnect West Laramie is a comprehensive planning effort to improve multimodal transportation connections between West Laramie, the West Side, and Eastern Laramie. These connections would enhance mobility, safety, equity, and economic vitality for Laramie residents, visitors, business owners, and employees.

Several barriers separate Western Laramie from other areas of Laramie. These barriers include the Union Pacific Railroad (UPRR), Snowy Range Road, the Laramie River, and Interstate 80 (I-80). Residents and commuters traveling to and from West Laramie may also face several obstacles throughout their journey, including sidewalk and bicycle facility gaps, challenging roadway crossings, and limited wayfinding.

This report summarizes existing conditions, challenges, and potential opportunities for improving multimodal mobility and connectivity in the project area. The report establishes the foundation for meaningful public engagement and development of effective solutions to overcome existing mobility challenges.



Study Area



Laramie, Wyoming, is a spirited town of approximately 32,000 residents with abundant access to outdoor recreation, deep western roots, and a vibrant cultural scene. West Laramie is a neighborhood of the city with over 3,000 residents, known for its scenic views in a quiet, rural setting. Though West Laramie and West Side are about 1.5 miles and 0.5 miles away from Downtown Laramie respectively, the three areas are separated by an interstate, a river, and a railyard. As Laramie continues to expand, integrating pedestrian, bicycle, transit, and local vehicular pathways is key to ensuring safe and welcoming travel between neighborhoods, all while preserving the natural beauty and character of the community. Figure 1 presents the project area.

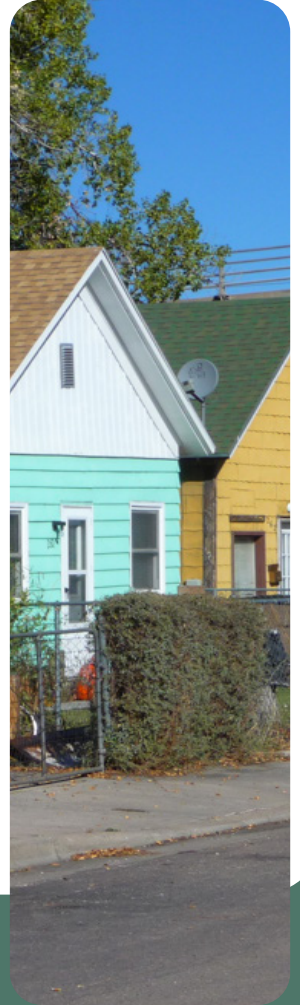


Figure 1: Study Area

Purpose

Reconnect West Laramie will plan multimodal connections to seamlessly integrate all neighborhoods in Laramie, including West Laramie and the West Side. The Reconnect West Laramie Plan features the following goals:



Create
intuitive
connections
for all ages
and abilities



Improve
safety for
pedestrians
and
bicyclists



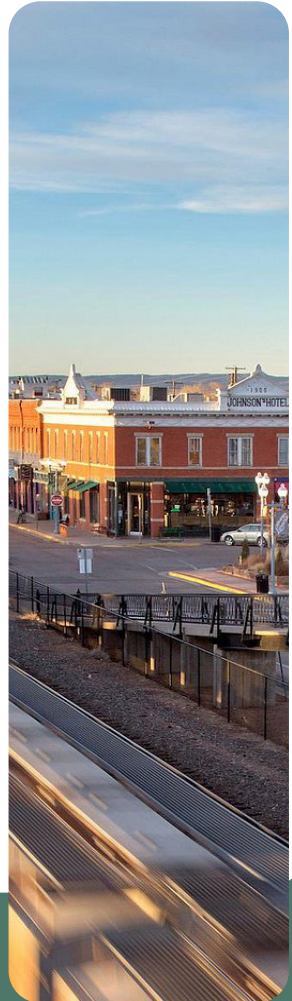
Enhance
connectivity
for vehicles,
pedestrians,
and cyclists



Develop
convenient
and
accessible
transit
services



Expand
access
to jobs,
services,
education,
and
recreation



Previous and Ongoing Efforts

Over the past several years, the City of Laramie has invested in improving multimodal connections in the project area. These previous and ongoing efforts form the foundation for **Reconnect West Laramie** and will be carried forward through the study's recommendations. Through these efforts, specific multimodal barriers have been identified as well as the next steps for actionable solutions. Priority multimodal barriers from previous and ongoing efforts are summarized below:

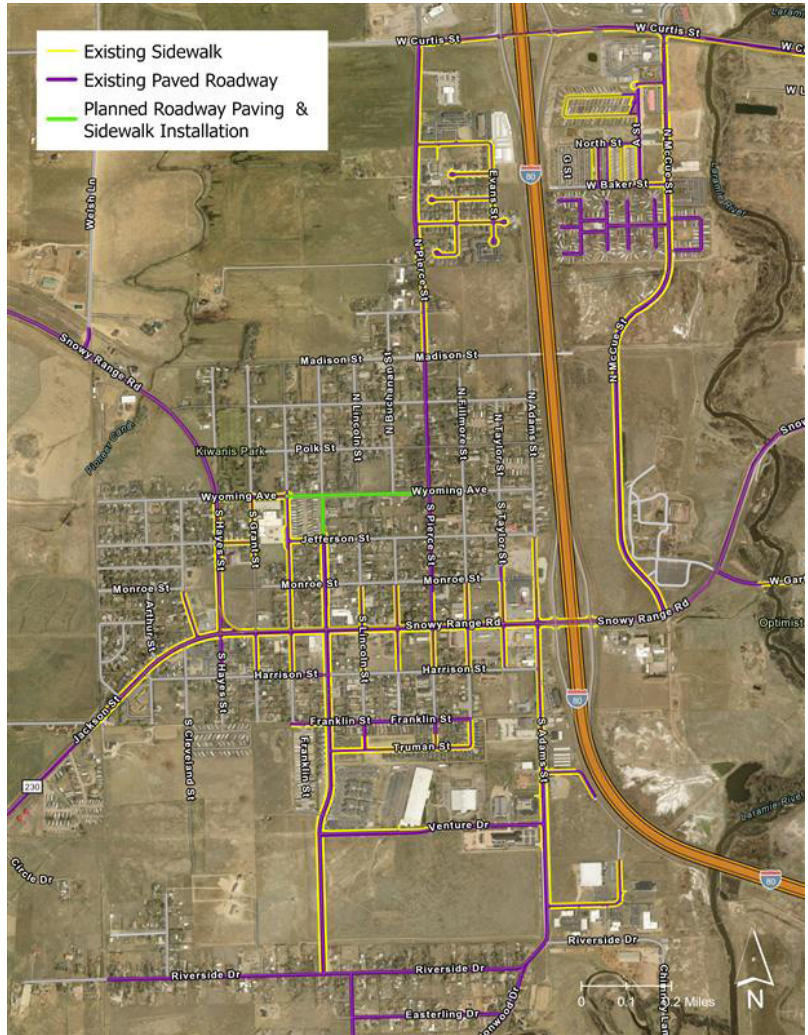
Multimodal Infrastructure in West Laramie

Residents of West Laramie have noted that multimodal infrastructure in West Laramie needs to be improved. Unpaved local roadways are a key constraint in West Laramie that previously have limited the implementation of new multimodal infrastructure. Many unpaved local roadways in West Laramie lack sidewalks and the lack of paving makes these roadways uninviting for cycling and walking, especially in poor weather conditions. Paving local streets would promote economic development, make the streets more inviting to cyclists, and would allow for the installation of curb, gutter, and sidewalk improvements to better serve pedestrians.

The City of Laramie Public Works Department has also identified paving local streets in West Laramie as a priority to help improve drainage and stormwater management throughout the community. Laramie's Capital Improvement Program (CIP) for Fiscal Year 2025/2026 includes the construction of a new water line and stormwater outfall project on portions of Wyoming Avenue and Colorado Street. This project includes paving the roadways and installing new sidewalks and shared used paths. Though these streets are first in line for new multimodal infrastructure, additional improvements will be made in unison with other stormwater and drainage improvement projects in West Laramie as funding becomes available.



Previous and Ongoing Efforts



Currently, multimodal improvements in Laramie are funded through the local city budget. These limited funds must be allocated across a broad range of needs, from public safety to infrastructure maintenance, community programs, and more. While multimodal improvements are important, they often compete for funding with other pressing issues.

Reconnect West Laramie presents an opportunity to expand the funding resources available for multimodal improvements. Project recommendations can attract outside funding through federal, state, and regional grants and other external sources. Seeking external funding sources not only alleviates the burden on local budgets, but also enables the City to implement larger projects, such as the construction of pedestrian bridges and off-street bike lanes, or implementing improved public transit options.

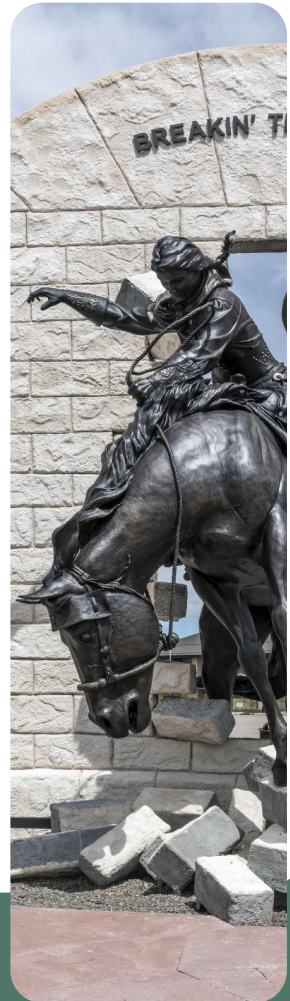


Figure 2: West Laramie Road Surface Type & Sidewalk Infrastructure

Previous and Ongoing Efforts

Multimodal Infrastructure Connecting to and from West Laramie

The City of Laramie recently initiated work on the West Laramie/ West Side Shared Use Pathway Connector Project, which will produce engineering plans, specifications, and estimates to build a shared use pathway between West Laramie and the West Side between Snowy Range Road and Pierce Street via the former LHP&P railroad alignment. This corridor is a clear candidate for improved multimodal access between West Laramie and the West Side due to the alignment of the Madison Street underpass of I-80 and the Laramie River Trestle Bridge. The Reconnect West Laramie will align future recommendations with the Connector Project's preferred conceptual design.

Active transportation barriers have also been noted along Snowy Range Road, especially between I-80 and Garfield Street. This stretch of road has high vehicle speeds and volumes but lacks sidewalks and bike lanes. Reconnect West Laramie will align future recommendations with the West Laramie / Snowy Range Road Corridor Pedestrian / Bicycle Feasibility Study which recommended shared-use pathways, on-street bike lanes, and corridor beautification in this area.



Previous and Ongoing Efforts

Multimodal Infrastructure Connecting to and from West Laramie (continued)

The absence of local transit services in Laramie may impact individuals without access to a car, limiting their ability to safely and conveniently reach essential destinations such as grocery stores and medical appointments. This lack of mobility disproportionately impacts low-income individuals, seniors, and those with disabilities, who otherwise may not be able to secure reliable transportation.

The expansion of direct and convenient multimodal access from West Laramie aims to bridge the gap to key Laramie destinations. These destinations include Downtown Laramie, Safeway, Walmart, the University of Wyoming, schools, medical facilities, and many other destinations presented in Figure 4 on Page 12. Previous planning efforts, referenced in the Appendix on Page 34, have identified the need to safely and conveniently cross I-80 and the UPRR to reach these destinations from and in West Laramie by vehicle, transit, bike, and on foot.



Previous and Ongoing Efforts

Reconnecting Communities Grant Application

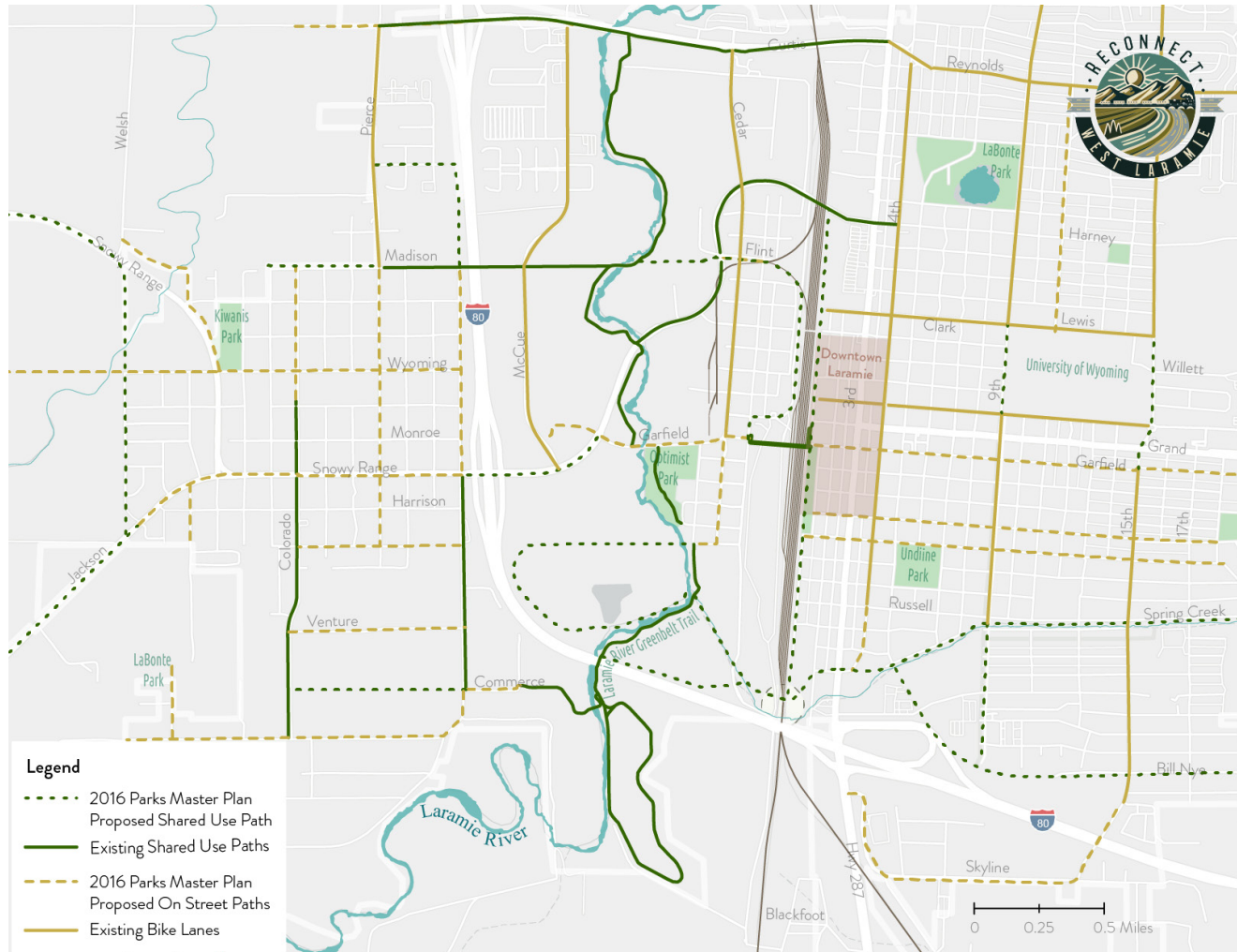
The City of Laramie recently pursued the Reconnecting Communities grant to identify multimodal opportunities to bring together West Laramie, the West Side, and Eastern Laramie. To support their grant application, the City hosted a series of outreach efforts to better understand the support for the project and the types of connections residents desire that would provide better access throughout the City. In total, the City hosted three workshops and administered an online survey.

Based on feedback and discussions with Laramie residents, business owners, students, and stakeholders, many initial concepts received merit to be studied in greater detail in the future. These included:

- Garfield Pedestrian Bridge: Study options to expand functionality of the footbridge to accommodate a wider variety of users, complete with observation platforms, ramp improvements, and weather protection
- Transit Circulator (underway): Study various transit options, routes, and other logistics that would best support the needs of Laramie residents
- Non-motorized Pathways: Study existing pathway assets and designate routes and crossings for additional trails and bikeways that would better connect the community



Previous and Ongoing Efforts



The City of Laramie Parks and Recreation Master Plan, adopted in 2016, is particularly insightful to **Reconnect West Laramie**. The plan noted recommended on-street bike lanes and shared use paths throughout the City of Laramie. The recommended multimodal network and implemented facilities from the 2016 plan are noted in Figure 3.

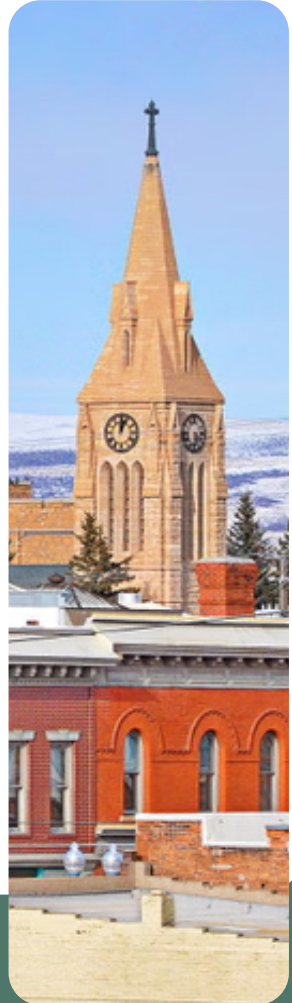
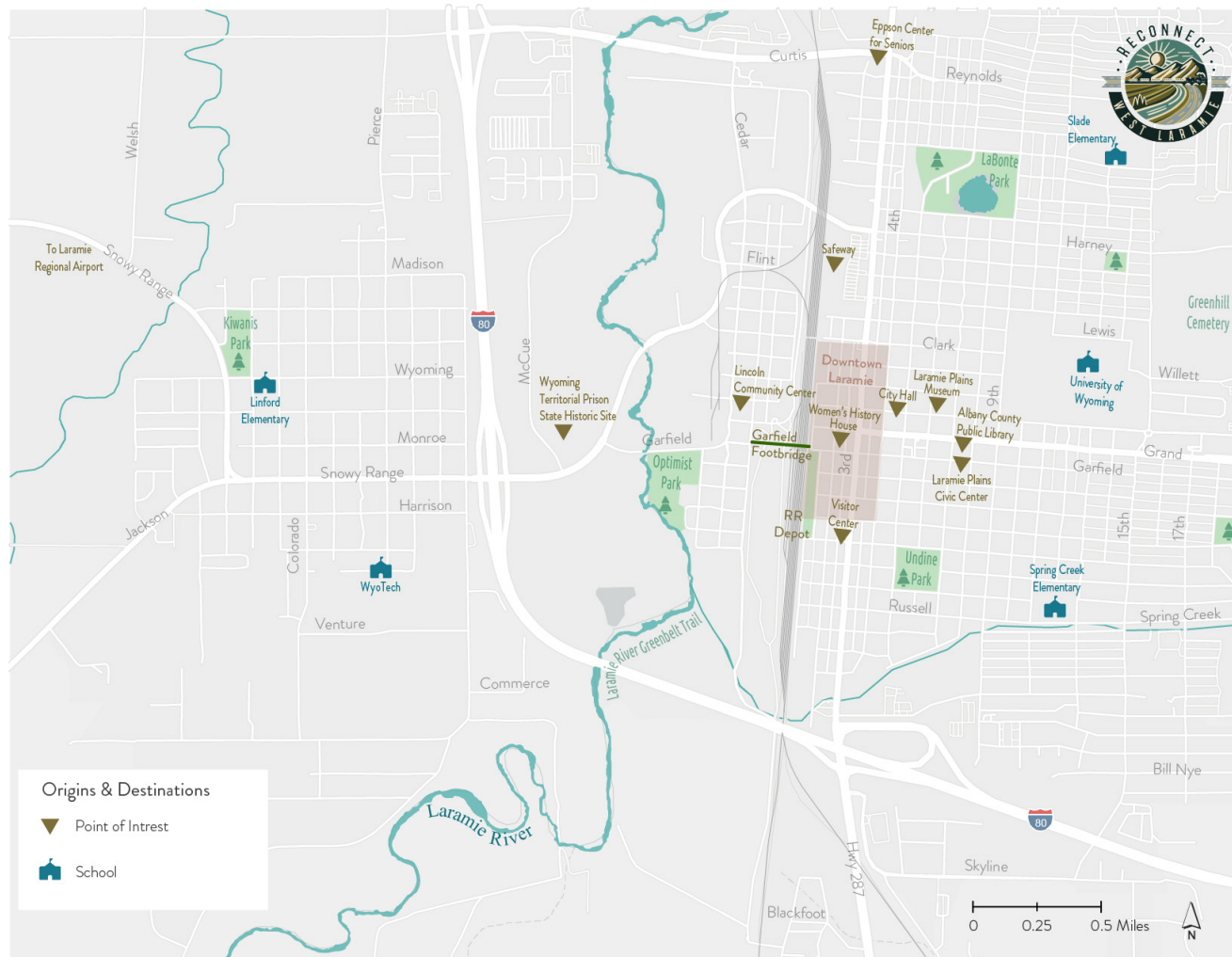


Figure 3: 2016 Parks Master Plan (Updated for 2025)

Destinations



Laramie is home to many local and regional destinations that offer cultural, environmental, economic, and social benefits to residents and visitors alike. These destinations should be easily and conveniently accessible by all modes of transportation, especially by transit, bicycle, and on foot. These destinations include a mix of recreational, educational, cultural, and economic points of interest, highlighted in Figure 4.

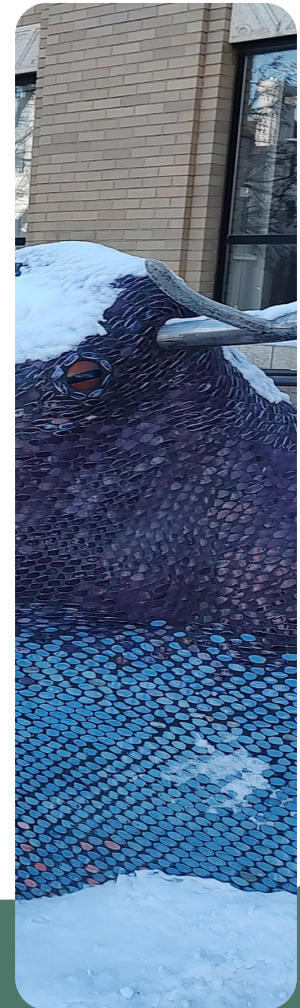


Figure 4: Destinations

Existing Transportation Assets



Laramie's residents and visitors utilize a range of existing formal and informal active transportation infrastructure and corridors in the project area. This infrastructure provides a strong multimodal foundation that will be utilized to create a stronger, more connected network.



Laramie River Greenbelt

The Laramie River Greenbelt Trail is 5.75-mile paved north-south trail running alongside the Laramie River. The trail generally runs from its northern terminus at Curtis Street, extending south past I-80 via an existing underpass. In addition to Curtis Street, the trail has connection points to Snowy Range Road, Garfield Street, Park Avenue/ Spruce Street in West Side, and Industry Drive.



Curtis Off-Street Bikeway

The Curtis Off-Street Bikeway is a nearly 1.50-mile shared use facility located along the southern side of Curtis Street between Pierce Street and 3rd Street. The bikeway connects directly to the northern terminus of the Laramie River Greenbelt Trail. This facility provides convenient multimodal access across I-80 and UPRR in northern Laramie.

Existing Transportation Assets



West Laramie Connector Project

The West Laramie Connector Project, currently in progress, will develop preliminary plans, specifications, and estimates for a shared-use pathway connector from Madison Street at Adams Street in West Laramie to Snowy Range Road at Flint Street in the West Side. The connector would make use of the Laramie River Trestle Bridge and the Madison Street Underpass along the Hans Peak Railroad alignment.



Garfield Pedestrian Bridge

The Garfield Pedestrian Bridge opened in 1930 to provide Union Pacific workers access to the railyard without crossing the tracks on foot. The nearly 900-foot-long Pratt through truss bridge is a visual icon for the community. The bridge is the only pedestrian/bicycle connection for West Laramie and West Side residents to cross the Union Pacific railyard.

Existing Transportation Assets



Snowy Range Overpass

Opened in 2018, the four-lane Snowy Range Overpass has a shared use path on the southern end and a sidewalk on the northern end. This bridge is a major link between Eastern and Western Laramie for drivers, bicyclists, and pedestrians. The bridge's location was chosen by the public as the best location for this crossing.

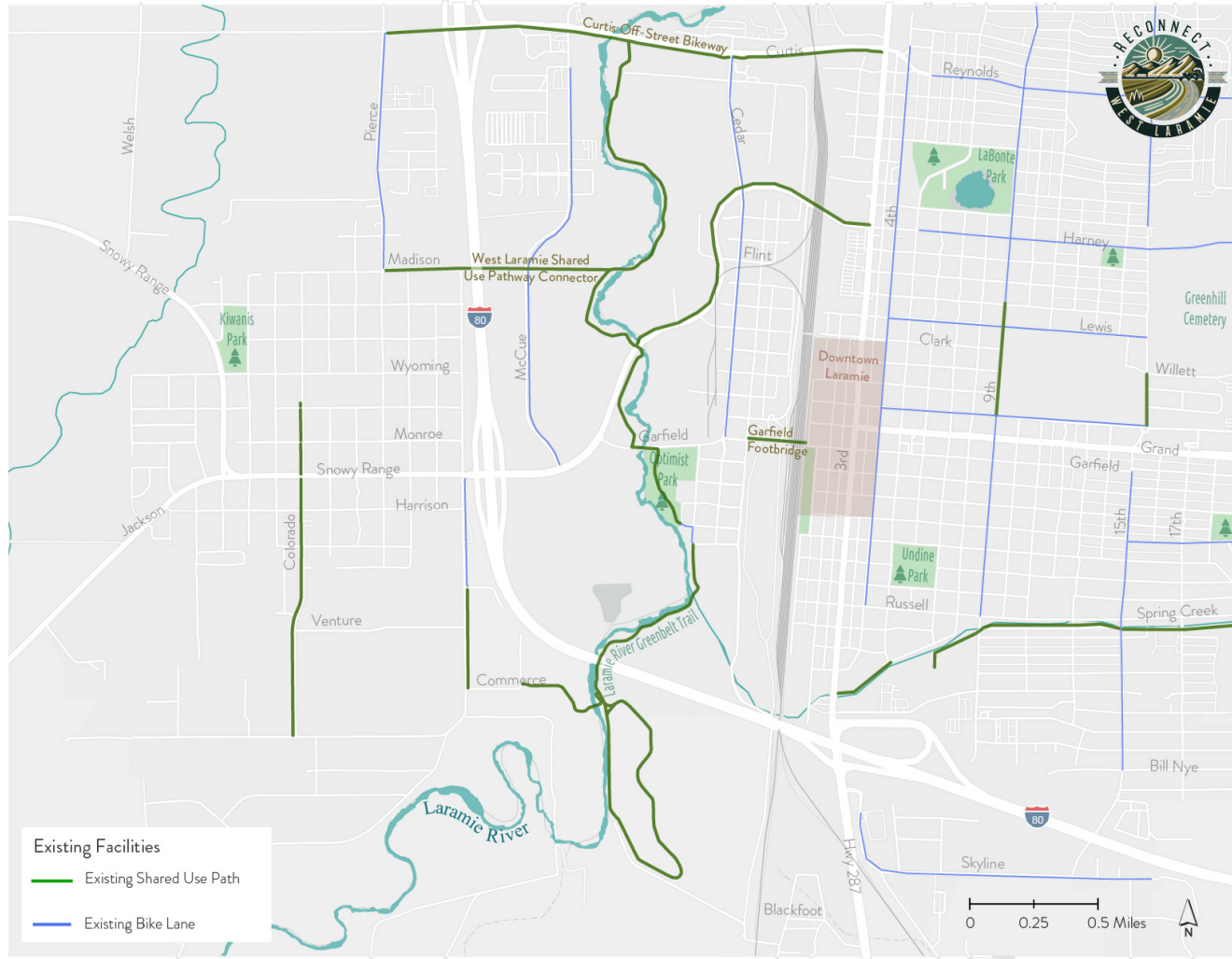


Transit

The University of Wyoming's Transportation Services Division operates transit in Laramie to provide students, faculty, staff, visitors, and the local community safe, reliable, and efficient transportation solutions. The transit system includes UWYO Roundup, consisting of three fixed bus routes, SafeRide, an on-call service operating late nights and weekends, and a Paratransit service for individuals unable to ride fixed routes.

The Eppson Center for Seniors operates their Senior Assisted Transportation Service (S.A.T.S.), offering door to door assisted transportation in Laramie's city limits for medical, personal, and social appointments. S.A.T.S operates 8:30 am to 3:30 pm Monday through Friday.

Existing Transportation Assets



Laramie also maintains on-street bicycle facilities highlighted in blue in Figure 5.



Figure 5: Existing Transportation Assets

Existing Pedestrian and Bicycle Activity

Laramie sees a significant amount of walking and bicycling activity on city streets, designated trails, and informal pathways. Strava Metro*, a software platform that aggregates active transportation use data, consolidates walking and bicycling trip data to identify hot spots and corridors where residents and visitors most commonly travel.

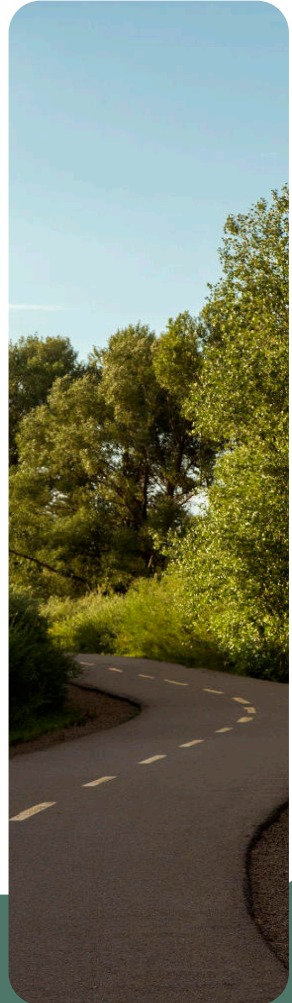
In Laramie, residents and visitors most commonly walk in and around the University of Wyoming (UWYO), in LaBonte Park, around Undine Park, and along the Laramie River Greenbelt Trail. Laramie streets that see the most pedestrian traffic include:

- 13th Street: UWYO to Arnold Street
- 9th Street: Bradley Street to Ivinson Avenue
- Ivinson Avenue: 4th Street to 15th Street
- Garfield Street & Pedestrian Bridge: Greenbelt Trail to 1st Street

In West Laramie, many walking trips extend from the Greenbelt Trail Industry (South) Trailhead, and include loops between Adams Street, Harrison Street, Colorado Avenue, and Riverside Drive. Many walking paths also are shown to and from Kiwanis Park.

Utilizing Strava Metro data, Figures 6 and 7 show common walking and bicycling routes for Laramie residents and visitors. Brighter (whiter) colors showcase heavy corridor use, whereas dimmer colors, such as orange or red demonstrate less common corridor use.

**Note: Strava Metro, while valuable for understanding active transportation patterns, may have limitations related to underrepresentation of certain demographics and skewed user groups.*



Existing Pedestrian and Bicycle Activity

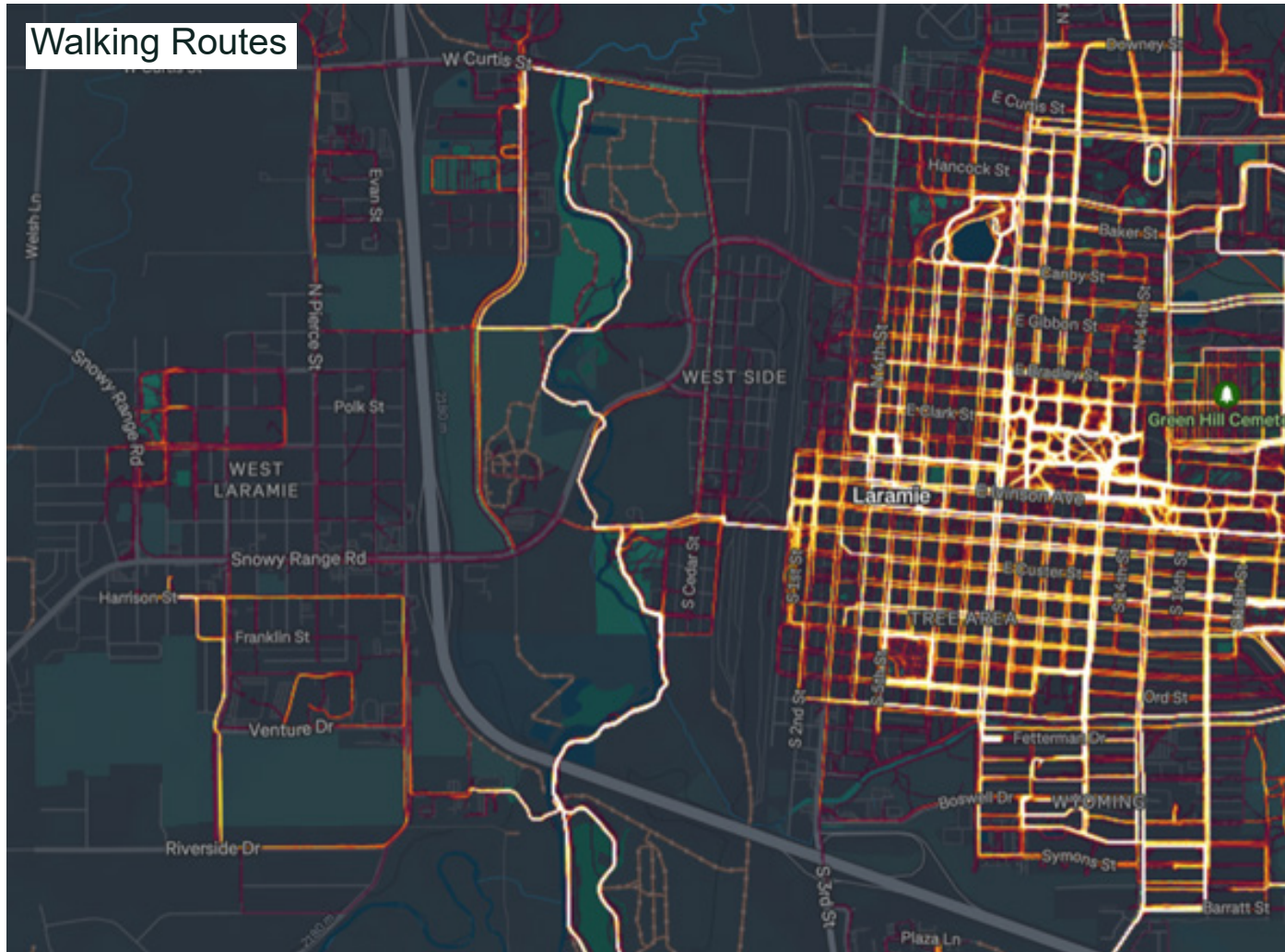


Figure 6: Common Walking Routes in Laramie



Existing Pedestrian and Bicycle Activity

Residents and visitors most commonly bicycle along the Laramie River Greenbelt Trail, around Undine Park, and within and around the University of Wyoming campus. Laramie Streets that see the most bicycle traffic include:

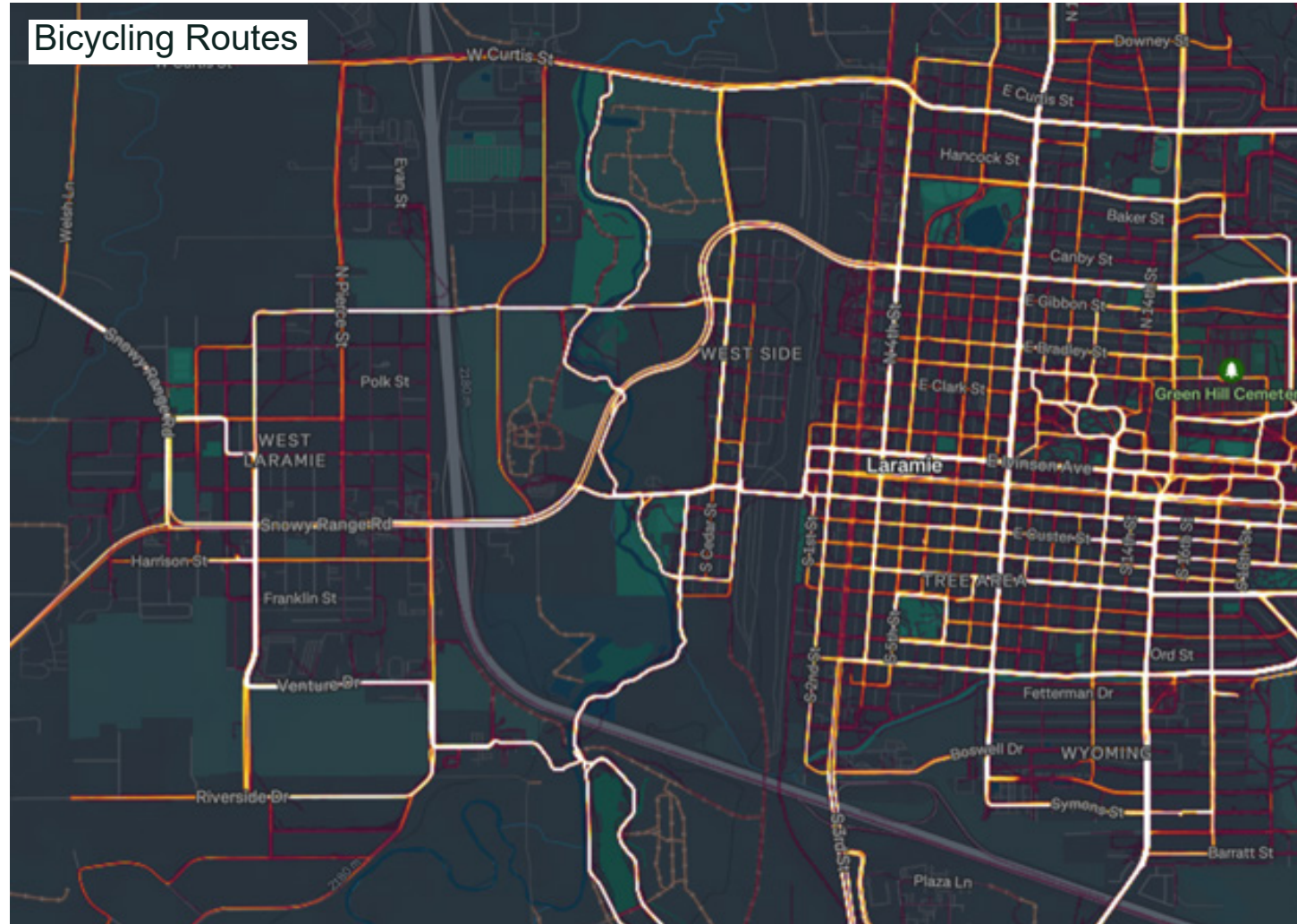
- Snowy Range Road: from beyond Welsh Lane to beyond 22nd Street
- 9th Street: from north of Reynolds Street to Symons Street
- 15th Street: from Grand Avenue to Skyline Road
- Garfield Street: from Snowy Range Road to beyond 18th Street

Bicyclists commonly use the informal pathway along Madison Avenue to enter and exit West Laramie and cross McCue Street. This connection will be formalized in the future through the West Laramie Connector project, which is currently in the design phase. Colorado Avenue, Venture Drive, and Riverside Drive are other common bicycle routes used in West Laramie.

Laramie BikeNet is a local resident-led organization dedicated to promoting safe, convenient, and fun cycling opportunities in and around Laramie. BikeNet provides resource maps for recommended bicycling routes within the City of Laramie and in nearby recreational areas. For more information on these recommended bicycling routes in Laramie, visit laramiebikenet.org/maps.



Existing Pedestrian and Bicycle Activity

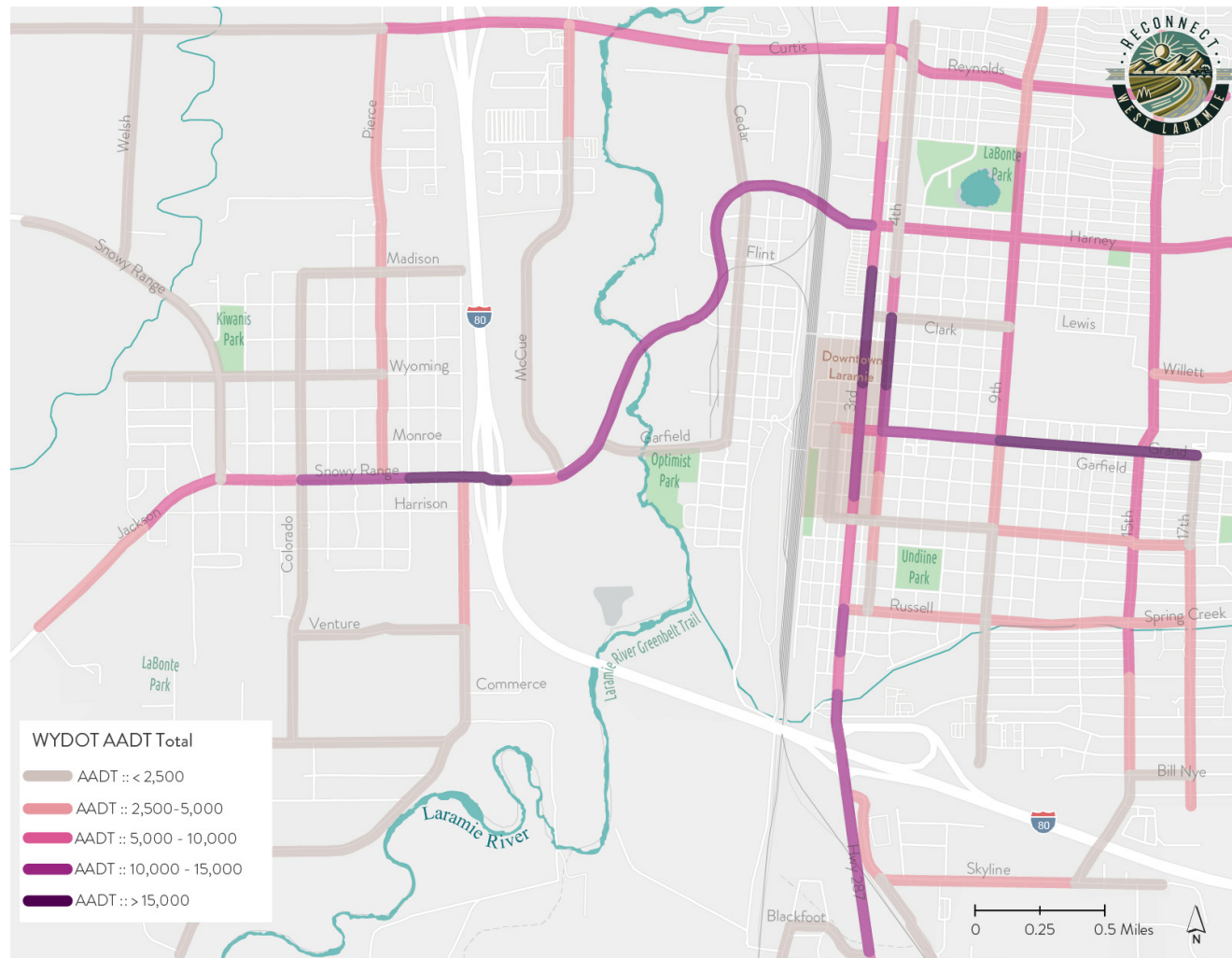


Source: Strava Metro



Figure 7: Common Bicycling Routes in Laramie

Traffic Volumes



The Wyoming Department of Transportation (WYDOT) provided 2023 annual average daily traffic (AADT) volumes for numerous roadway corridors in the project area. Figure 8 shows AADT in the project area. The highest AADT volumes in the study area are observed on Snowy Range Road, 3rd Street, and Curtis Street near I-80.



Figure 8: Annual Average Daily Traffic

Constraints

Active transportation constraints discourage travel by walking and bicycling and can include missing or incomplete infrastructure, physical barriers, high levels of traffic stress, and seasonal weather. Addressing these constraints will help close the gap between driving and other modes of transportation, improving community safety, accessibility, and resilience.



Crossing I-80 and the Union Pacific Railroad

The most substantial barriers between West Laramie and the rest of the city are I-80 and the UPRR rail yard. There are only four opportunities to cross the 2-mile stretch of I-80 to and from West Laramie between the Curtis Street overpass and the Laramie River Greenbelt Trail undercrossing, including the Madison Street undercrossing and at Snowy Range Road. The existing opportunities to cross UPRR to and from West Laramie and the West Side are at Curtis Street, Snowy Range Road, and the Garfield Pedestrian Bridge. Among these crossing opportunities, connections between them may be indirect for users or lack necessary multimodal infrastructure linking these connections to nearby neighborhoods.

Constraints



Missing Multimodal Infrastructure

Missing multimodal infrastructure is common in West Laramie, the West Side, and in other critical locations connecting the neighborhood to the rest of the city. There are no sidewalks along Snowy Range Road between I-80 and Garfield Street, a notable gap along an existing corridor connecting to West Laramie. In addition, there are no bicycle facilities on Snowy Range Road, underscoring the lack of east-west bicycle connections in the city. In West Laramie, many residential streets are not paved and do not have sidewalks. Pierce Street, one of the major north-south roadways in West Laramie, is paved, but is missing sidewalks between Madison Street and Monroe Street. In terms of vehicular traffic, there is also demand for a local east-west connection to reduce the need to drive on I-80.

Constraints



Crossing Snowy Range Road

There are limited marked crosswalks across Snowy Range Road on either side of I-80. West of I-80, Snowy Range Road only provides three crossing opportunities in West Laramie, at Pierce Street, Colorado Street, and Jefferson Street, creating a barrier between residents on either side of Snowy Range. East of I-80, there are no crossing opportunities on Snowy Range Road until Cedar Street, over 1 mile away, limiting access to assets such as the Laramie River Greenbelt Trail or the Wyoming Territorial Prison.

Constraints



Limited Transit Services

No fixed-route transit operates to, from, or within West Laramie. University of Wyoming does operate SafeRide, an on-call service is designed to offer “safe rides” home to users between the late-night hours of 10 pm and 2 am on weekdays. Limited access to transit services in West Laramie diminishes accessibility for all users, especially those who do not have access to a personal vehicle. Limited transit access also reduces opportunities to conveniently travel between West Laramie and other neighborhoods during inclement weather.

Opportunities

Identifying multimodal network opportunities is essential to creating an efficient and accessible transportation system. Five potential east-west corridors are identified as key opportunities to improve connections to and from West Laramie within the project area. These opportunity corridors would help provide residents with contiguous and direct multimodal access.



Curtis Opportunity Corridor

The Curtis Corridor is the northernmost opportunity corridor. This corridor is located at the northern boundary of West Laramie and would utilize Curtis Street and Reynolds Street. This opportunity corridor takes advantage of the existing Curtis Off-Street Bikeway which provides multimodal access across I-80 and the UPRR via existing overpasses. This opportunity corridor also links to the northern terminus of the Laramie River Greenbelt Trail.

Opportunities



Madison - Flint Opportunity Corridor

The Madison – Flint Corridor would generally follow Madison Street in West Laramie, Flint Street in West Side, and either Lewis Street, Clark Street or the existing Snowy Range overpass to cross. This opportunity corridor would utilize the existing Madison Street undercrossing and the Laramie River Trestle Bridge via the Hans Peak Railroad alignment. If a new bridge at Lewis Street or Clark Street is selected for the preferred alignment, this opportunity corridor faces a challenge crossing the UPRR between Snowy Range Road and the Garfield Pedestrian Bridge.

Opportunities



Garfield Opportunity Corridor

The Garfield Corridor is central to West Laramie, utilizing Snowy Range Road west of its intersection with Garfield Street, and then Garfield Street and the Garfield Pedestrian Bridge east of that intersection. This opportunity corridor exists today as the sole multimodal pathway between the West Side and Downtown Laramie south of Snowy Range Road. Connectivity improvements in this corridor would close gaps between neighborhoods and better activate the Laramie River Greenway and the Wyoming Territorial Prison State Historic Site.

Opportunities



Spring Creek Opportunity Corridor

The Spring Creek Corridor is the southernmost opportunity corridor, generally located along Venture Drive in West Laramie, adjacent to I-80 between the Laramie River and 3rd Street, and along Spring Creek Drive in Eastern Laramie. This opportunity corridor aims to establish a local east-west corridor in southern Laramie, providing better accessibility to major destinations including WyoTech and Spring Creek Elementary School. This opportunity corridor would require infrastructure investments to cross over I-80, the Laramie River, and the UPRR.

Opportunities



Riverside Opportunity Corridor

The Riverside Corridor is an exploratory opportunity that may utilize an existing at-grade rail crossing via Blackfoot Street from US 287. West of the rail crossing, Tie Plant Road connects to Chimney Lamp Road and Riverside Drive. This corridor is separated from the southern loop of the Laramie River Greenbelt Trail by approximately 100 feet.

Opportunities

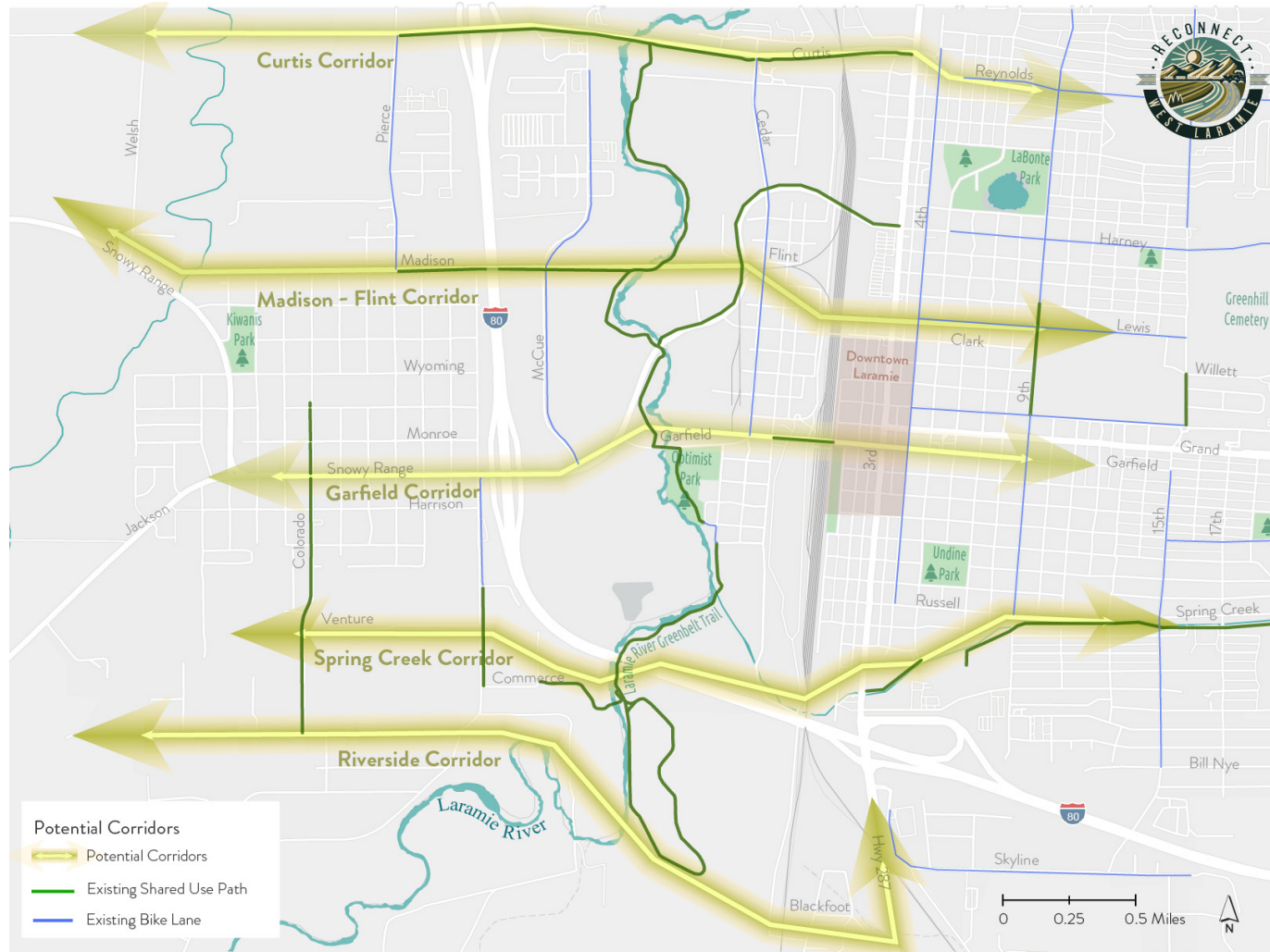


Figure 9: Opportunity Corridors

Early Community Engagement Activities

In late January 2025, the Reconnect West Laramie project team met separately with the City of Laramie's Parks & Recreation and Public Works Departments. The meetings provided clarity on the city's short-term projects as well as long-term vision for multimodal transportation, recreational opportunities, and connectivity. The meetings also emphasized the importance for Reconnect West Laramie to align with the City's Parks & Recreation Master Plan (2016), and the adopted Capital Investment and Construction Plan for Fiscal Years 2025 & 2026.

The project team presented the study's work plan and schedule to the Laramie Planning Commission on January 27, 2025 and to City Council on January 28, 2025. The Planning Commission and City Council were both invested in ensuring that public engagement is meaningful and robust for the study's duration, and were supportive in better connecting West Laramie, West Side, and Eastern Laramie with enhanced multimodal connections.

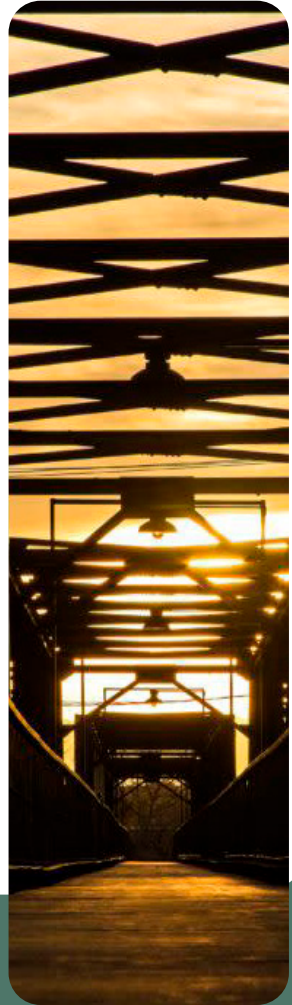
The project team also presented draft elements of this Existing Conditions Report to the Laramie Traffic Safety Commission on March 13, 2025. The traffic safety commission provided great insight on the greatest transportation challenges currently facing Laramie, and provided feedback on the most feasible connections among the proposed opportunity corridors.



Next Steps

The existing conditions summary is one of the first steps within **Reconnect West Laramie** project effort. Future steps include initiating a creative and multifaceted public engagement program to solicit feedback and gain support for a transportation plan by the public, Union Pacific, and city, county, and state elected officials. Public engagement efforts will be initiated with a series of stakeholder meetings beginning in March 2025 and key public engagement efforts are targeted to begin in June 2025.

In future phases on the planning effort, the project team will coordinate a visioning workshop, develop alternatives based upon stakeholder insight, and ultimately select preferred alternatives complete with illustrative exhibits. The **Reconnect West Laramie** final plan is anticipated to be complete by the Winter of 2025/2026.



Appendix: Previous Plans

In the past several years, the City of Laramie has completed a series of relevant planning and engagement efforts in the project area. These relevant planning and engagement efforts include:

- Reconnecting Communities Memo (2023)
- Downtown Development Plan (2011)
- Parks and Recreation Master Plan (2016)
- The West Laramie / Snowy Range Road Corridor Pedestrian / Bicycle Feasibility Study (2016)
- Wayfinding Master Plan (2018)
- Thrive Laramie: A Community and Economic Development Action Strategy for the Next 10 Years (2020)
- Major Street Plan (2024)
- EPA Brownfields Technical Assistance Conceptual Redevelopment Plan (2022)
- West Side Vision (2024)
- Bicycle & Pedestrian System Report (2018)



Appendix: Previous Plans

Reconnecting Communities Memo (2023)

The Reconnect West Laramie project is funded by a Reconnecting Communities Planning Grant and is intended to address barriers created by the Union Pacific Railyard and Interstate 80 (I-80), which have separated residents living west of these corridors from Downtown Laramie, the University of Wyoming, and healthcare services. The grant aims to improve connections between Laramie's West Side, West Laramie, and Eastern Laramie. To support the original grant application, the city hosted a series of outreach events, including workshops at Pedalpalooza, the Linford School Open House in West Laramie, and the Higher Ground Fair on the West Side to gather community input related to connectivity. The city also published an online survey for additional feedback. These events engaged a diverse range of residents, including students, cyclists, downtown business owners, families, educators, agricultural workers, low-income residents, and social workers.



Appendix: Previous Plans

Downtown Development Plan (2011)

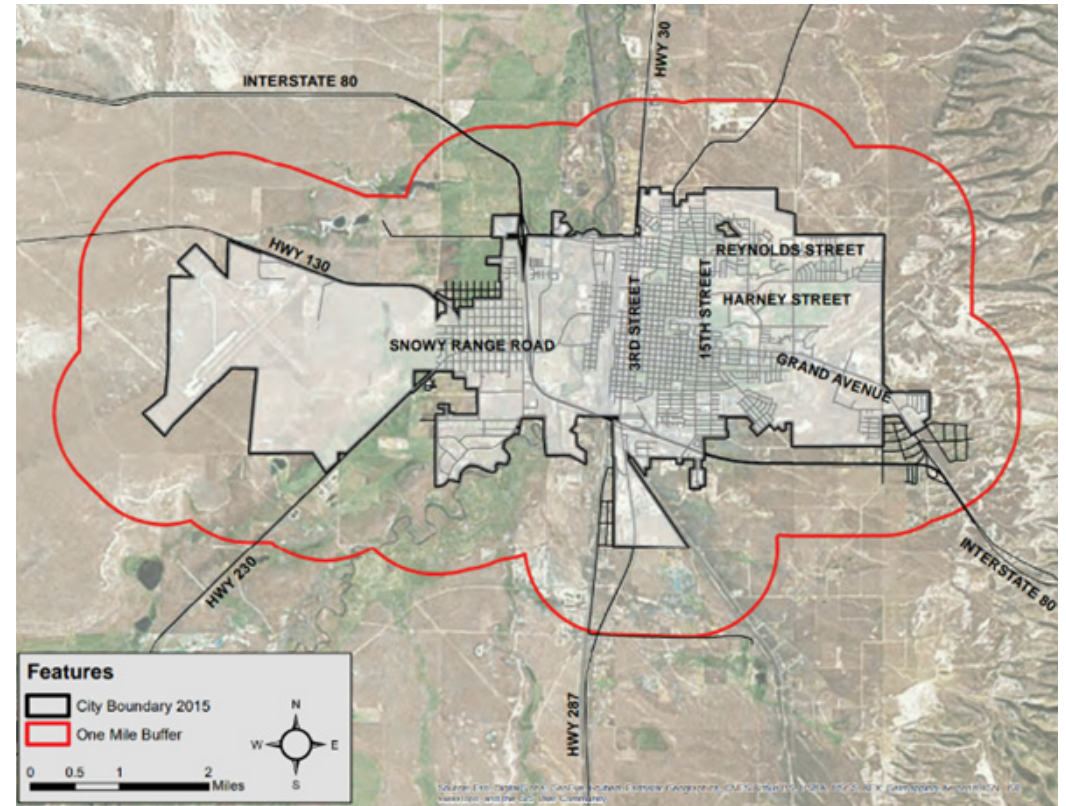
The Downtown Development Plan Update was completed in 2011 as a partnership between the City of Laramie and the Laramie Main Street program. This collaborative effort involved a team of consultants working alongside the City and Main Street program to assess the current physical conditions of downtown Laramie, identify opportunities to enhance its appeal as a destination, and outline strategies to attract investment. The plan focuses on improving infrastructure, promoting downtown's unique characteristics, and creating an environment that fosters economic growth and community engagement. By addressing these key areas, the plan aims to strengthen downtown Laramie as a vibrant, thriving hub for both residents and visitors.



Appendix: Previous Plans

Parks and Recreation Master Plan (2016)

The 2016 Parks and Recreation Master Plan was developed to achieve Laramie's vision for parks and recreation. The plan was shaped by public input, background information, and the expertise of the Ad Hoc Advisory Committee. Key goals include providing equitable parks and recreation services to all areas of the community, developing a parks, trails, and natural areas system tailored to Laramie and its surroundings, and establishing new parks in areas of deficiency or alongside new developments, treating parks as vital infrastructure. The plan also aims to enhance the community's visual appeal through beautification of City-owned areas, plan for future community needs with foresight, and create a sustainable funding mechanism that supports growth and development. Additionally, it calls for the creation of a continuous bike and pedestrian mobility loop connecting parks and natural areas and encourages collaboration with Albany County to secure permanent access to natural areas east of the city and the National Forest. These goals form the foundation for future parks and recreation development in Laramie.



Appendix: Previous Plans

The West Laramie / Snowy Range Road Corridor Pedestrian / Bicycle Feasibility Study (2016)

In 2016, the City of Laramie, through its Parks and Recreation Department, received a Transportation Alternatives Program (TAP) Grant to conduct a feasibility study for planning a shared-use bike path along Snowy Range Road in West Laramie. The study area spans from Cleveland Avenue to Garfield Street. Both the Laramie Comprehensive Plan and the Parks and Recreation Master Plan support the inclusion of bicycle and pedestrian infrastructure in this area. Furthermore, the Parks and Recreation Master Plan highlights the Interstate-80/Snowy Range Road interchange and the Snowy Range Road/Highway 130 intersections as key beautification corridors.



Appendix: Previous Plans

Wayfinding Master Plan (2018)

The 2018 Laramie Wayfinding Master Plan aimed to develop Laramie as a visitor destination by boosting visitor engagement with location attractions, curating the visitor experience, and spurring overnight visitation. The Master Plan established wayfinding signage design along with sign locations based upon City destinations. The plan recommended 34 high-speed directional trailblazer signs, 18 low-speed directional trailblazer signs, 2 pedestrian map signs, and 6 parking directional signs. About ten (10) vehicular signs were recommended along Snowy Range Road in West Laramie.



Appendix: Previous Plans

Thrive Laramie: A Community and Economic Development Action Strategy for the Next 10 Years (2020)

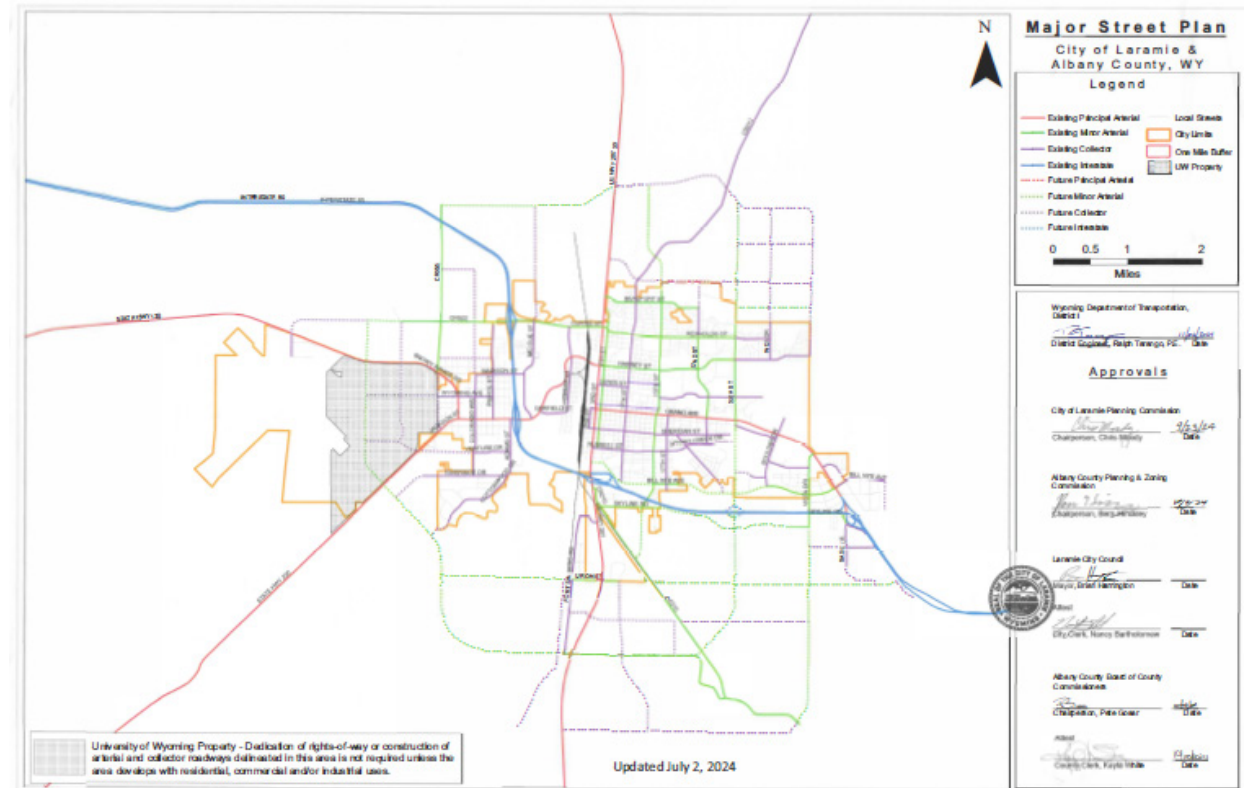
The recommendations outlined in Thrive Laramie are designed to guide Laramie toward its envisioned future as a vibrant cultural hub, a center of educational excellence, and a thriving economic opportunity for all its current and future residents. The plan emphasizes the importance of collaboration among Laramie stakeholders to collectively bring this vision to life. By working together, Laramie can foster growth and success over the next decade and beyond, positioning itself as a dynamic and inclusive community. The strategies and actions proposed in this plan serve as a roadmap to ensure Laramie's continued growth and prosperity, fostering a community where all individuals can thrive.



Appendix: Previous Plans

Major Street Plan (2024)

The “Major Street Plan” map, developed in 2024 by the Wyoming Department of Transportation, City of Laramie, and Albany County, provides a comprehensive overview of the region’s existing and future street network. It includes existing road classifications such as Principal Arterials, Minor Arterials, Collectors, and Interstates, along with proposed future roadways in these categories. The map also identifies Local Streets, City Limits, a One Mile Buffer surrounding the city, and University of Wyoming (UW) property. The purpose of creating the Major Street Plan for Laramie 2024 is to strategically plan for future street alignments, facilitating the growth of an effective and well-connected transportation system. This plan serves as a critical tool for guiding transportation infrastructure development in the region.



Appendix: Previous Plans

EPA Brownfields Technical Assistance Conceptual Redevelopment Plan (2022)

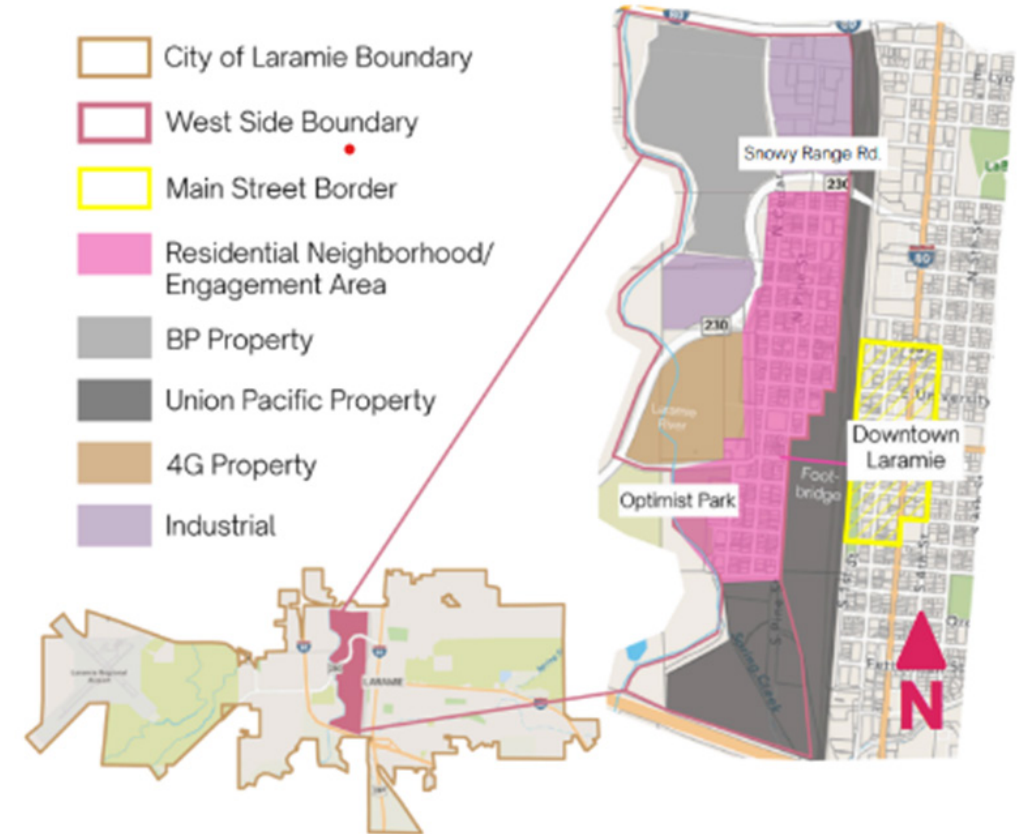
In 2022, The U.S. Environmental Protection Agency (EPA) Office of Brownfields and Land Revitalization (OBLR) provided technical assistance to Laramie to develop a conceptual site design plan for the West Side Laramie Brownfield site (4G Enterprise). The plan was created using background and planning information from the City of Laramie and feedback from three virtual stakeholder engagement sessions held between September and November 2021. These sessions brought together community organizations and public members to help shape the vision for the site. While the pamphlet offers a framework for future development, it is important to note that details such as building materials, business types, and park designs are yet to be finalized. The conceptual plan is intended to provide a dynamic vision for the property and the community's future development.



Appendix: Previous Plans

West Side Vision (2024)

In 2024, the City of Laramie City Council and Planning Department, in partnership with two students from the University of Colorado Denver's Urban and Regional Planning Master's Program, initiated the West Side Vision community visioning study. The study aimed to create an engagement process that listens to residents and builds on the existing strengths of Laramie's West Side neighborhood. Its primary goal was to capture the dreams, concerns, and desires of West Side residents in a document that could be presented to decision-makers in Laramie. West Side Vision seeks to provide a unified voice for residents, with the hope that the expressed desires will serve as a catalyst for future compatible development, community initiatives, and ongoing engagement.



Appendix: Previous Plans

Bicycle & Pedestrian System Report (2018)

This report was prepared to assist the legislature, local communities, and state agencies—including WYDOT, the Departments of Health, Tourism, State Parks, and the Business Council—in better understanding the opportunities, benefits, and challenges associated with bicycle and pedestrian pathways and natural surface trails. This report represents the first state-level effort of its kind to study these issues in Wyoming and to provide recommendations to the legislature and relevant agencies.

