

Laramie
WYOMING



RECONNECT WEST LARAMIE

DECEMBER 2025

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PROJECT OVERVIEW

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

Several physical barriers separate West Laramie and West Side from East 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 and West Side also face obstacles related to sidewalk and bicycle facility gaps, challenging roadway crossings, as well as limited wayfinding and transit connectivity. Reconnect West Laramie seeks to address these challenges and establish a range of potential strategies to improve Laramie’s multimodal transportation network.

The Reconnect West Laramie Plan includes an existing conditions analysis, project visioning, and robust public and stakeholder engagement, all culminating in the development, evaluation, and prioritization of more than three dozen strategies to improve connectivity in the project area. Identification of prioritized strategies within the Reconnect West Laramie Plan helps bring clarity to the proposed multimodal improvements in the near and long term. With prioritized strategies, the City of Laramie can be competitive in pursuit of local, state, and federal grant funding. City staff may also use the prioritized projects list to provide direction when developing future capital improvement program (CIP) budgets.

These strategies aim to close gaps in the existing transportation network, address safety concerns, and improve bicycle/ pedestrian comfort across the City. Proposed strategies range from small treatments (such as new crosswalks and sidewalk connections) to transformative investments (such as a new overpass over the existing Union Pacific corridor.) The strategies are intended to create connected multimodal pathways that would be attractive and safe alternatives to vehicle travel.



The project visioning and community engagement efforts are integral to the process completed to identify the proposed improvement strategies. Strategies are prioritized into 3 tiers using a set of scoring criteria. Ten of the 37 strategies are grouped as Tier 1 strategies - strategies that provide key connections to improve east-west multimodal connectivity to and from West Laramie. The location and description of the 10 Tier 1 strategies are shown in Figures ES 1 and Table ES 1.

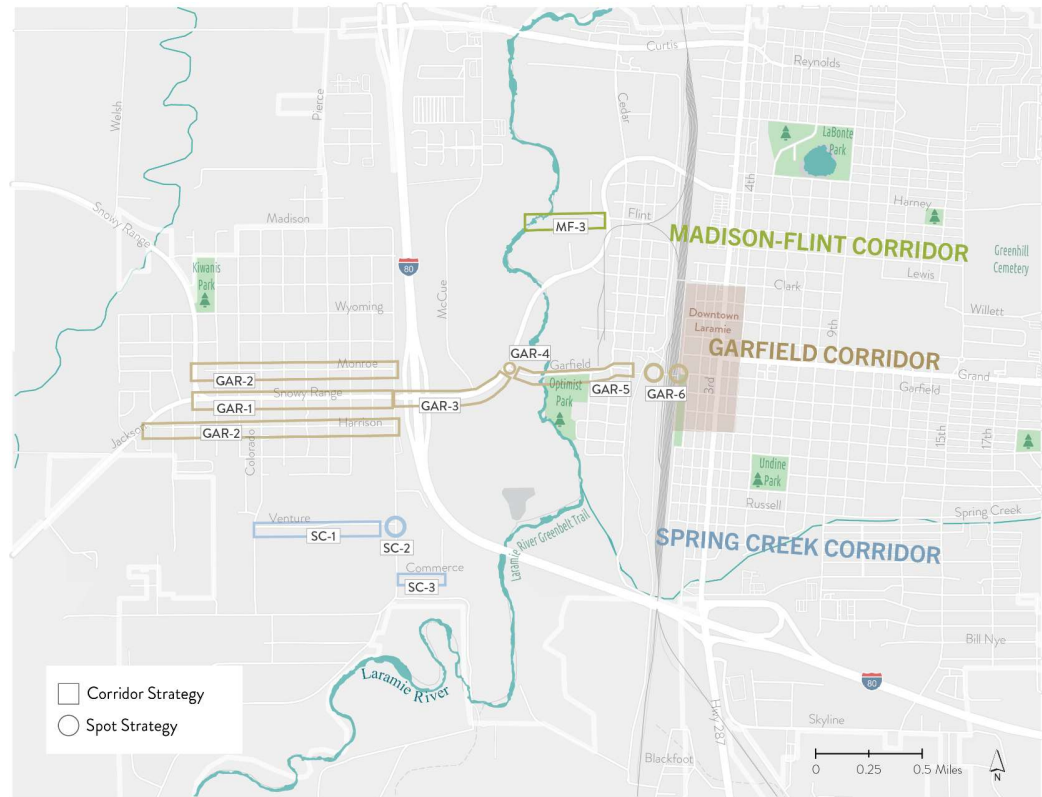


Figure ES 1. Map of Tier 1 Strategies

Table ES 1. List of Tier 1 Strategies

Strategy Label	Corridor	Strategy Name
MF-3	Madison-Flint	New Accessibility to Laramie River and Crossing across Snowy Range Rd at Flint St
GAR-1	Garfield	New Bike Lanes or Shared-Use Path on Snowy Range Rd between Hayes St and Adams St
GAR-2	Garfield	New Bike Lanes or Sharrows on Monroe St and Harrison St throughout West Laramie
GAR-3	Garfield	New Shared-Use Path on Snowy Range Rd between Adams St and Garfield St
GAR-4	Garfield	New Crossing across Snowy Range Rd at Garfield St
GAR-5	Garfield	Improved Bike/ Pedestrian Facilities on Garfield St between Snowy Range Rd and Pine St
GAR-6	Garfield	Improved east and west landings of the Garfield Footbridge
SC-1	Spring Creek	New Bike and Pedestrian Facilities on Venture Dr
SC-2	Spring Creek	New Crossing across Adams Ave at Venture Dr to existing Adams Shared-Use Path
SC-3	Spring Creek	New Shared-Use Path on Commerce Dr between Adams Shared-Use Path and Laramie River Greenbelt Trailhead





PROJECT OVERVIEW

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

PROJECT PURPOSE

Several physical barriers separate West Laramie and West Side 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 and West Side also face obstacles related to sidewalk and bicycle facility gaps, challenging roadway crossings, as well as limited wayfinding and transit connectivity. Reconnect West Laramie establishes a range of potential strategies to improve Laramie's multimodal transportation network.



PROJECT OBJECTIVES

The five project objectives for Reconnect West Laramie set the vision for the study and the framework for implementation.



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



PROJECT TIMELINE

The **Reconnect West Laramie** study is built upon significant previous and ongoing efforts undertaken by the City of Laramie to improve multimodal connects to and from West Laramie. Reconnect West Laramie follows a multistep process consisting of project visioning, public and stakeholder engagement, alternatives evaluation and more. The timeline presented in Figure 1 highlights key milestones in the study process.



Figure 1. *Timeline of Project Milestones*





OVERVIEW

Reconnect West Laramie evaluates the existing conditions, challenges, and opportunities for improving multimodal mobility and connectivity in the community. The existing conditions analysis established a foundation for development of effective multimodal strategies to overcome existing mobility constraints.

The existing conditions analysis summarizes previous and ongoing planning efforts, details existing Laramie destinations and transportation assets, and studies existing pedestrian and bicycle connectivity. The analysis also highlights multimodal transportation constraints, as well as opportunities within the existing transportation network to improve connectivity.



PREVIOUS AND ONGOING EFFORTS

The city is working on several parallel efforts to improve multimodal connectivity in the project area.

Residents of West Laramie have noted that unpaved roads and missing sidewalks make walking and bicycling uninviting. In response, the Laramie Public Works Department has identified paving local streets in West Laramie as a priority. Laramie's Capital Improvement Program for Fiscal Year 2025/2026 includes roadway paving and installing new sidewalks in combination with a stormwater project on Wyoming and Colorado Street, as shown in Figure 2.

The *West Laramie/ West Side Shared Use Pathway Connector Project* will produce design plans for a paved multi-use trail connection between Snowy Range Road and Pierce Street via Madison Street and the Hans Peak rail corridor.

The city is also preparing a Transit Study, which identifies strategies to expand transit service across the city. The Reconnect West Laramie planning effort included close coordination with the transit study team to ensure alignment in recommendations.

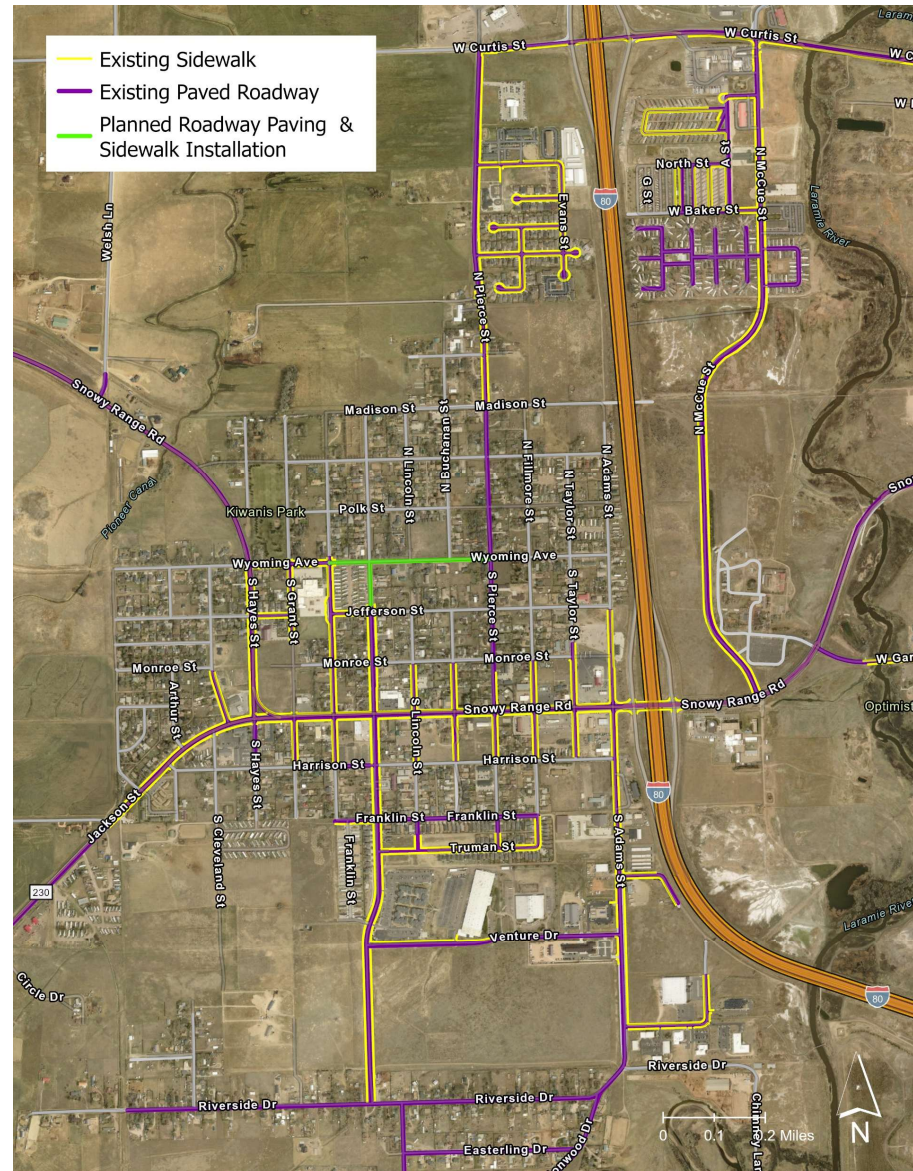


Figure 2. Existing and Planned Sidewalks and Roadways



EXISTING TRANSPORTATION ASSETS

Existing and proposed transportation assets in the project area include:

- Laramie River Greenbelt
- Curtis Off-Street Multi-Use Pathway
- West Laramie Connector Project
- Garfield Street Pedestrian Bridge
- Snowy Range Overpass
- UWYO Transit and Eppson Senior Assisted Transportation Service (SATS)
- The existing network of on-street bike lanes and sidewalks



EXISTING TRANSPORTATION CONSTRAINTS

Existing Transportation Constraints Include:

- Crossing I-80, Snowy Range Road, the Laramie River and the Union Pacific Railroad
- Multimodal Infrastructure Gaps
- Limited Transit Service in West Laramie



The analysis of the transportation network conditions, assets, and constraints culminated in establishing five *Opportunity Corridors* presented in Figure 3. These corridors are identified as the most intuitive and direct east-west pathways from West Laramie to other neighborhoods. The opportunity corridors are varied, as some utilize the existing street network, whereas others are more exploratory where existing roadways do not exist.

The five opportunity corridors are:

- **Curtis Corridor**, following Curtis Street/ Reynolds Street
- **Madison-Flint Corridor**, including Madison Street, Flint Street, and Lewis & Clark Streets
- **Garfield Corridor**, including Snowy Range Road and Garfield Street
- **Spring Creek Corridor**, including Venture Drive and Spring Creek Drive
- **Riverside Corridor**, following potential extensions of Riverside Drive and Blackfoot Street

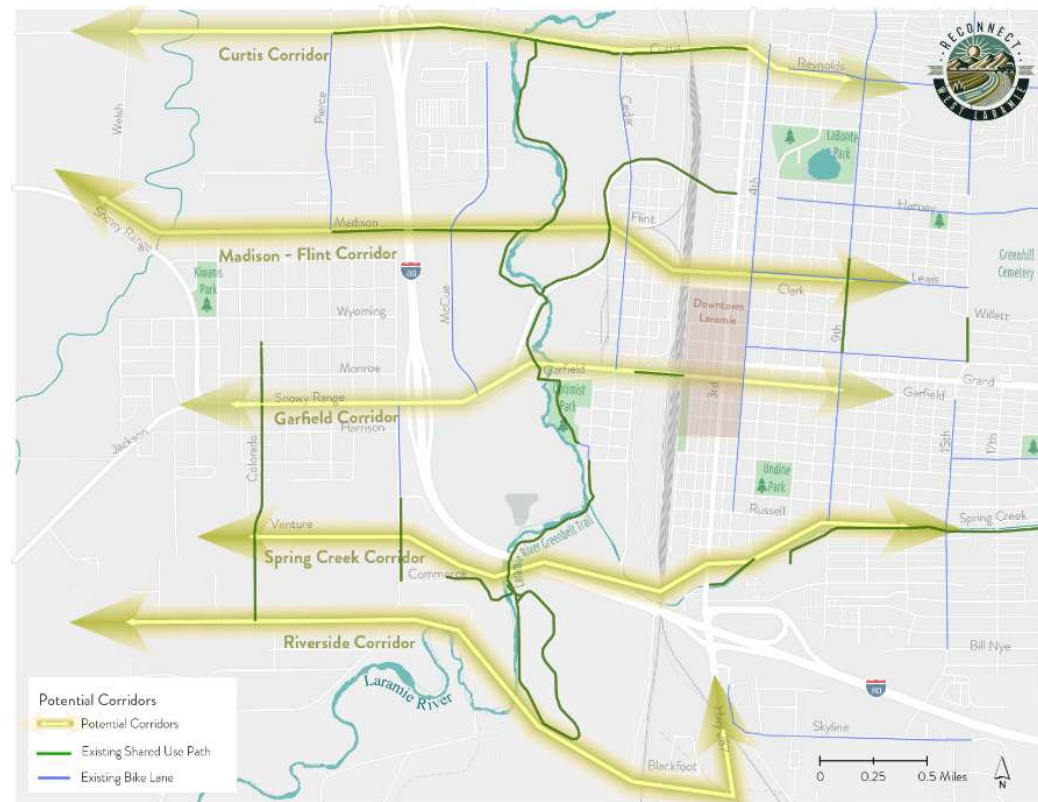


Figure 3. Opportunity Corridors

Please see Appendix A for the full Existing Conditions Report. For more information on the corridors see the Visioning chapter.





OVERVIEW

The Reconnect West Laramie planning effort included a visioning exercise to identify and shape strategies included in the five opportunity corridors. Through the visioning effort a range of connectivity and transportation safety strategies were identified, aiming to improve multimodal mobility in Laramie. In the Spring of 2025, city staff and the planning team conducted a visioning workshop to draft and define potential strategies along the five opportunities corridors. The visioning workshop was conducted using an online *Miro Board*, allowing the project team to propose strategies, make comments, and shape improvements collaboratively in real-time.

Potential strategies were grouped by opportunity corridor. In this process, a new category was established: off-corridor strategies. Off-corridor strategies focus on making north-south connections between the five opportunity corridors. An overview of each corridor's key destinations, limitations, and concepts is summarized below.

Please see Appendix B for the full Visioning Report.



CURTIS CORRIDOR

The Curtis Corridor is the northernmost opportunity corridor. This corridor is located along the northern boundary of West Laramie and follows the existing alignments of 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.

Key Destinations:

- Northern West Laramie
- Laramie River Greenbelt
- Eppson Center for Seniors
- Slade Elementary School

Limitations:

- Missing continuous multimodal connections, especially at intersections
- Car-centric network and environment
- Potential lower use corridor located further from West Laramie residential areas

Concepts:

- Continuous Shared-use Path from Welsh Lane to 3rd Street
- Safety and Multimodal Improvements at and east of 3rd Street



Figure 4. Curtis Opportunity Corridor



MADISON-FLINT 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 the UPRR corridor. This opportunity corridor would utilize the existing Madison Street undercrossing of I-80 and the Laramie River Trestle Bridge via the Hans Peak Railroad alignment. The West Laramie Connector Project, led by the City of Laramie Parks and Recreation Department, includes preliminary design plans for a shared-use pathway between Madison Street to Snowy Range Road at Flint Street.

Key Destinations:

- Laramie Regional Airport
- Laramie River Greenbelt
- Gateway Plaza/ Safeway
- University of Wyoming

Limitations:

- Feasibility of utilizing the railroad alignment through state property
- Crossing the UPRR rail yard
- Crossing Snowy Range Road at grade

Concepts:

- Shared-use path along Madison Street from I-80 heading west
- West Laramie Connector Project
- Navigating West Side and the Union Pacific Railroad
- Safety and Multimodal Improvements east of 2nd Street

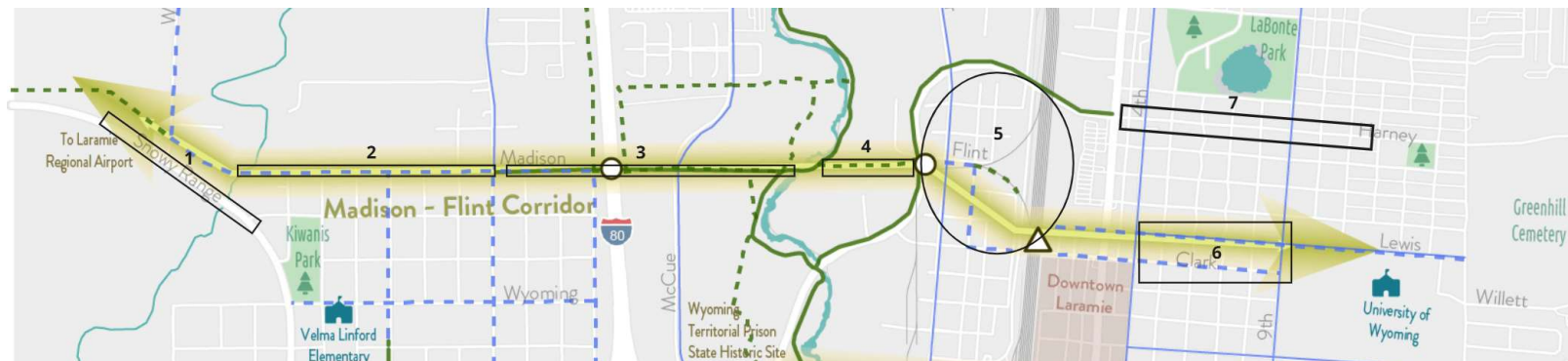


Figure 5. Madison-Flint Opportunity Corridor



GARFIELD 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 existing Garfield Footbridge east of that intersection. The footbridge exists today as the sole multimodal connection 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.

Key Destinations:

- Downtown West Laramie
- Wyoming State Territorial Prison
- Laramie River Greenbelt
- Optimist Park
- Downtown Laramie
- Laramie Civic Center

Limitations:

- Few existing multimodal facilities
- Snowy Range Road lacks pedestrian and bicycle facilities in some segments, crossing under I-80 is challenging on foot or bike

- Garfield Footbridge has limited capacity and width for cyclists

Concepts:

- Multimodal Enhancements in West Laramie
- Garfield Street Connection between West Laramie and the Footbridge
- Downtown and East Laramie Improvements

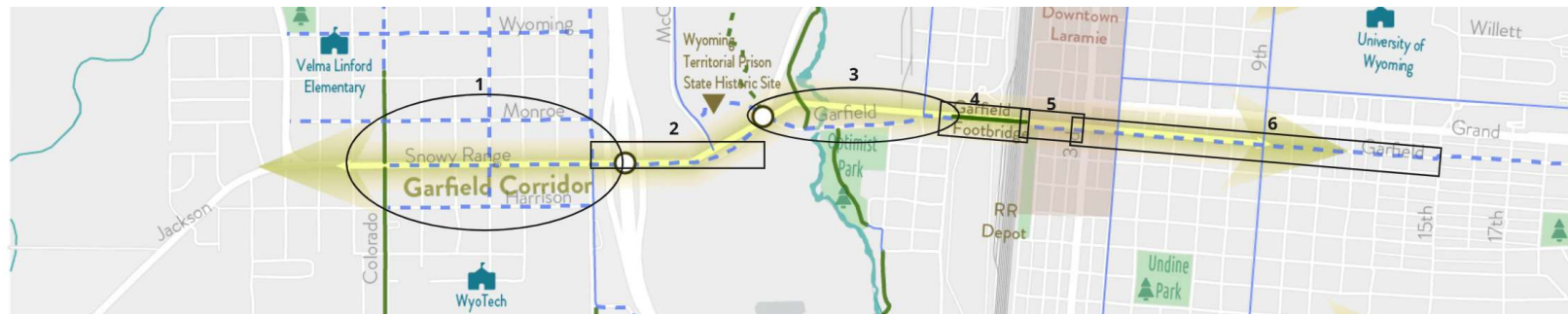


Figure 6. Garfield Corridor Opportunity Corridor



SPRING CREEK CORRIDOR

The Spring Creek Corridor is generally located along Venture Drive in West Laramie, parallel to I-80 between the Laramie River and 3rd Street, and along Spring Creek in East Laramie. This opportunity corridor aims to establish a new 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 significant infrastructure investments to cross I-80, the Laramie River, and the UPRR corridor.

Key Destinations:

- WyoTech
- Laramie River Greenbelt
- Spring Creek Elementary School

Limitations:

- Feasibility of crossing I-80, the Laramie River, and the UPRR rail corridor

Concepts:

- Venture Drive adjacent to WyoTech
- Grade separated crossings of I-80, Laramie River, and UPRR between Adams Street and 3rd Street
- Multimodal connection east of 3rd Street



Figure 7. Spring Creek Corridor Opportunity Corridor



RIVERSIDE CORRIDOR

The Riverside Corridor is a future opportunity corridor that could utilize an existing at-grade rail crossing via Blackfoot Street west of 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.

Key Destinations:

- WyoTech Campus
- Laramie River Greenbelt
- US 287 Shared-Use Path

Limitations:

- Multi-jurisdictional ownership of roadways and property

Concepts:

- Trail Expansion south of WyoTech
- Laramie River Crossing and Connection to Greenbelt Trail
- Rail Crossing and Connection to Hwy 287



Figure 8. *Riverside Corridor Opportunity Corridor*



OFF-CORRIDOR STRATEGIES

In general, north-south multimodal connectivity in Laramie is positive, highlighted by the Laramie River Greenbelt Trail, and numerous bike facilities on roadway segments such as Colorado Avenue, Pierce Street, Adams Street, and McCue Street, Cedar Street. The proposed off-corridor strategies intend to fill the remaining north-south gaps between the opportunity corridors, to ensure that residents can safely and conveniently travel to their closest or intended opportunity corridor. Off-corridor strategies would turn the Laramie multimodal transportation network into a grid network, providing greater accessibility and safety, as well as faster travel times, especially for West Laramie residents.

Key Destinations:

- Linford Elementary School
- Kiwanis Park
- Wyoming State Territorial Prison
- Laramie River Greenbelt

Limitations:

- Many streets are not yet paved in West Laramie
- Feasibility of utilizing the right-of-way through state property
- Feasibility of utilizing UPRR land and crossing under I-80

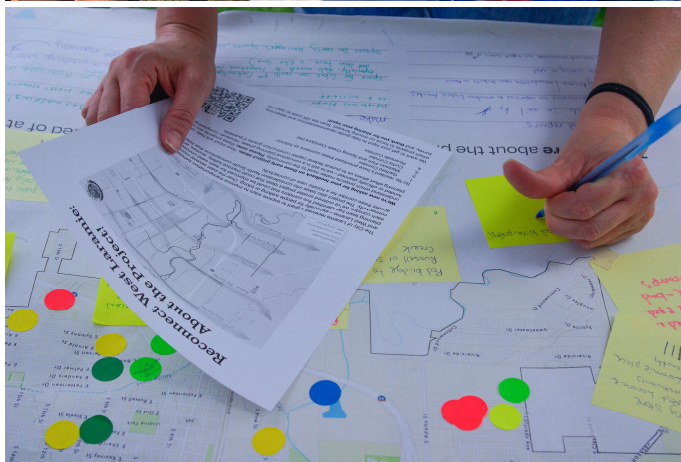
Concepts:

- General north-south connectivity



Figure 9. Off-Corridor Strategies





OVERVIEW

Stakeholder and public engagement is a cornerstone of this project, helping shape strategy development and receiving community input on potential multimodal strategies for Laramie. The engagement strategy was designed to be intuitive, accessible, and inclusive, meeting people where they were through in-person pop-up activities, focused stakeholder meetings and online tools. Engagement activities were scheduled between March and September 2025.

Two online map-based surveys and numerous community events provided opportunities for residents to share priorities and concerns, while direct stakeholder meetings brought together agencies and community organizations to ensure diverse perspectives were represented. University of Wyoming students contributed to engagement through a capstone course by conducting intercept surveys and sharing project information with the community, reinforcing the project's local roots and community connection.

Feedback gathered through these efforts informed corridor prioritization, shaped investment strategies, and guided implementation phasing. By blending digital tools, face-to-face interactions, and local partnerships, the engagement process ensured decisions reflected community needs and priorities.

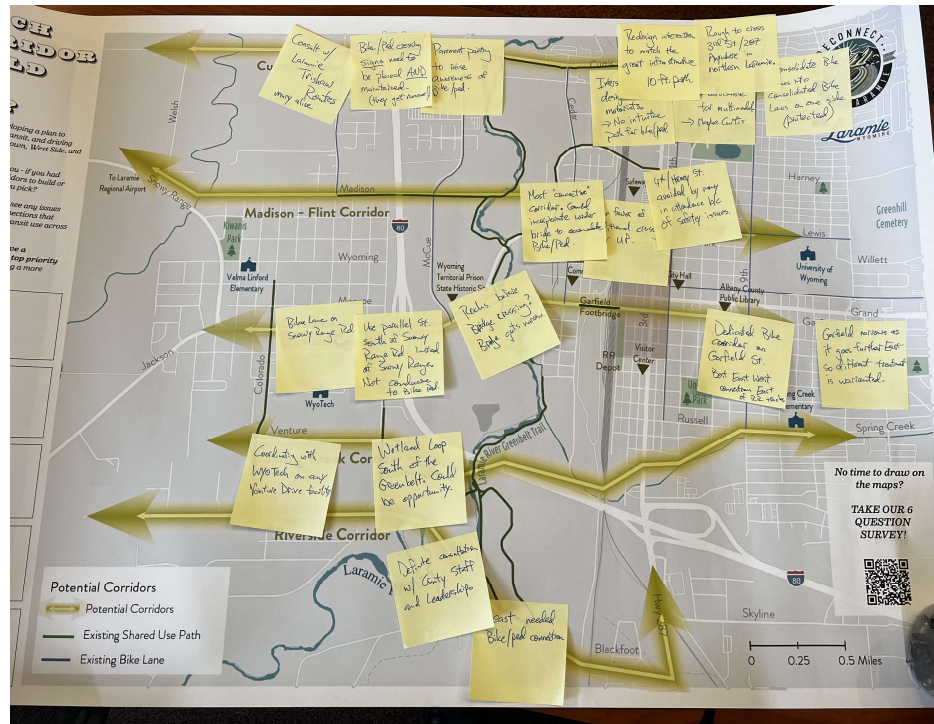


STAKEHOLDER ENGAGEMENT

The project team conducted targeted outreach with key organizations and agencies to ensure the Reconnect West Laramie Plan reflected community priorities and technical considerations. Early engagement allowed stakeholders to influence the plan from the outset, ensuring corridor-level strategies were grounded in local knowledge and practical needs. This feedback helped narrow the range of concepts and refine design approaches.

The following agencies and organizations participated in direct stakeholder engagement:

- **BikeNet**, May 12, in-person meeting
- **Historic Preservation Board & WY Territorial Prison**, April 18, in-person meeting
- **Laramie Chamber Business Alliance**, May 12, in-person meeting
- **Laramie Main Street**, April 18, in-person meeting
- **University of Wyoming**, May 16, virtual meeting
- **WyoTech**, May 16, virtual meeting
- **West Side League of Neighbors**, April 18, in-person meeting
- **WYDOT**, May-October, three virtual meetings
- **Union Pacific Railroad**, ongoing



Detailed summary of each meeting is provided in **Appendix C**.



PUBLIC ENGAGEMENT

Public engagement for the project was structured in two phases; each designed to gather meaningful input from the community and ensure that local perspectives shaped the planning process. Across both phases, numerous activities were conducted to reach a wide audience and provide multiple opportunities for participation.

Phase 1 focused on introducing five proposed corridors and collecting feedback on these options, as well as identifying transportation challenges and community needs. Engagement during this phase included an online survey and a series of in-person intercept surveys at popular locations throughout Laramie, led by University of Wyoming students. Phase 1 activities occurred between March and May 2025.

Phase 2 shifted the focus toward refining strategies for each corridor and prioritizing investments. This phase sought input on which corridors should receive investment first and how strategies should be prioritized. Outreach included a second online survey and participation in community pop-up events and a community bike ride led by city staff that provided opportunities for direct interaction and discussion. Phase 2 activities took place between June and September 2025.

For full summaries of each event and activity occurring in Phase 1 and Phase 2, refer to **Appendix C**.



Source Credit: Laramie Boomerang





STRATEGY DEVELOPMENT PROCESS

The strategy development process followed a multi-step course of action to develop recommendations to improve connectivity and accessibility between West Laramie, the West Side, and East Laramie. Preferred strategies were initially developed through assessment of existing assets and constraints, refined through the visioning process, and advanced based on feedback from the Laramie community and other stakeholders. The community's feedback has been vital in ensuring that recommended strategies reflect improvements Laramie residents would like to see to enhance connectivity in their city.

A total of 37 infrastructure strategies are recommended, including a mix of pedestrian, bicycle, and vehicular improvements. These strategies are intended to improve access for all residents, regardless of their mode of transportation. The strategies range from small treatments (such as new crosswalks and sidewalk connections) to transformative investments (such as a new overpass over the existing Union Pacific corridor.)



DESIGN TREATMENT TOOLBOX

Shared-Use Path



An off-street facility designed for use by multiple non-motorized users, typically pedestrians and bicyclists. It is physically separated from motor vehicle traffic and usually paved.

Conventional Bike Lane



A striped on the roadway designated for exclusive use by bicyclists. It is typically located adjacent to the curb or parking lane and marked with bike symbols and directional arrows.

Painted Bike Lane



An on-street bicycle facility marked by pavement striping and bike symbols to designate space for bicyclists.

Bicycle Boulevard/ Sharrows

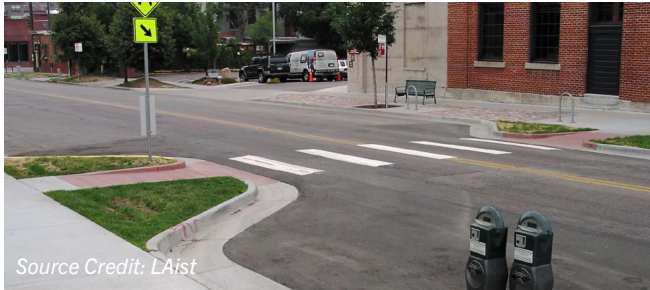


A low-speed, low-volume street optimized for bicycle travel. Motor vehicle access is allowed, but traffic calming measures, signage, and pavement markings prioritize bicycles.



DESIGN TREATMENT TOOLBOX

Pedestrian Bulbout/ Curb Extensions



A sidewalk extension into the parking lane at intersections or mid-block crossings. Shortens pedestrian crossing distance, improves visibility between pedestrians and drivers, and can provide space for amenities like seating or landscaping.

Pedestrian Hybrid Beacon (PHB)



A traffic control device used at mid-block or uncontrolled crossings. It remains dark until activated by a pedestrian, then displays a sequence of flashing solid red lights to stop traffic and allow pedestrians to cross safely. This treatment is commonly installed on multi-lane roads where a full stop is necessary for pedestrian safety.

Mid-Block Crossing



A pedestrian crossing located between intersections. Provides a designated point for pedestrians to cross the street when destinations or walking routes do not align with intersections. These crossings improve connectivity and reduce out-of-direction travel for pedestrians.

Rectangular Rapid Flashing Beacon



A user-activated warning device installed at pedestrian crossings. It uses high-intensity, rapidly flashing yellow lights mounted below pedestrian crossing signs to alert drivers of pedestrians waiting to cross. RRFBs are typically used at lower speed, uncontrolled crossings to improve visibility and driver yielding.



STRATEGY INTRODUCTION

Each of the five opportunity corridors, along with off-corridor locations, include several potential multimodal strategies that would enhance network accessibility and connectivity. The location of all 37 strategies is shown in Figure 10. The name of each of the 37 strategies by corridor is provided on the following pages. For a full description of each strategy see Appendix D.

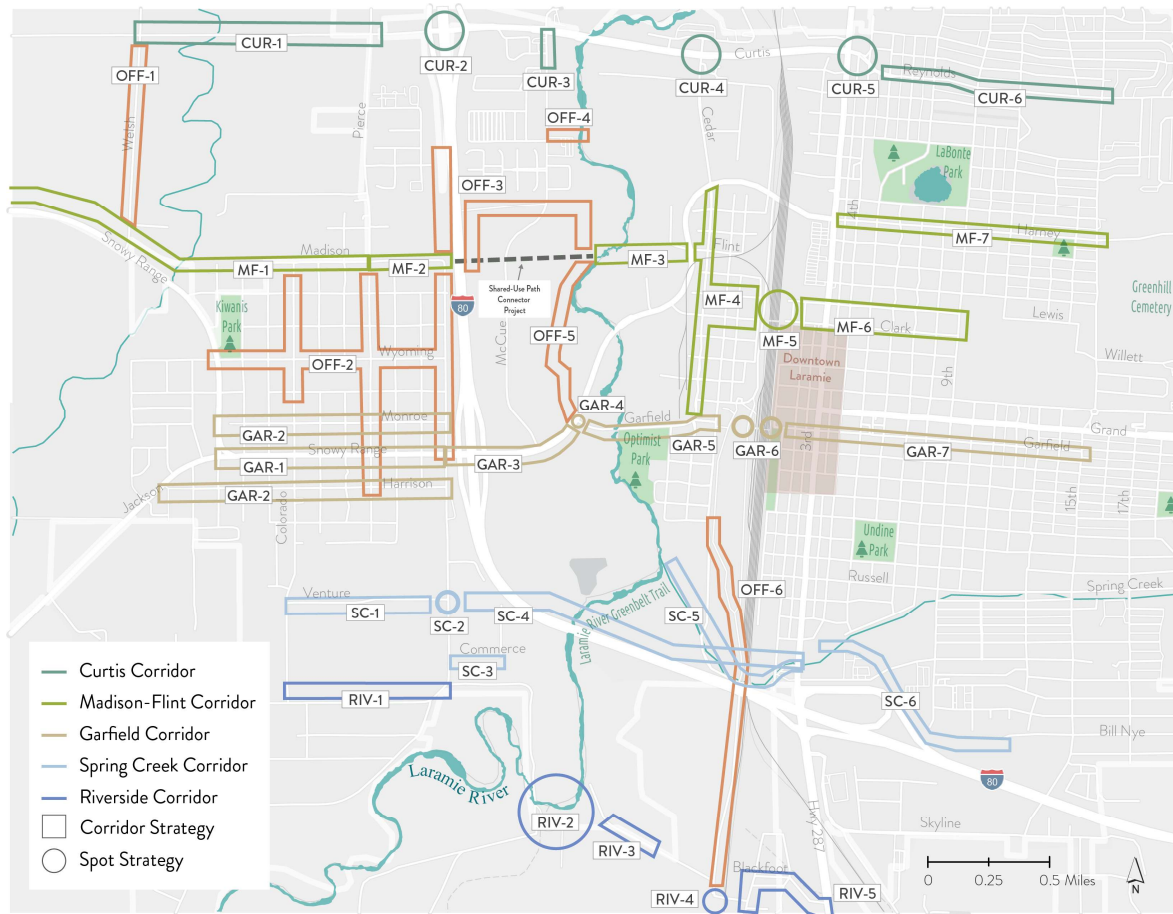


Figure 10. 37 strategies



CURTIS CORRIDOR

The Curtis Corridor begins generally around Welsh Lane and extends eastward along Curtis Street, crossing over I-80, connecting to the Laramie River Greenbelt Trail, and crossing over the UPRR rail corridor. The corridor transitions to E Reynolds Street at 3rd Street. The corridor continues along E Reynolds Street to 15th Street. There are six proposed strategies identified for this corridor, including a mix of pedestrian/bicycle infrastructure and safety treatments.

Table 1. *Curtis Corridor Strategies*

Strategy No.	Strategy Label	Strategy Name
1	CUR-1	New Shared-Use Path on Curtis St from Welsh Ln to Pierce St
2	CUR-2	Improved Crosswalks at I-80 On/ Off Ramps
3	CUR-3	New Bike Lanes on McCue St from Curtis St to Lyons St
4	CUR-4	New Crosswalks at Curtis St and Cedar St
5	CUR-5	New Protected Intersection at 3rd St & 4th Streets
6	CUR-6	Improved Bike Lanes on Reynolds St

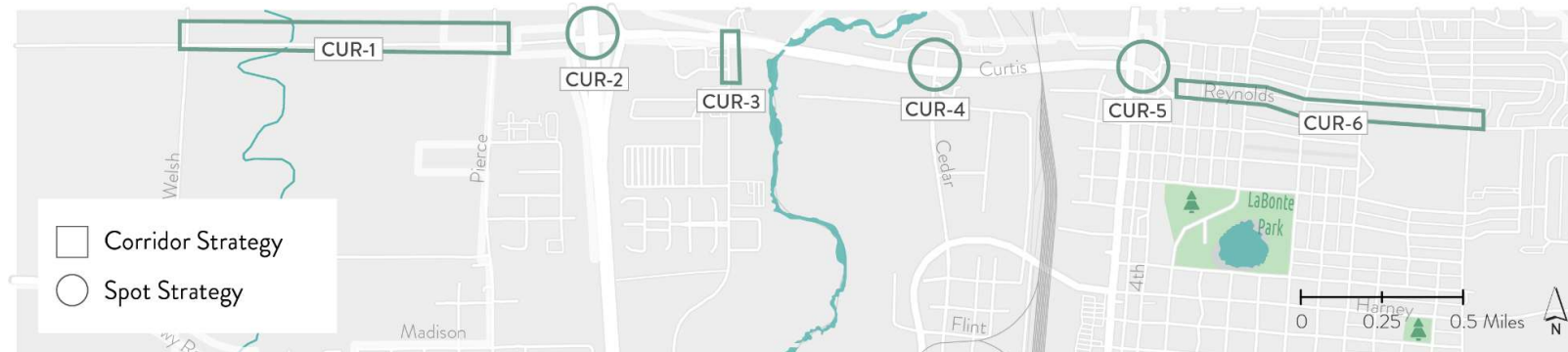


Figure 11. *Curtis Corridor Strategies Map*



MADISON-FLINT CORRIDOR

The Madison-Flint Corridor begins in the west at the Laramie Regional Airport and follows the former Hans Peak Railroad corridor to Madison St in West Laramie. The corridor continues under I-80 and across the Laramie River Trestle Bridge to the intersection of Snowy Range Road and Flint Street in West Side. From this point, there are three potential locations for crossing the UPRR rail yard at Lewis Street, Clark Street, or the existing Snowy Range Road overpass. East of the UPRR rail yard, the corridor would terminate at 15th Street. There are seven strategies identified for this corridor, including new multimodal access corridors highlighted by a potential new overpass across the UPRR railyard. It should be noted that this overpass is not prioritized over a potential overpass along the Spring Creek corridor near I-80.

Table 2. Madison-Flint Corridor Strategies

Strategy No.	Strategy Label	Strategy Name
7	MF-1	New Shared-Use Path along Hans Peak Railroad Alignment between Airport and Pierce St
8	MF-2	New Shared-Use Path on Madison St between Pierce St and Adams St
9	MF-3	New Accessibility to Laramie River and Crossing across Snowy Range Rd at Flint St
10	MF-4	Improved Access and Wayfinding from Flint St to Railyard Bridges
11	MF-5	New Bike/ Pedestrian Bridge at Clark St or Lewis St
12	MF-6	Improved Bike/ Pedestrian Accessibility on Clark St or Lewis St
13	MF-7	Improved Bike/ Pedestrian Accessibility on Harney St



Figure 12. Madison-Flint Corridor Strategies Map



GARFIELD CORRIDOR

The Garfield Corridor generally begins at the Snowy Range Road intersection with Jackson Street in West Laramie, and follows Snowy Range Road east through West Laramie until reaching Garfield Street. The corridor continues on Garfield Street through the West Side, utilizing the existing Garfield Footbridge to cross the UPRR rail yard into Downtown Laramie. The corridor continues on Garfield Street east until 15th Street. There are seven strategies identified for this corridor, including new multimodal access on existing streets and new amenities at the existing footbridge. Strategies do not include modifications to the Garfield Footbridge. However, improvements are recommended at the bridge landings, which include enhanced wayfinding, seating, and landscaping to improve the user experience.

Table 3. Garfield Corridor Strategies

Strategy No.	Strategy Label	Strategy Name
14	GAR-1	New Bike Lanes or Shared-Use Path on Snowy Range Rd between Hayes St and Adams St
15	GAR-2	New Bike Lanes or Sharrows on Monroe St and Harrison St throughout West Laramie
16	GAR-3	New Shared-Use Path on Snowy Range Rd between Adams St and Garfield St
17	GAR-4	New Crossing across Snowy Range Rd at Garfield St
18	GAR-5	Improved Bike/ Pedestrian Accessibility on Garfield St between Snowy Range Rd and Pine St
19	GAR-6	Improved east and west landings of the Garfield Footbridge
20	GAR-7	Improved Bike Lanes on Garfield St east of 1st St

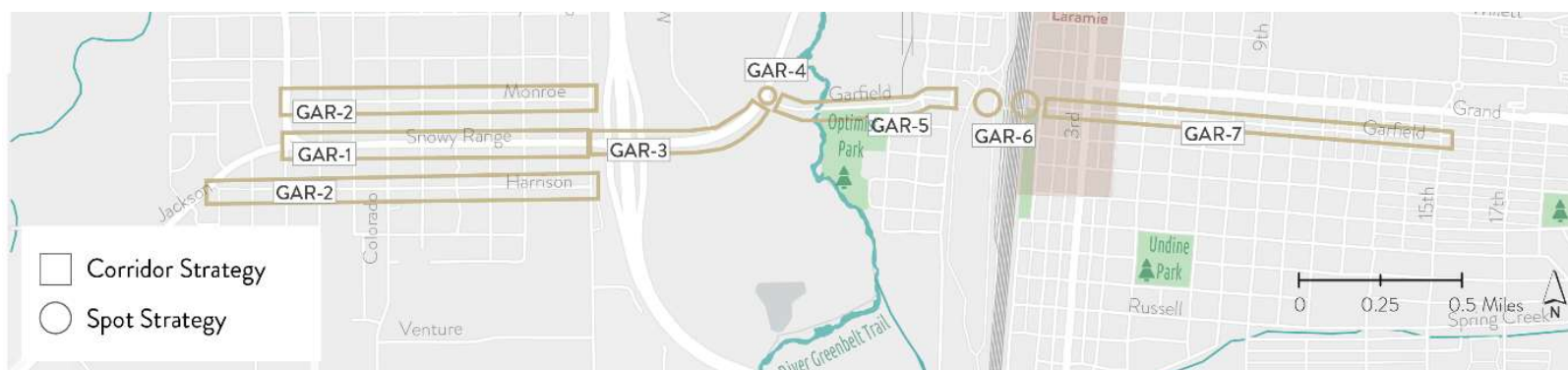


Figure 13. Garfield Corridor Strategies Map



SPRING CREEK CORRIDOR

The Spring Creek Corridor begins in the west on Colorado Street and travels east on Venture Drive to Adams Street. Between Adams Street and 3rd Street/ Hwy 287, the corridor would need to cross I-80, the Laramie River, and the UPRR rail corridor. At 3rd Street north of I-80, the corridor would connect to the future alignment of Bill Nye Avenue. There are six strategies identified for this corridor, including conceptual opportunities to connect the southern portion of West Laramie to 3rd Street via a new roadway or a new multi-use pathway.

Table 4 . Spring Creek Corridor Strategies

Strategy No.	Strategy Label	Strategy Name
21	SC-1	New Bike and Pedestrian Facilities on Venture Dr
22	SC-2	New Crossing across Adams Ave at Venture Dr to existing Adams Shared-Use Path
23	SC-3	New Shared-Use Path on Commerce Dr between Adams Shared-Use Path and Laramie River Greenbelt Trailhead
24	SC-4	New Vehicle Crossing of I-80 and Railyard between Venture Dr and 3rd St
25	SC-5	New Bike/ Pedestrian Crossing over Railyard between Laramie River Greenbelt Trail and 3rd St
26	SC-6	New Bill Nye Ave Extension eastward from 3rd St

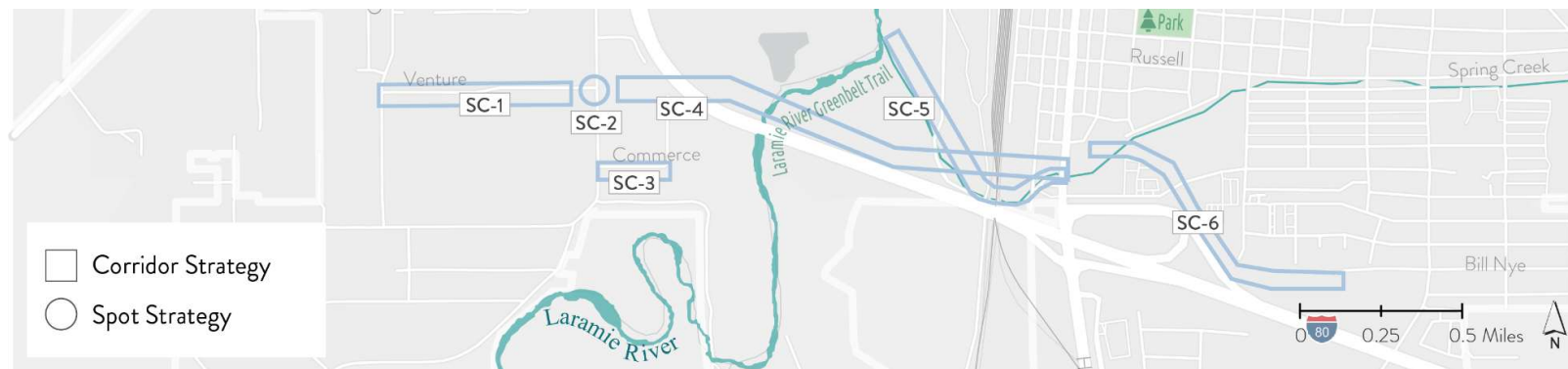


Figure 14. Spring Creek Corridor Strategies Map



RIVERSIDE CORRIDOR

The southernmost corridor begins south of the WyoTech campus and east of Colorado Avenue. The corridor extends eastward to intersect with Adams Street and connects to Riverside Drive. It then turns south onto Chimney Lamp Road, crosses the Laramie River, and links with the Laramie River Greenbelt. Continuing from the Greenbelt, the route crosses the Union Pacific railroad tracks and connects to Tie Plant Road. It then travels north along Fort Sanders Road, ultimately reaching West Blackfoot Street. From there it joins the existing shared-use path along US 287, completing a continuous east-west connection across southern Laramie. There are five strategies identified for this corridor, which combined could create a new vehicle and multimodal connection in southern Laramie.

Table 5 . Riverside Corridor Strategies

Strategy No.	Strategy Label	Strategy Name
27	RIV-1	New Shared-Use Path between Colorado St and Adams St/ Riverside Dr
28	RIV-2	New or Rehabilitated Bridge across Chimney Lamp Rd
29	RIV-3	New Shared-Use Path between Laramie River Greenbelt Trail Loop and Tie Plant Rd
30	RIV-4	Improved Rail Crossing Accessibility at Tie Plant Rd
31	RIV-5	New Shared-Use Path on Fort Sanders Rd/ Blackfoot St between Tie Plant Rd and US 287

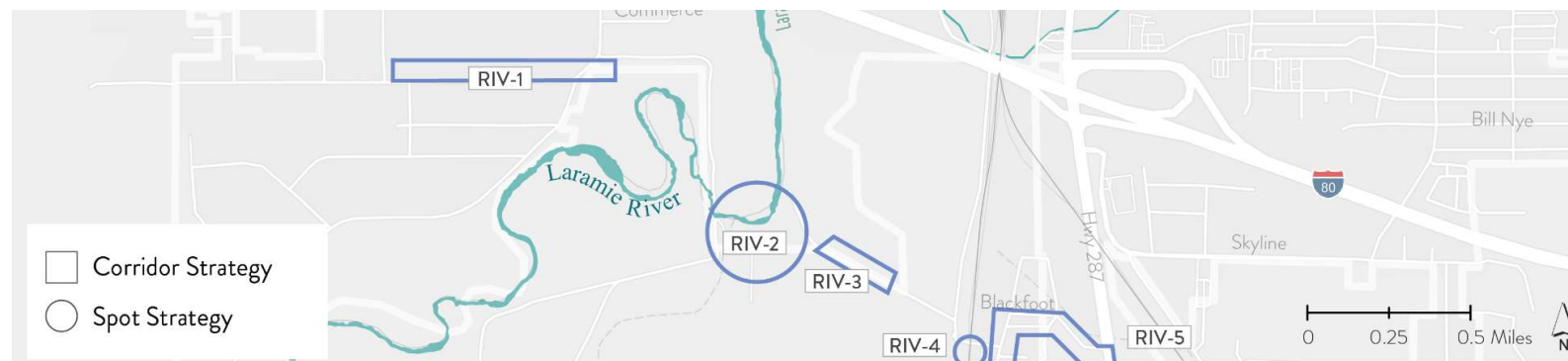


Figure 15. Riverside Corridor Strategies Map



OFF-CORRIDOR STRATEGIES

Off-corridor strategies are a mix of north-south improvements that would enhance connectivity between the east-west opportunity corridors. All off-corridor strategies are new infrastructure improvements that would improve access to specific communities in West Laramie and West Side. There are six proposed off-corridor strategies.

Table 6 . *Off-Corridor Strategies*

Strategy No.	Strategy Label	Strategy Name
32	OFF-1	New Bike Lanes on Welsh Ln
33	OFF-2	Improved Bike Accessibility in West Laramie
34	OFF-3	New Shared-Use Path from the Madison-Flint Corridor to northern West Laramie residences
35	OFF-4	New Bike/ Pedestrian Bridge from McCue St to Laramie River Greenbelt Trail north of Baker St
36	OFF-5	New Shared-Use Path from Madison-Flint Corridor to Garfield St, adjacent to Territorial Prison
37	OFF-6	New Shared-Use Path from Pine St in West Side to Tie Plant Rd, under I-80

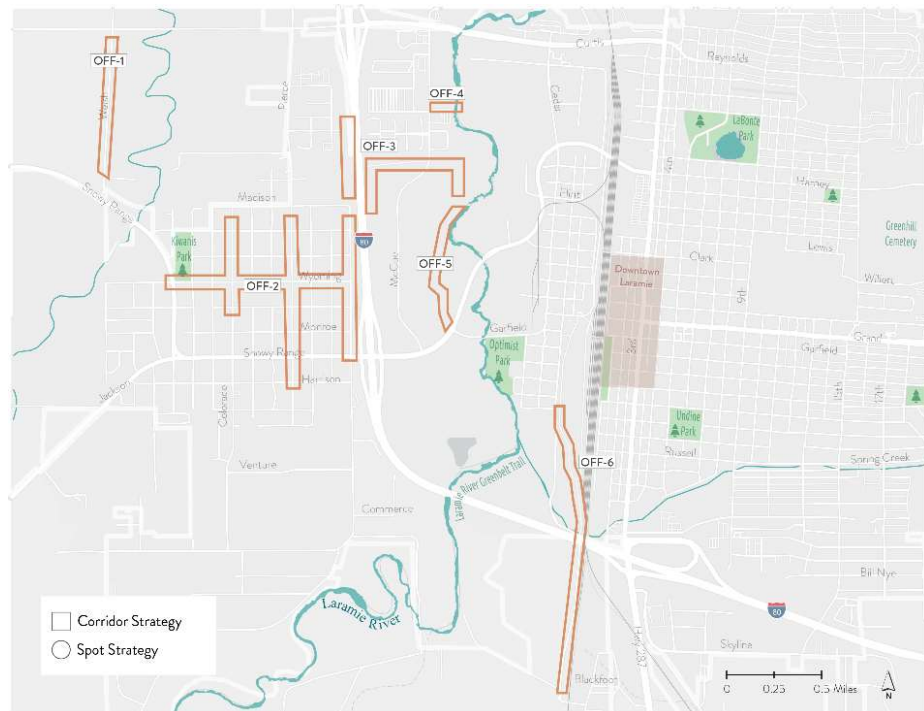


Figure 16. *Riverside Corridor Strategies*



STRATEGY PRIORITIZATION METHODOLOGY

After identification of potential strategies, the next process step involves establishing a structured methodology to evaluate and prioritize each strategy. This process begins by defining clear criteria that reflect the project goals and community values.

In total, six criteria were used to assign the strategies into three tiers, establishing a proposed priority for implementation. Each criterion was assigned a maximum of 1 point if applicable, except for Public Support, which ranged from 1 to 3 points. These criteria are as follows:



Gap Closure



Safety Issue Addressed



Improve Bike/ Ped Comfort or Wayfinding



Leverage Near Term City Investment



Alignment with Core Project Goals



Public Support



GAP CLOSURE



A gap is defined as a corridor or intersection where no transportation infrastructure currently exists, or where an existing rail or vehicle corridor creates a significant barrier for people traveling by foot or by bike. A gap closure is typically new multimodal infrastructure, either on-street or off-street, that would resolve a critical gap in the transportation network to create contiguous and accessible corridors. Implementing strategies that address gaps ultimately would benefit West Laramie residents by providing better access to their desired destinations.

SAFETY ISSUE ADDRESSED



A safety issue is an existing network constraint that creates a potentially heightened risk of injury to drivers, pedestrians, or bicyclists. An addressed safety issue resolves these traffic safety constraints through the addition of safe, separated, or otherwise clearly delineated transportation facilities either along roadways or at intersections. Implementing strategies that address safety issues improves multimodal facility comfort, benefiting multimodal use while reducing the frequency and severity of collisions.

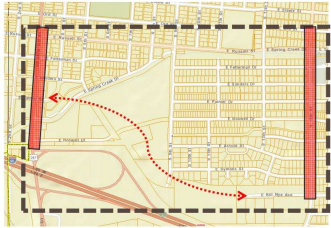
IMPROVED BIKE/ PED COMFORT OR WAYFINDING



Bicycle and pedestrian comfort can be measured through level of traffic stress (LTS), with low LTS representing conditions and facilities favorable for use by people of all ages and abilities. Bicycle and pedestrian-oriented wayfinding cleared defines routes and destinations, minimizing conflicts with vehicles and encouraging more people to choose active transportation. Improved active transportation comfort or wayfinding is a unifying theme among all strategies.

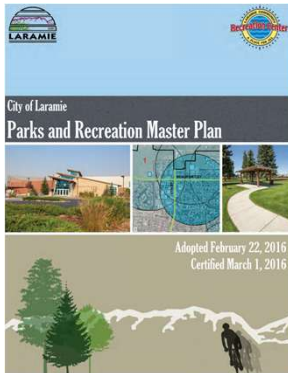


LEVERAGE NEAR TERM CITY INVESTMENT



The city is actively pursuing and planning for other transportation investments in the project area. In addition to funded Capital Improvement Projects, other projects are identified in the Forge Laramie Comprehensive Plan 2045, the West Side Vision Study, the Parks and Recreation Master Plan, and the Snowy Range Road Corridor Feasibility Study. Ongoing projects include the West Laramie/ West Side Shared-Use Pathway Connector Project, the Public Transportation Study, and the Bill Nye Avenue West Corridor Study. Strategies that leverage near term city investments (likely to be implemented in the next 5 years) and previously planned/ ongoing efforts help to maximize future connectivity in Laramie.

ALIGNMENT WITH CORE PROJECT GOALS



The core goal of the Reconnect West Laramie Project is to improve existing transportation corridors and establish new corridors east-west across Laramie to reduce barriers created by the UPRR railyard, the Laramie River, and Interstate 80. Implementing strategies that advance this core project goal ultimately enhance accessibility and connectivity for West Laramie residents to better reach their destinations.

PUBLIC SUPPORT



Public engagement has been a focal point throughout the planning process. The city and project team hosted numerous in-person pop-up events, stakeholder sessions, and administered two map-based online surveys to hear from Laramie residents on where improvements are most needed in the city. The proposed opportunity corridors align with where residents would most like to see new investment prioritized.



SCORING CRITERIA

The six scoring criteria are used to score the 37 strategies, shown in the prioritization matrix. This scoring and tiering process helps the City of Laramie prioritize actionable, community-supported projects that balance feasibility and impact. The full strategy table is presented on **Page XX**, and the detailed matrix is provided in Appendix D.

The first five criteria include:



For each of these five criteria, the following scoring approach is applied:

- If a strategy meets any of these above criterion, it receives a score of **1**
- If a strategy it does not meet the criterion, it receives a score of **0**
- Maximum score from these five criteria: **5**
- Minimum score from these five criteria: **0**



SCORING CRITERIA

The **Public Support** criterion is scored **corridor by corridor** on a 3-point scale, capturing the idea that strategies work most effectively when implemented as part of a full corridor rather than on their own. The methodology for scoring Public Support utilized the results of six engagement events based on their quantitative results. These activities included: two **Online Surveys**, two **Intercept Surveys** conducted by University of Wyoming students, the **WyoTech Car Show**, and the **June 20th Farmers Market**.

These six engagement activities included scoring elements that allowed participants to vote or select their preference between corridors. While not all engagement events solicited quantitative scoring, every event nevertheless contributed valuable input that shaped project strategies. Table 7 below shows the results of the Public Support Scoring for the six engagement events. A score of 3 represents a corridor with the greatest Public Support. For more detail on Public Support Scoring, see Appendix C.

Table 7 . Public Support Scoring







Engagement Event	Survey #1	Two Intercept Surveys	Survey #2	WyoTech Car Show	Farmer's Market (6/20)	Public Support Final Score
Scoring Method	Survey Question	Survey Question	Survey Question	Voting Jars	Voting Jars	
Respondents/ Responses	59	28	58	30	186	
Curtis Corridor	1	1	1	2	2	1
Madison-Flint Corridor	3	2	2	2	2	2
Garfield Corridor	3	3	3	2	2	3
Spring Creek Corridor	2	3	3	2	3	3
Riverside Corridor	1	2	1	2	3	1
Off-Corridor	2	2	2	2	2	2



SCORING CRITERIA

The scores from all six scoring criteria are summed to calculate a Total Score for each strategy, as demonstrated in Table 8. The maximum Total score is 8 points, with the minimum being 1 point.

Table 8 . Total Scoring

SCORE	 GAP CLOSURE	 SAFETY ISSUE ADDRESSED	 WAYFINDING	 LEVERAGE NEAR TERM CITY INVESTMENT	 ALIGNMENT WITH CORE PROJECT GOALS	SCORE	 PUBLIC SUPPORT	STRATEGY MAXIMUM TOTAL SCORE
3						3	✓	
2						2		
1	✓	✓	✓	✓	✓	1		
0						0		
	1	+1	+1	+1	+1		+3	= 8

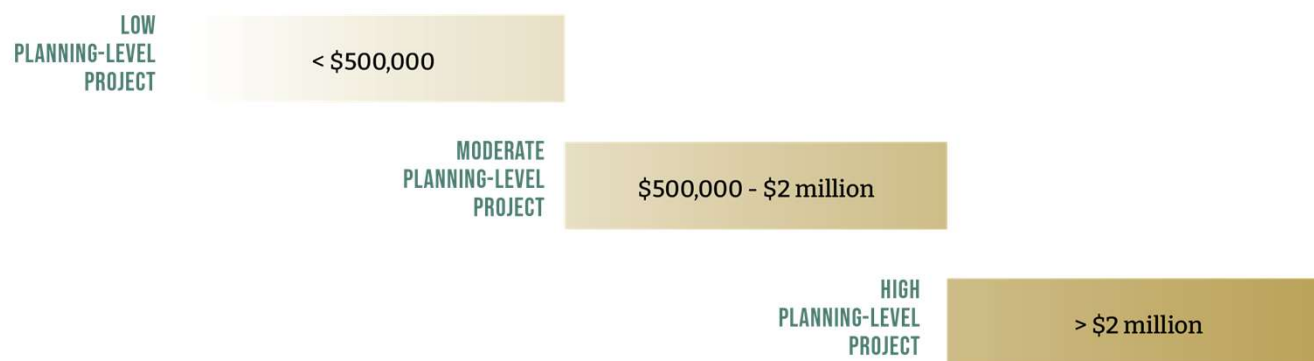


ADDITIONAL ATTRIBUTES (NON-SCORING)

In addition to prioritizing and tiering the recommended strategies, each strategy is accompanied by non-scoring attributes, including planning-level project cost, coordination with other agencies required, and if design & cost estimates were developed.

Each strategy also includes a:

Planning-Level Project Cost Estimate



These ranges align with common grant funding thresholds

Agency Coordination Needs

Identifies if the implementation of a strategy would involve coordination with other agencies, including WYDOT, UPRR, Albany County, Wyoming State Parks, or the Wyoming State Geological Survey

Design Concepts

Six strategies were selected for conceptual design due to their complexity. These visuals were shared during later rounds of public engagement, namely at the Laramie Farmers' Market and the Community Bike Audit.



TOTAL SCORE & TIER ASSIGNMENT

Strategies are grouped into three tiers based on their Total Score:

Tier 1 (Score 7 or 8)

Strategies receiving strong community support, are relatively easy to implement, and where the City controls implementation (aside from those along Snowy Range Road).

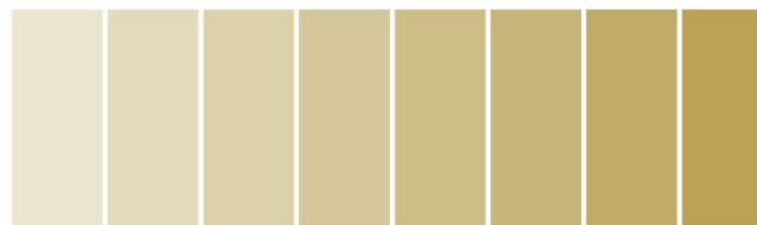
Tier 2 (Score 5 or 6)

Supporting strategies to Tier 1 that provide additional benefit to connectivity and safety to and from West Laramie. Tier 2 strategies may be more complicated in terms of design and may require coordination with other entities such as WYDOT and UPRR. These strategies may also be dependent on Tier 1 improvements for implementation.

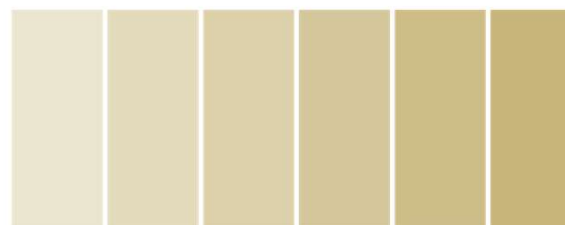
Tier 3 (Score 1-4)

Strategies that would generally be considered after Tier 1 and Tier 2 strategies have been implemented. These strategies may also be pursued when opportunities arise, such as in coordination with another project or due to development activity. Tier 3 strategies often have a longer-term horizon, may have less public support, or are located in areas planned for future growth.

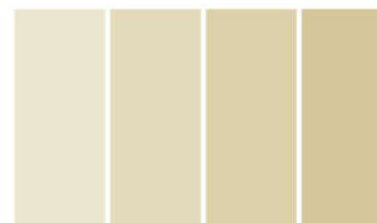
TIER 1: TOTAL SCORE OF 8-7



TIER 2: TOTAL SCORE OF 6-5



TIER 3: TOTAL SCORE OF 4-1



STRATEGY TIERS

This table presents all 37 recommended strategies, grouped by priority in three tiers. For the full prioritization matrix, complete with criteria scoring, see Appendix X.

Table 9 . 37 Strategies

Strategy No.	Strategy Label	Corridor	Strategy Name	
9	MF-3	Madison-Flint	New Accessibility to Laramie River and Crossing across Snowy Range Rd at Flint St	Tier 1
14	GAR-1	Garfield	New Bike Lanes or Shared-Use Path on Snowy Range Rd between Hayes St and Adams St	
15	GAR-2	Garfield	New Bike Lanes or Sharrows on Monroe St and Harrison St throughout West Laramie	
16	GAR-3	Garfield	New Shared-Use Path on Snowy Range Rd between Adams St and Garfield St	
17	GAR-4	Garfield	New Crossing across Snowy Range Rd at Garfield St	
18	GAR-5	Garfield	Improved Bike/ Pedestrian Facilities on Garfield St between Snowy Range Rd and Pine St	
19	GAR-6	Garfield	Improved east and west landings of the Garfield Footbridge	
21	SC-1	Spring Creek	New Bike and Pedestrian Facilities on Venture Dr	
22	SC-2	Spring Creek	New Crossing across Adams Ave at Venture Dr to existing Adams Shared-Use Path	
23	SC-3	Spring Creek	New Shared-Use Path on Commerce Dr between Adams Shared-Use Path and Laramie River Greenbelt Trailhead	
4	CUR-4	Curtis	New Crosswalks at Curtis St and Cedar St	Tier 2
5	CUR-5	Curtis	New Protected Intersection at 3rd St & 4th Streets	
8	MF-2	Madison-Flint	New Shared-Use Path on Madison St between Pierce St and Adams St	
10	MF-4	Madison-Flint	Improved Access and Wayfinding from Flint St to Railyard Bridges	
11	MF-5	Madison-Flint	New Bike/ Pedestrian Bridge at Clark St or Lewis St	
20	GAR-7	Garfield	Improved Bike Lanes on Garfield St east of 1st St	
24	SC-4	Spring Creek	New Vehicle Crossing of I-80 and Railyard between Venture Dr and 3rd St	
25	SC-5	Spring Creek	New Bike/ Pedestrian Crossing over Railyard between Laramie River Greenbelt Trail and 3rd St	
26	SC-6	Spring Creek	New Bill Nye Ave Extension eastward from 3rd St	
33	OFF-2	Off-Corridor	Improved Bike Accessibility in West Laramie	
34	OFF-3	Off-Corridor	New Shared-Use Path from the Madison-Flint Corridor to northern West Laramie residences	Tier 3
36	OFF-5	Off-Corridor	New Shared-Use Path from Madison-Flint Corridor to Garfield St, adjacent to Territorial Prison	
1	CUR-1	Curtis	New Shared-Use Path on Curtis St from Welsh Ln to Pierce St	
2	CUR-2	Curtis	Improved Crosswalks at I-80 On/ Off Ramps	
3	CUR-3	Curtis	New Bike Lanes on McCue St from Curtis St to Lyons St	
6	CUR-6	Curtis	Improved Bike Lanes on Reynolds St	
7	MF-1	Madison-Flint	New Shared-Use Path along Hans Peak Railroad Alignment between Airport and Pierce St	
12	MF-6	Madison-Flint	Improved Bike/ Pedestrian Accessibility on Clark St or Lewis St	
13	MF-7	Madison-Flint	Improved Bike/ Pedestrian Accessibility on Harney St	
27	RIV-1	Riverside	New Shared-Use Path between Colorado St and Adams St/ Riverside Dr	
28	RIV-2	Riverside	New or Rehabilitated Bridge across Chimney Lamp Rd	
29	RIV-3	Riverside	New Shared-Use Path between Laramie River Greenbelt Trail Loop and Tie Plant Rd	
30	RIV-4	Riverside	Improved Rail Crossing Accessibility at Tie Plant Rd	
31	RIV-5	Riverside	New Shared-Use Path on Fort Sanders Rd/ Blackfoot St between Tie Plant Rd and US 287	
32	OFF-1	Off-Corridor	New Bike Lanes on Welsh Ln	
35	OFF-4	Off-Corridor	New Bike/ Pedestrian Bridge from McCue St to Laramie River Greenbelt Trail north of Baker St	
37	OFF-6	Off-Corridor	New Shared-Use Path from Pine St in West Side to Tie Plant Rd, under I-80	



TIER 1 STRATEGIES MAP

There are 10 strategies selected as Tier 1 strategies. These strategies are the most critical elements to improving east-west multimodal connectivity to and from West Laramie. Tier 1 strategies are located mostly along the Garfield Corridor and include a few key strategies along the Spring Creek and Madison-Flint corridors.

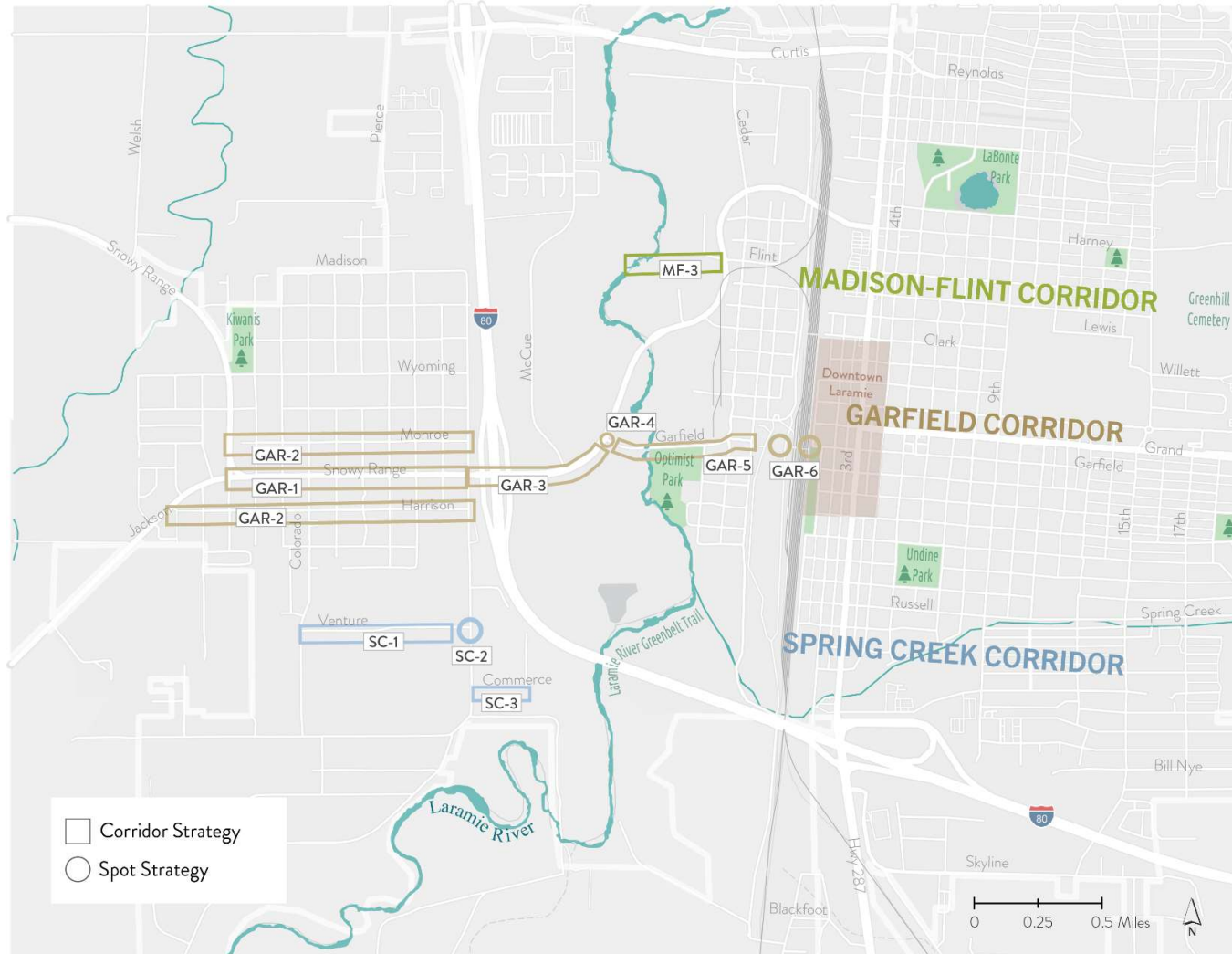


Figure 17 Tier 1 Strategies Map



TIER 2 STRATEGIES MAP

There are 12 strategies within Tier 2. These strategies provide complementary multimodal connectivity to Tier 1 strategies, but may have extended implementation timelines, or have additional complexity requiring coordination project partners. Tier 2 strategies include a mix of strategies from four corridors, as well as key off-corridor strategies.

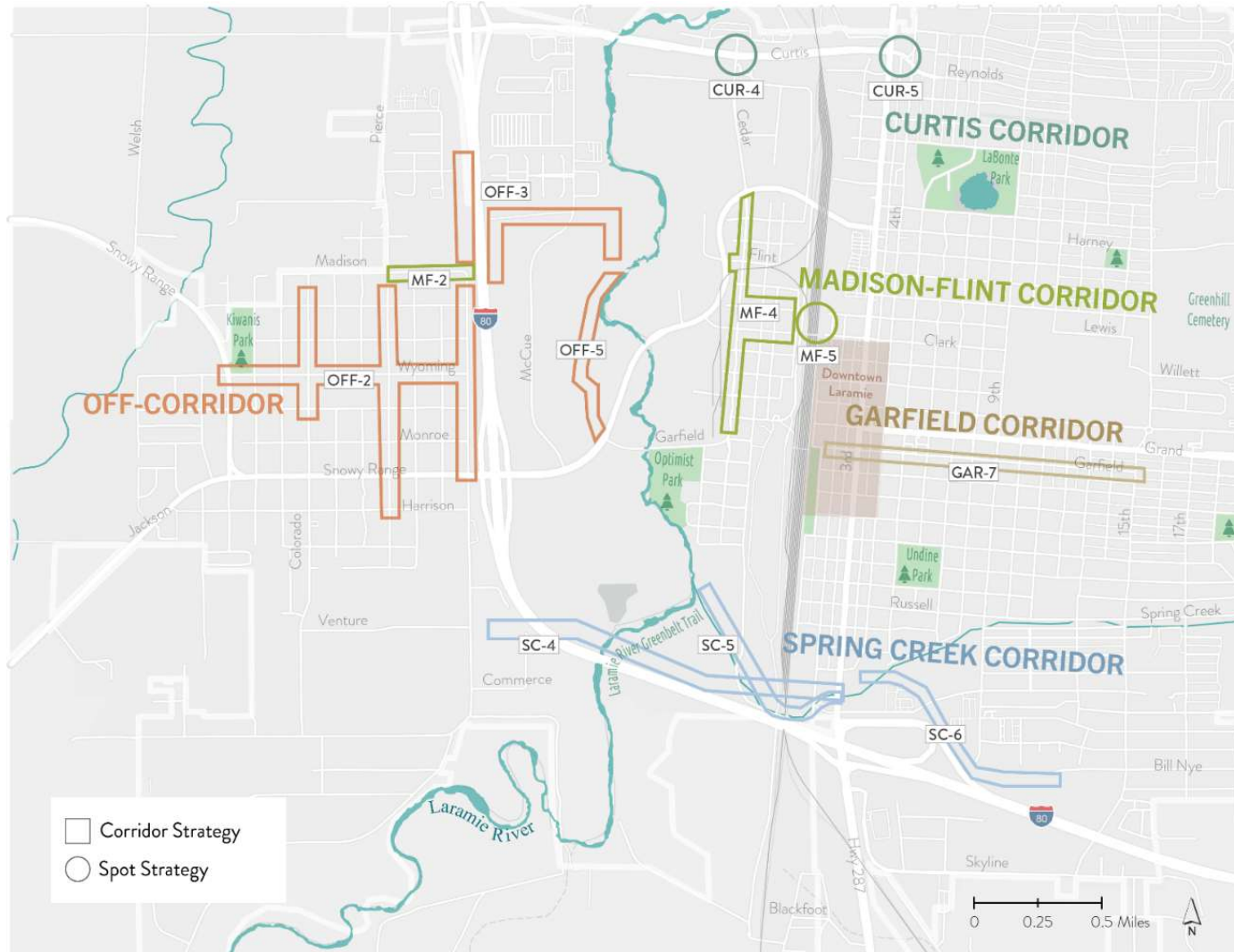


Figure 18 Tier 2 Strategies Map



TIER 3 STRATEGIES MAP

The remaining 15 strategies fall within Tier 3. These strategies may best be pursued in combination with other strategies where possible, or may have longer-term horizons due to the existing and future development patterns in and around Laramie.

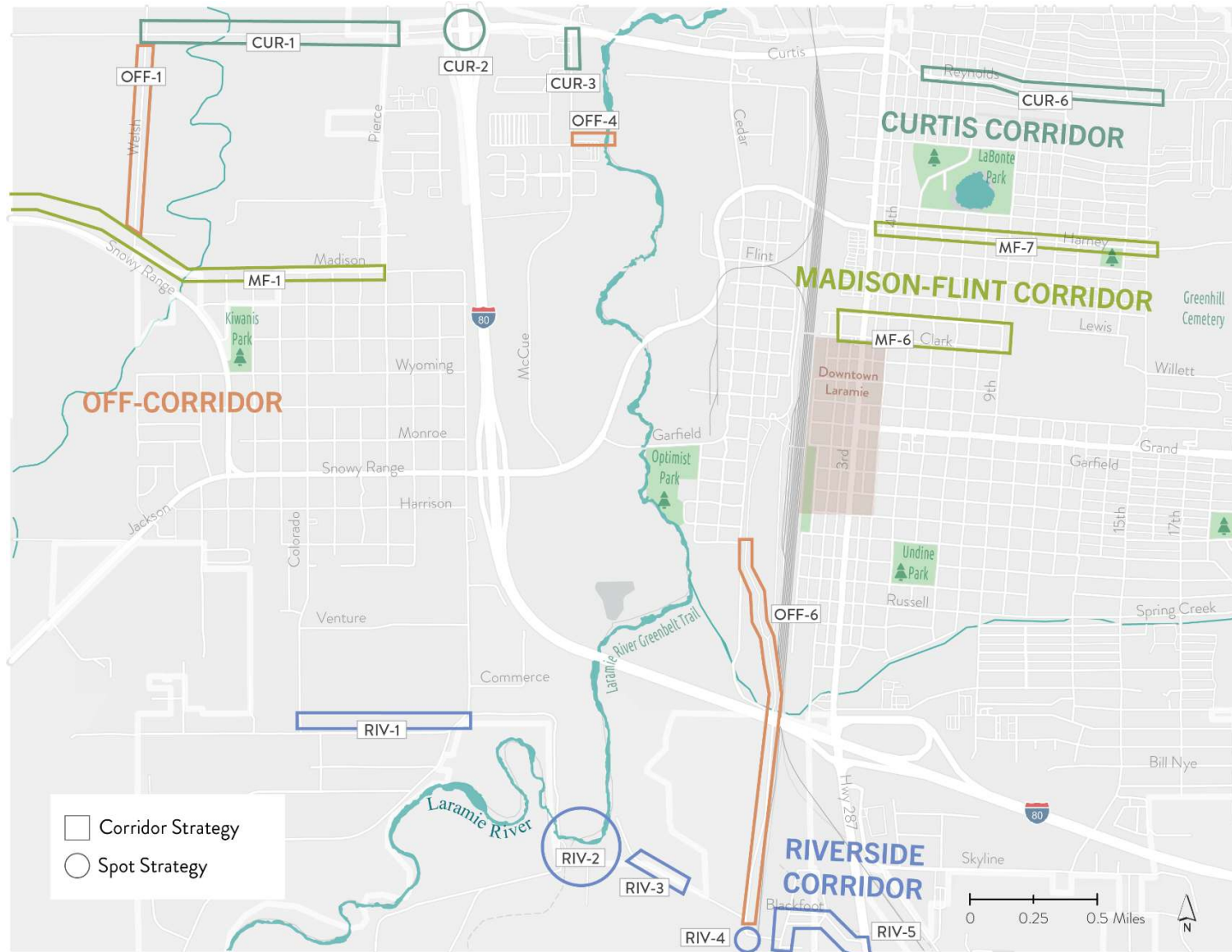


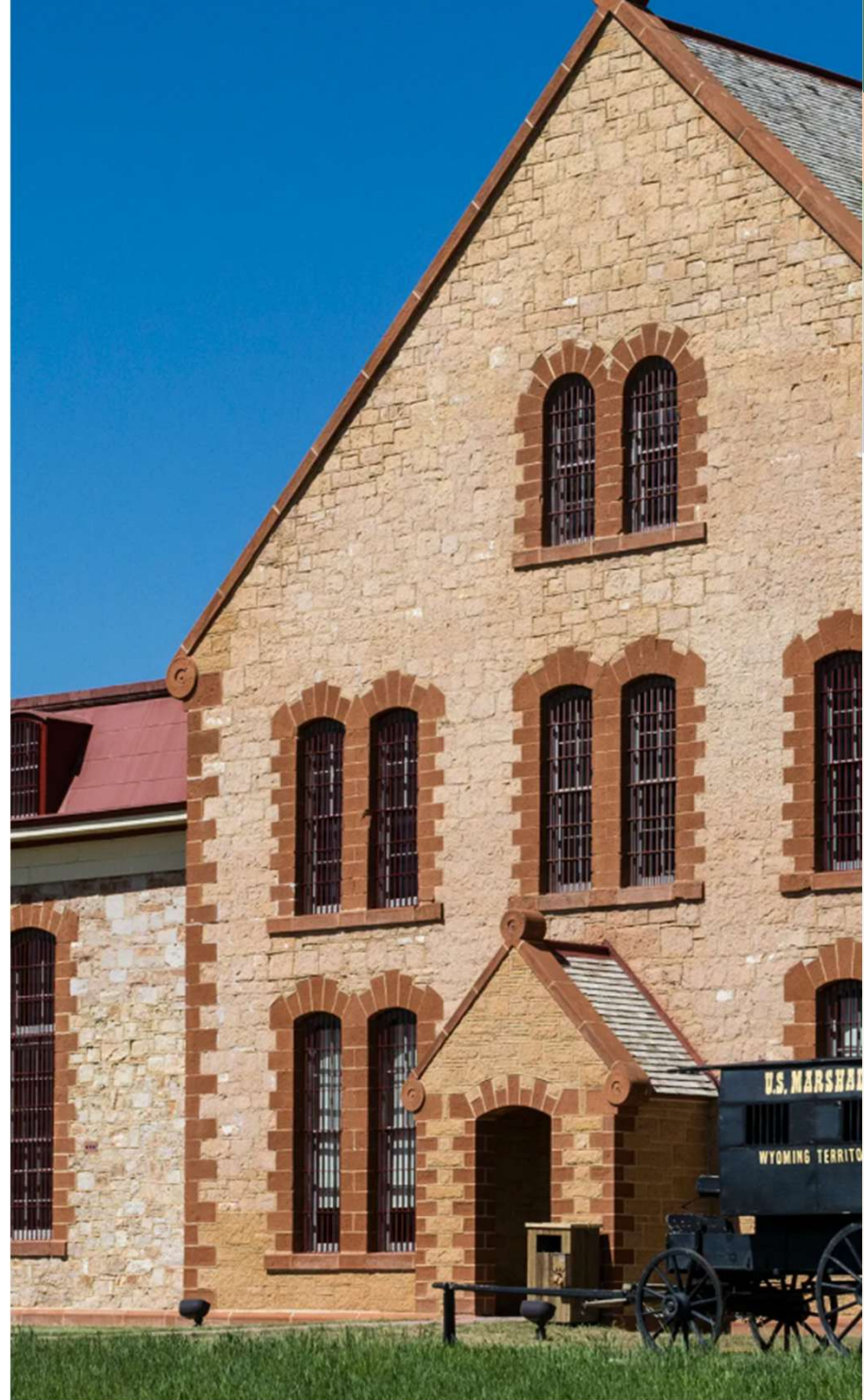
Figure 19 Tier 3 Strategies Map



SELECTED CONCEPTUAL DESIGNS & COSTS

Six strategies were selected for conceptual design due to their complexity. These visuals were shared during later rounds of public engagement, namely the Laramie Farmers' Market and the Community Bike Audit completed in September 2025. The conceptual designs are presented with rough order-of-magnitude costs, project descriptions, and tier category.

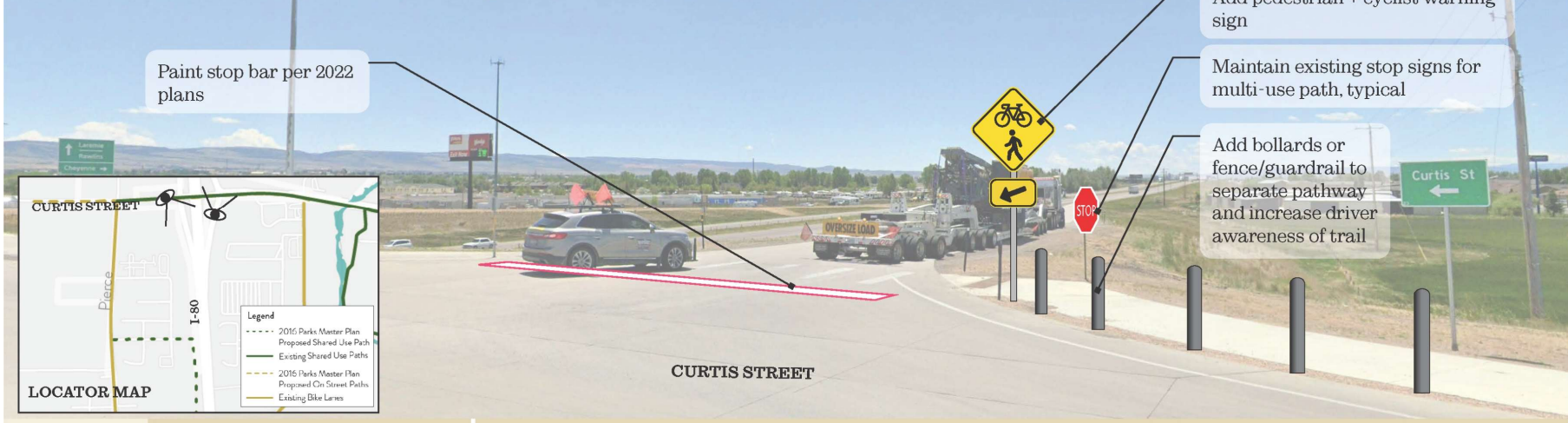
All traffic control measures, recommendations, and assumptions identified in strategy designs and project descriptions are conceptual in nature and subject to verification through detailed engineering analysis. Final design and implementation of traffic control devices, intersection control, and roadway modifications shall be determined based on warrant analyses conducted in accordance with the *Manual on Uniform Traffic Control Devices (MUTCD)* and other applicable federal, state, and local engineering design standards, and shall be reviewed and approved by the City Engineer, and in some cases WYDOT.



Curtis Street + I-80 Off-Ramp



Curtis Street + I-80 On-Ramp



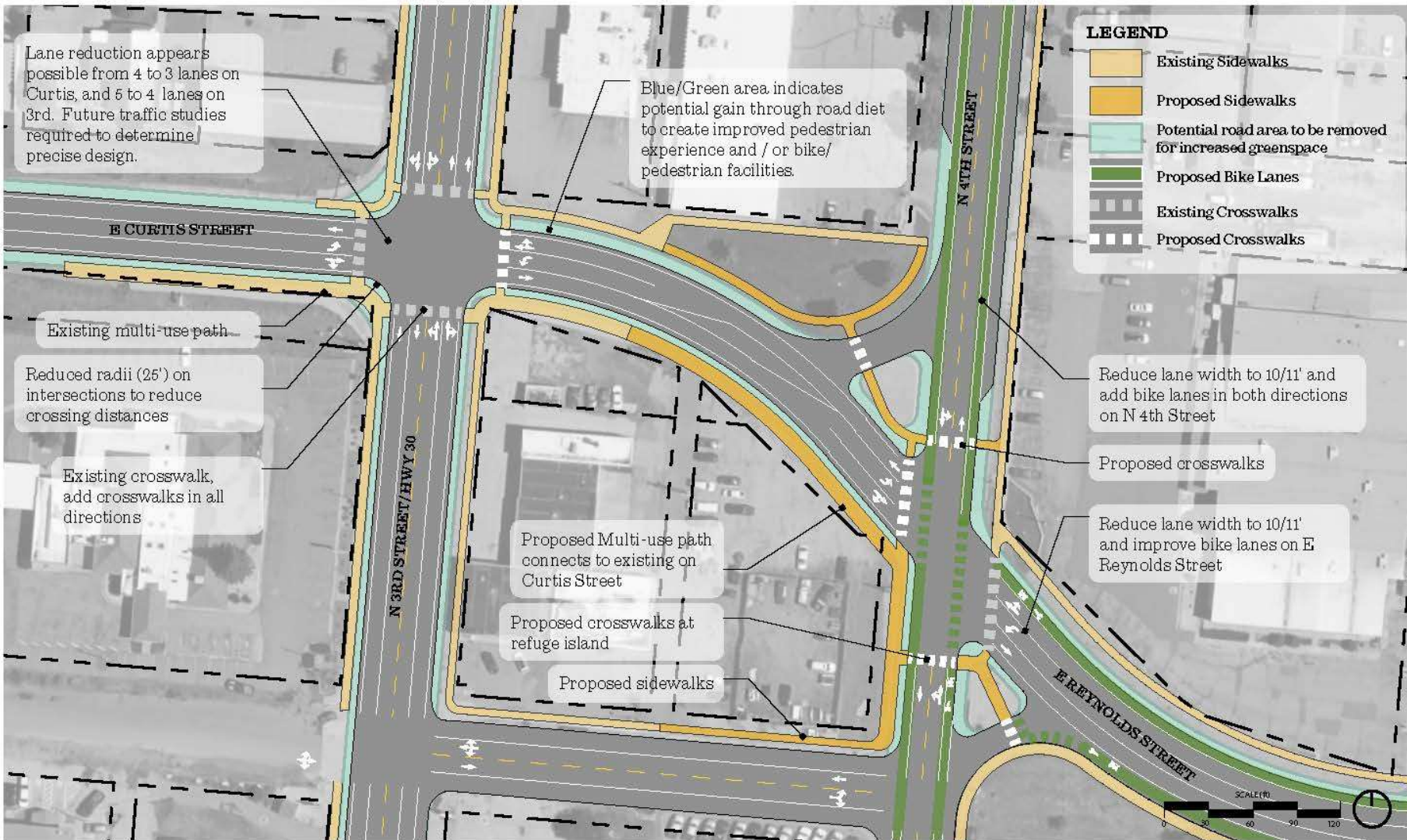
Installation of safety improvements at the crossings of I-80 and on- and off-ramps on Curtis Street. At the on-ramp location, add a vertical barrier between the pathway and the travel lane west of the ramp, enhance crosswalk striping, and add a ped/bike crossing warning sign. At the off-ramp location, paint new stop bars at crossing approach, and convert pedestrian warning signs to stop signs. Investigate using an RRFB for the crossing for the off-ramp right turn lane in place of the stop sign.

COST:
~\$62,000

CUR-2: IMPROVED CROSSWALKS AT I-80 ON/ OFF RAMPS

TIER 3





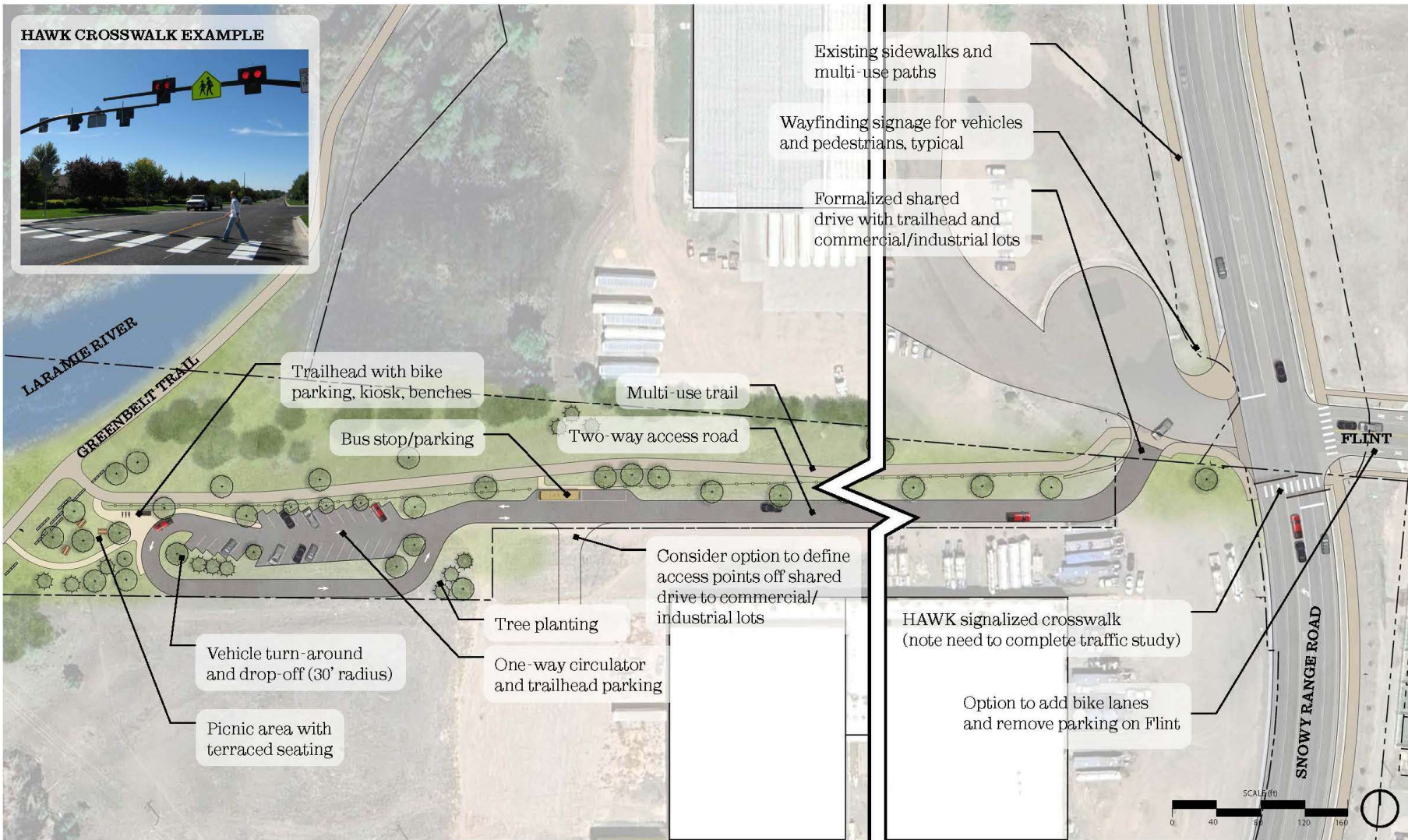
Construct protected intersections on Curtis Street/ Reynolds Street at both 3rd and 4th Streets. Continue the shared-use path on the south side of Curtis Street from its existing terminus at 3rd Street heading east to 4th Street. Continue bicycle access on Reynolds St east of 4th Street through improved on-street dedicated bicycle lanes. Construct dedicated on-street bicycle lanes on 4th Street. Construct crosswalks at all 4 legs of both intersections, as well as at the right-turn slip lanes for 4th Street northbound and southbound traffic. Construct sidewalks adjacent to the roadway at all locations. Narrow roadway widths at Curtis St and 3 St to reduce traffic speeds and pedestrian crossing distances.

COST:
~\$3.8m

CUR-5: NEW PROTECTED INTERSECTIONS AT 3RD & 4TH STREETS

TIER 2





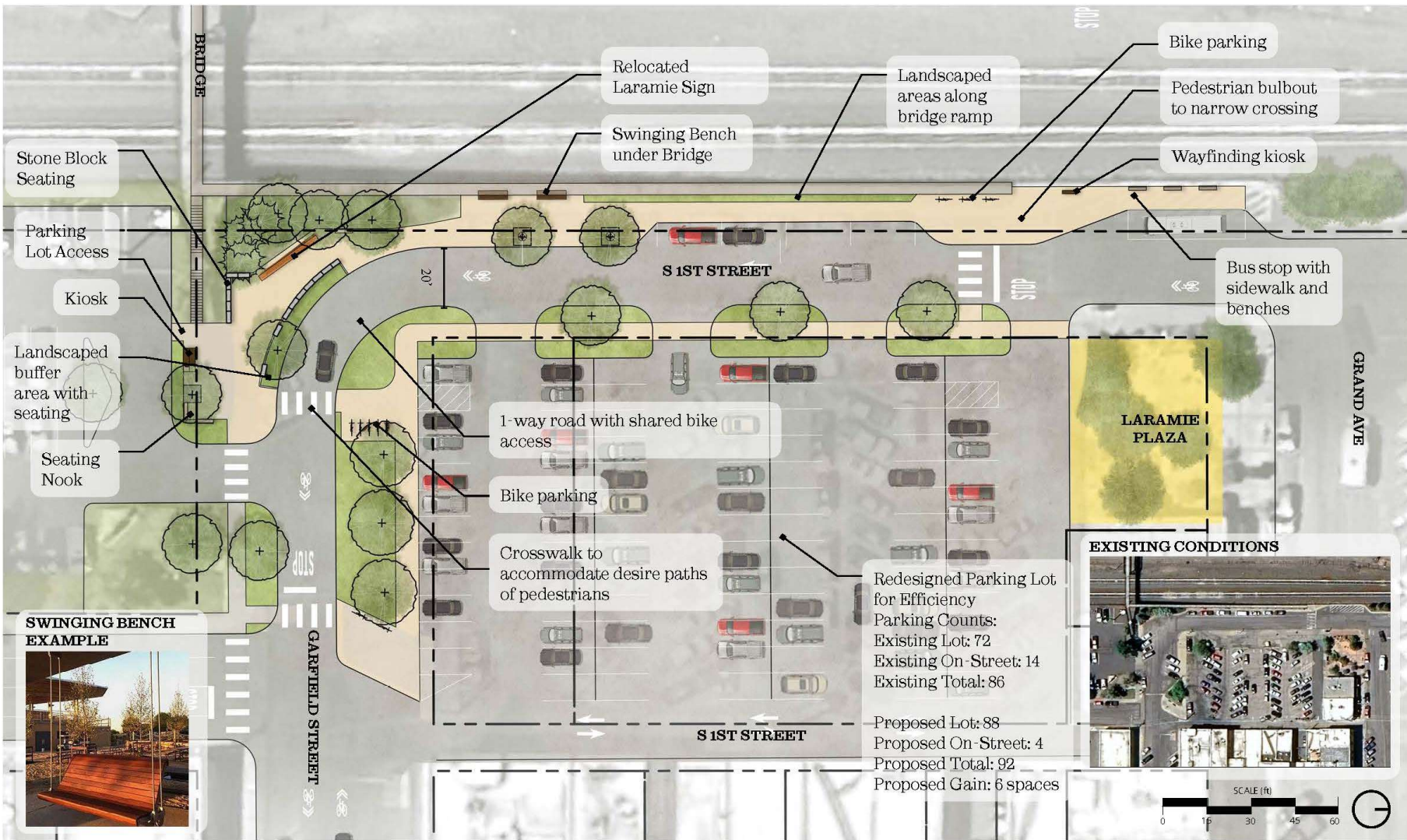
In the first phase of this strategy, construct a shared-use path and vehicle driveway from Snowy Range Road at Flint Street to the Laramie River. Construct a trailhead with a kiosk and seating near the connection to the Greenbelt Trail. Construct a hybrid pedestrian beacon on Snowy Range Rad on the southern leg with Flint Street. Construct crosswalks on the west and least legs of the intersection. In a later phase, construct a public vehicle driveway from Flint Street to the Laramie River, complete with parking and a vehicle turnaround. Further coordination with WYDOT will be necessary to ensure alignment with state transportation standards and permitting requirements.

COST:
~\$1.0m

MF-3: NEW ACCESSIBILITY TO LARAMIE RIVER ACROSS SNOWY RANGE RD AT FLINT ST

TIER 1





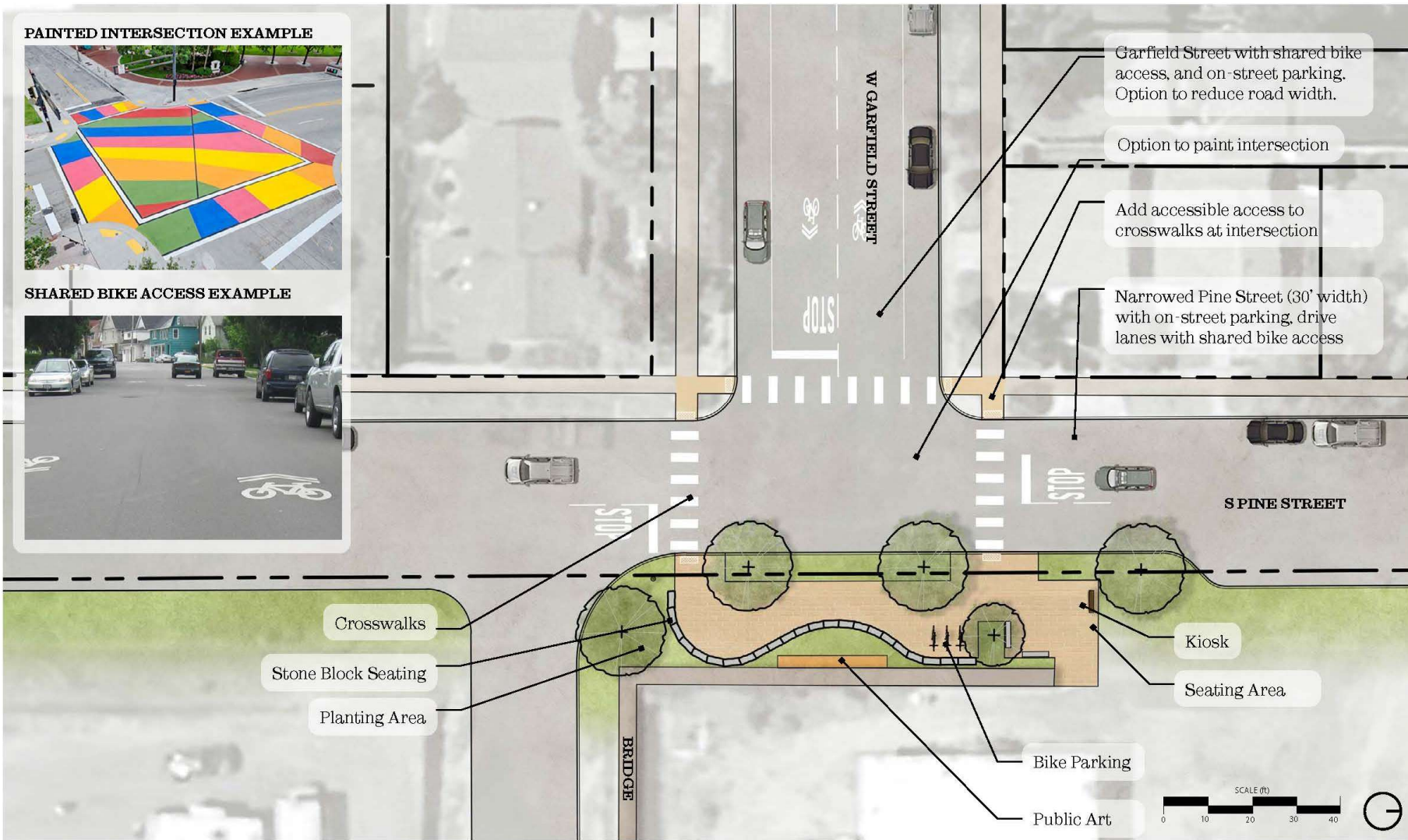
Improvements of safety and accessibility to the east and west landings of the Garfield Pedestrian Bridge. At the east landing, construct a new pedestrian bulb out at the base of the bridge ramp and new bus waiting area. Narrow Garfield Street at 1st Street to create plaza space at the base of the bridge stairway. Reconfigure the parking area to accommodate more space for sidewalks along the outer perimeter of the parking area.

COST:
~\$1.5m

GAR-6: IMPROVED EAST LANDING OF THE GARFIELD FOOTBRIDGE

TIER 1





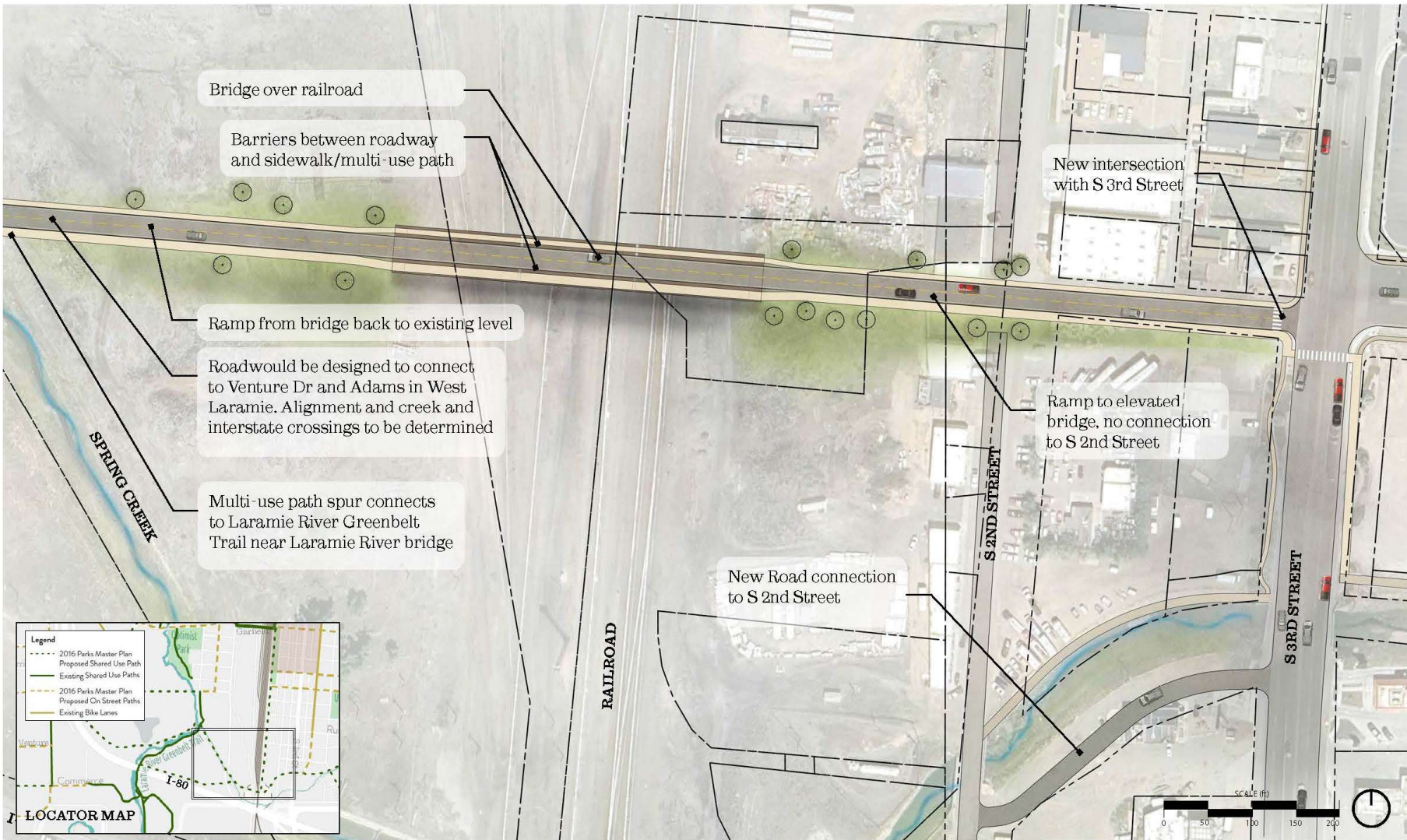
Improvements of safety and accessibility to the east and west landings of the Garfield Pedestrian Bridge. On the west landing, construct a bulb out on Pine Street to create plaza space at the base of the bridge ramp. Construct new crosswalks to reach Garfield Street from the plaza. For both landings, construct kiosks, bike parking, seating, landscaping, and public art.

COST:
~\$488,000

GAR-6: IMPROVED WEST LANDING OF THE GARFIELD FOOTBRIDGE

TIER 1





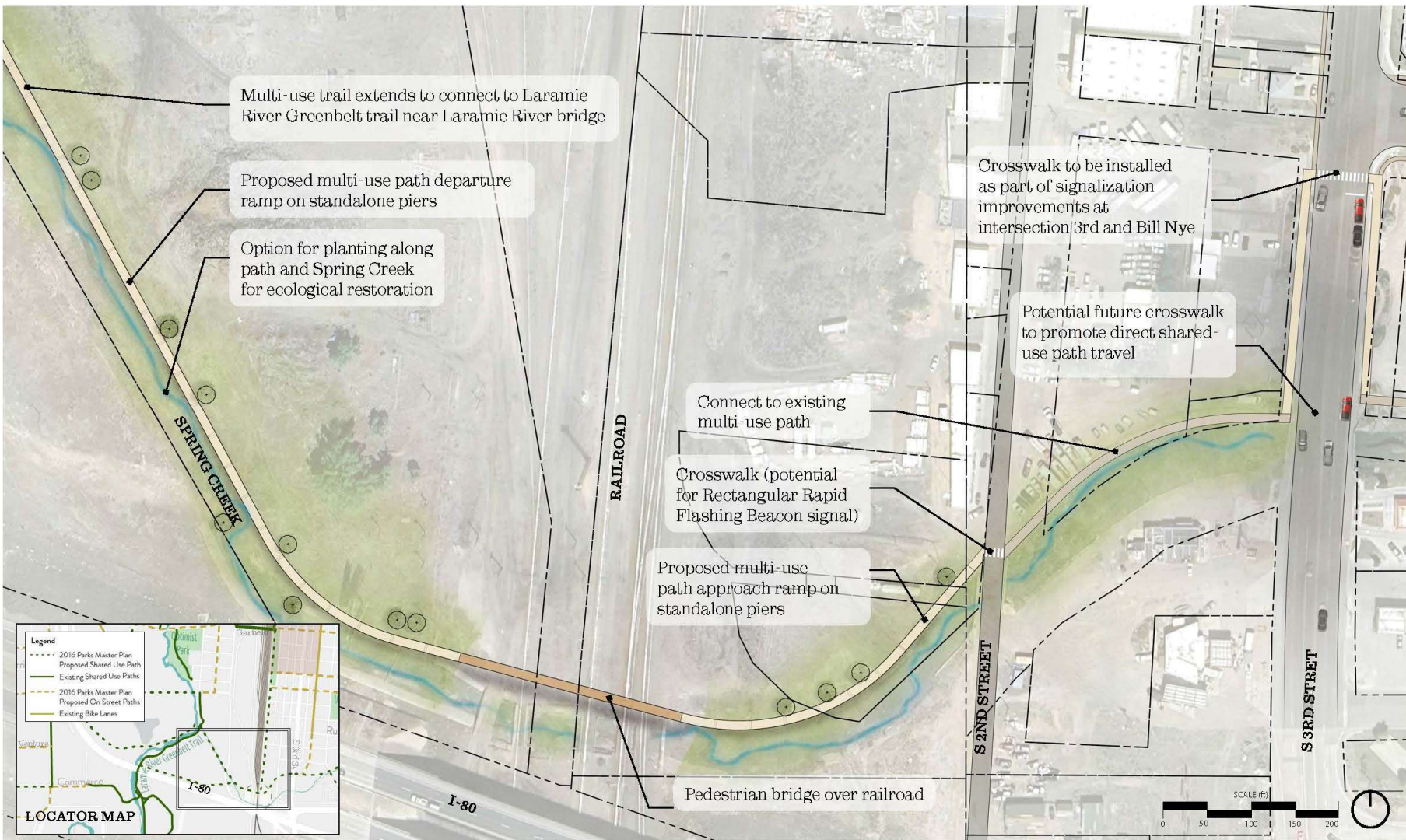
Construct a vehicular bridge over the UPRR railyard and under I-80 from 3rd Street at Palmer Drive to the Adams Street and Venture Drive. Include a shared-use path on the southern end of the new connection. Connect the shared-use path to the Greenbelt Trail. Construct a new vehicle access from 3rd Street to 2nd Street south of the approach ramp. This strategy may require right-of-way acquisition near the signal on 3rd Street, dependent on the chosen signal location. This strategy is not recommended if SC-5 is adopted.

COST:
~\$15.6m

SC-4: NEW ROADWAY CROSSING OF I-80 AND UPRR CORRIDOR BETWEEN VENTURE DR AND 3RD ST

TIER 2





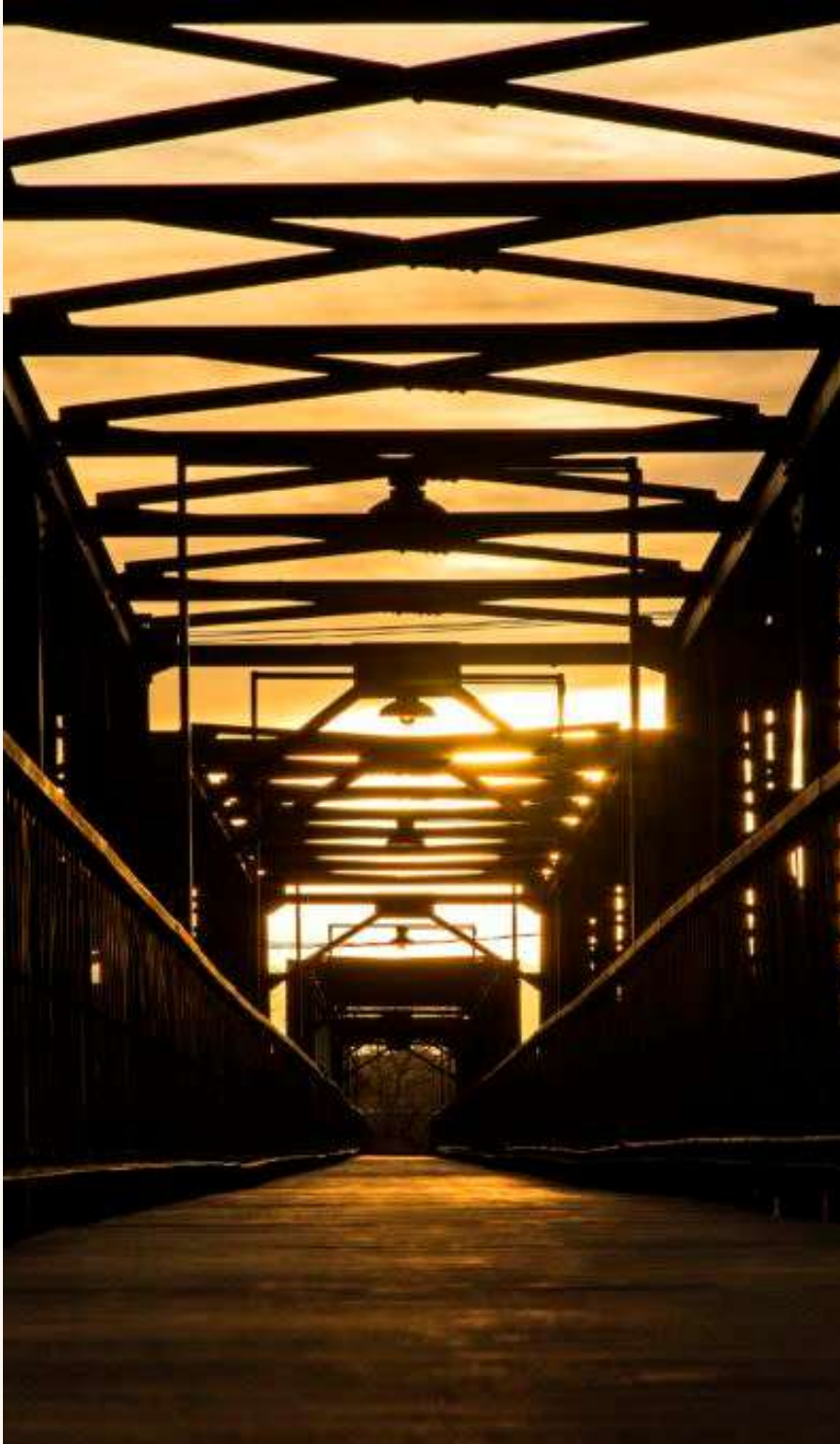
Construct a shared-use path over the UPRR railyard from 3rd Street at Palmer Drive to the Greenbelt Trail generally following Spring Creek. This strategy may require right-of-way acquisition near the signal on 3rd Street, dependent on the chosen signal location. This strategy is not recommended if SC-4 is adopted.

COST:
~\$10m

SC-5: NEW BIKE/ PEDESTRIAN CROSSING OVER RAILYARD BETWEEN LARAMIE RIVER GREENBELT TRAIL AND 3RD ST

TIER 2





OVERVIEW

Reconnect West Laramie identifies a prioritized list of 37 multimodal strategies, varying in scope and complexity, such as from minor crosswalk enhancements, to transformative investments, including a new vehicle overpass over the UPRR railyard and I-80.

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 local issues and needs.

Reconnect West Laramie presents an opportunity to expand access to funding sources available for transportation improvements. Prioritized project strategies can pursue outside funding through federal, state, and regional grants and other external sources. Seeking external funding not only alleviates the burden on local budgets, but also enables the city to implement larger, more complex projects, such as the construction of pedestrian bridges, off-street bike lanes, or improved public transit options.





OVERVIEW

The adoption of the Reconnect West Laramie Plan is just the first step in the process towards multimodal transportation project implementation. Further next steps include:

- Continue to collaborate with project partners, such as UPRR and WYDOT to implement multi-agency strategies
- Identify upcoming regional, state, and federal funding opportunities
- Designate strategies and apply for funding
- With funding acquired, prepare engineering-level designs ready for construction
- Collect additional feedback from the community and stakeholders when applicable
- Set and evaluate performance targets for each strategy, measuring visitor experience, safety, and utilization before and after implementation
- Construct strategies using the prioritization tiers set within the Reconnect West Laramie Plan



EXISTING CONDITIONS REPORT





Reconnect West Laramie

Existing Conditions &
Baseline Data Technical Memorandum



Final
June 2025



SE GROUP

ZEPHYR RAIL



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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.

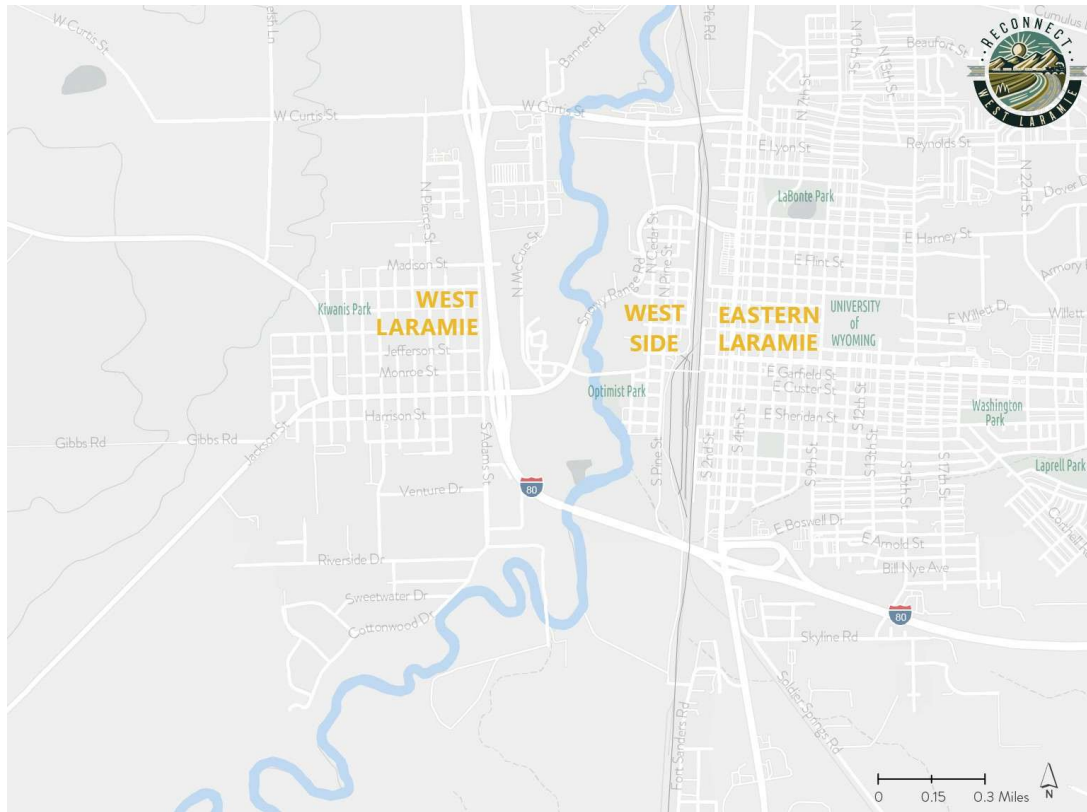
Several barriers separate Western Laramie from other areas of Laramie. These barriers include the Union Pacific Railroad (UPRR), Snowy Range Road, the Laramie River, and Interstate 80 (I-80). Residents and commuters traveling to and from West Laramie may also face several obstacles throughout their journey,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





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

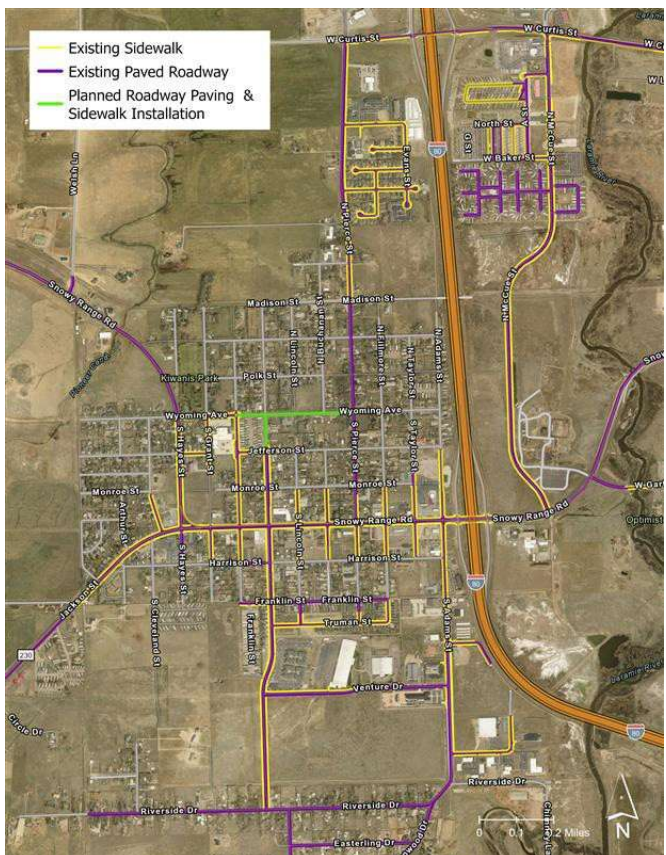
Residents of West Laramie have noted that multimodal infrastructure in West Laramie needs to be improved. Unpaved local roadways are a key constraint in West Laramie that previously have limited the implementation of new multimodal infrastructure. Many unpaved local roadways in West Laramie lack sidewalks 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.





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.

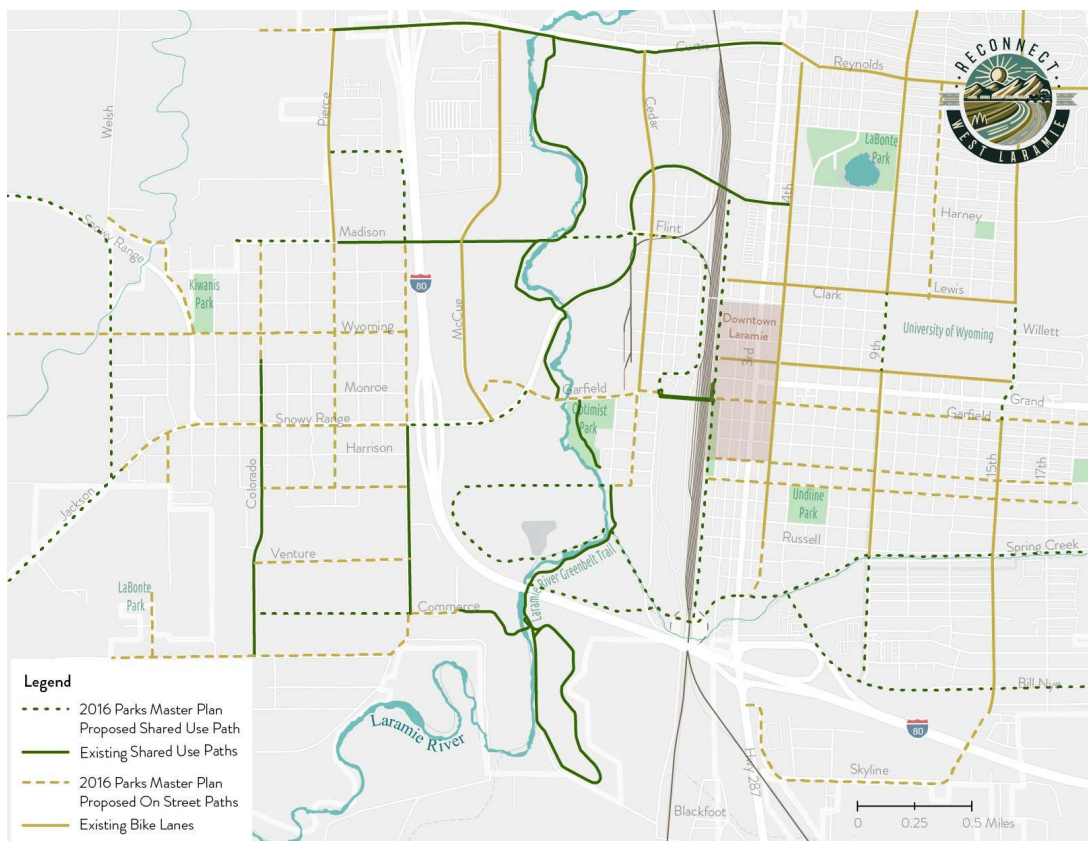
Based on feedback and discussions with Laramie residents, business owners, students, and stakeholders, many initial concepts received merit to be studied in greater detail in the future. These included:

- 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

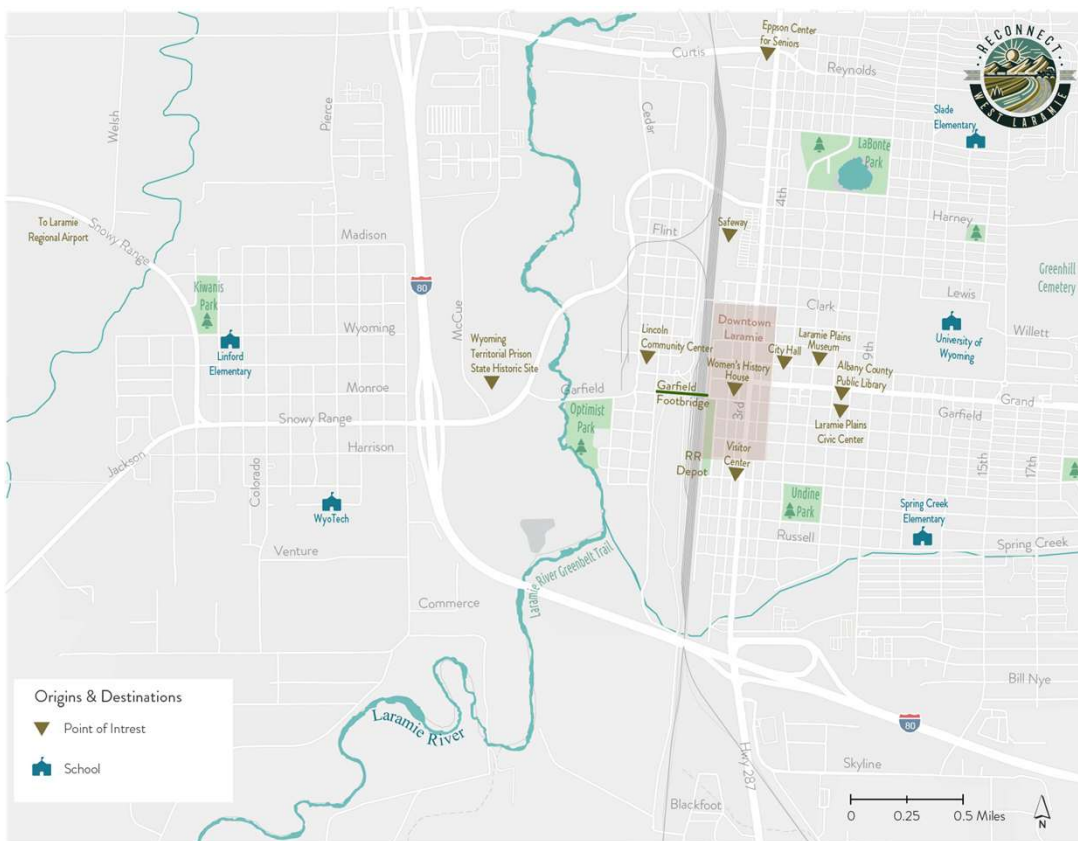


The City of Laramie Parks and Recreation Master Plan, adopted in 2016, is particularly insightful to **Reconnect West Laramie**. The plan noted recommended on-street bike lanes and shared use paths throughout the City of Laramie. The recommended multimodal network and implemented facilities from the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





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.





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

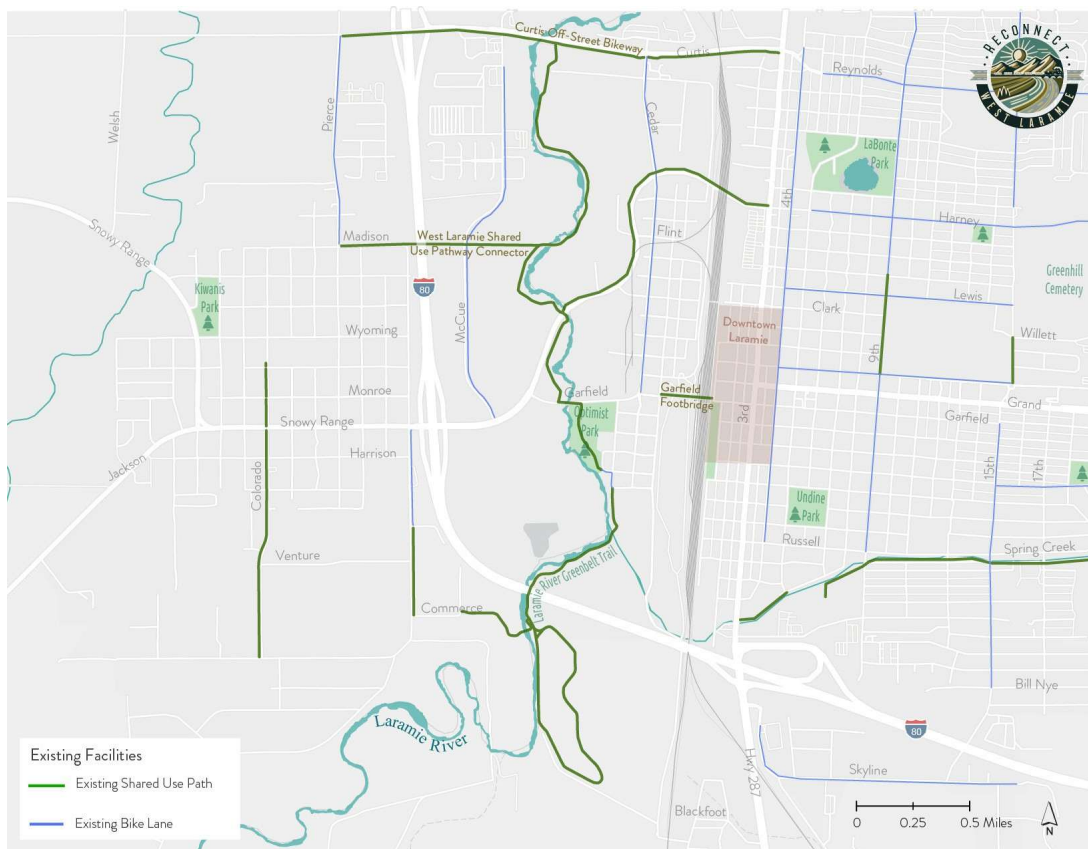
The University of Wyoming's Transportation Services Division operates transit in Laramie to provide students, faculty, staff, visitors, and the local community safe, reliable, and efficient transportation solutions. The transit system includes UWYO Roundup, consisting of three fixed bus routes, SafeRide, 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.





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 Iverson Avenue
- Iverson 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.

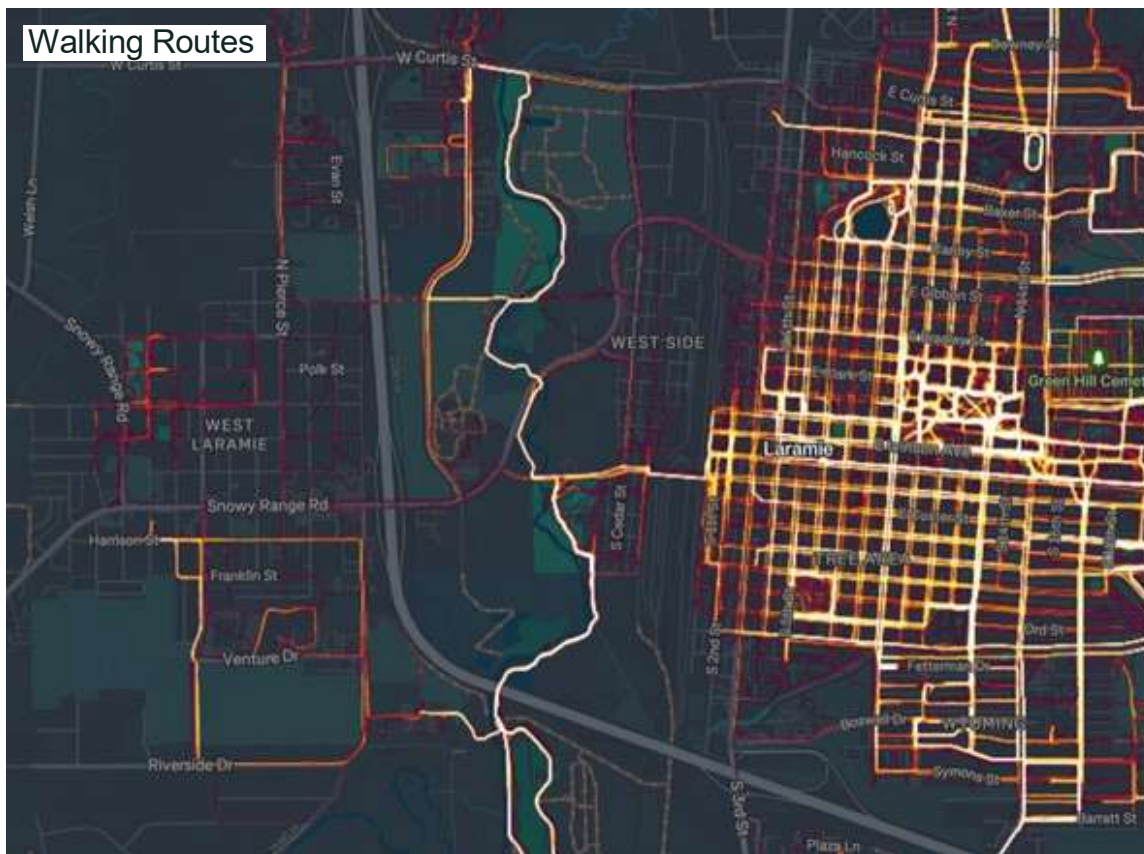
Utilizing Strava Metro data, Figures 6 and 7 show common walking and bicycling routes for Laramie residents and visitors. Brighter (whiter) colors showcase heavy corridor use, whereas dimmer colors, such as orange or red demonstrate less common corridor use.

**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



Source: Strava Metro





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

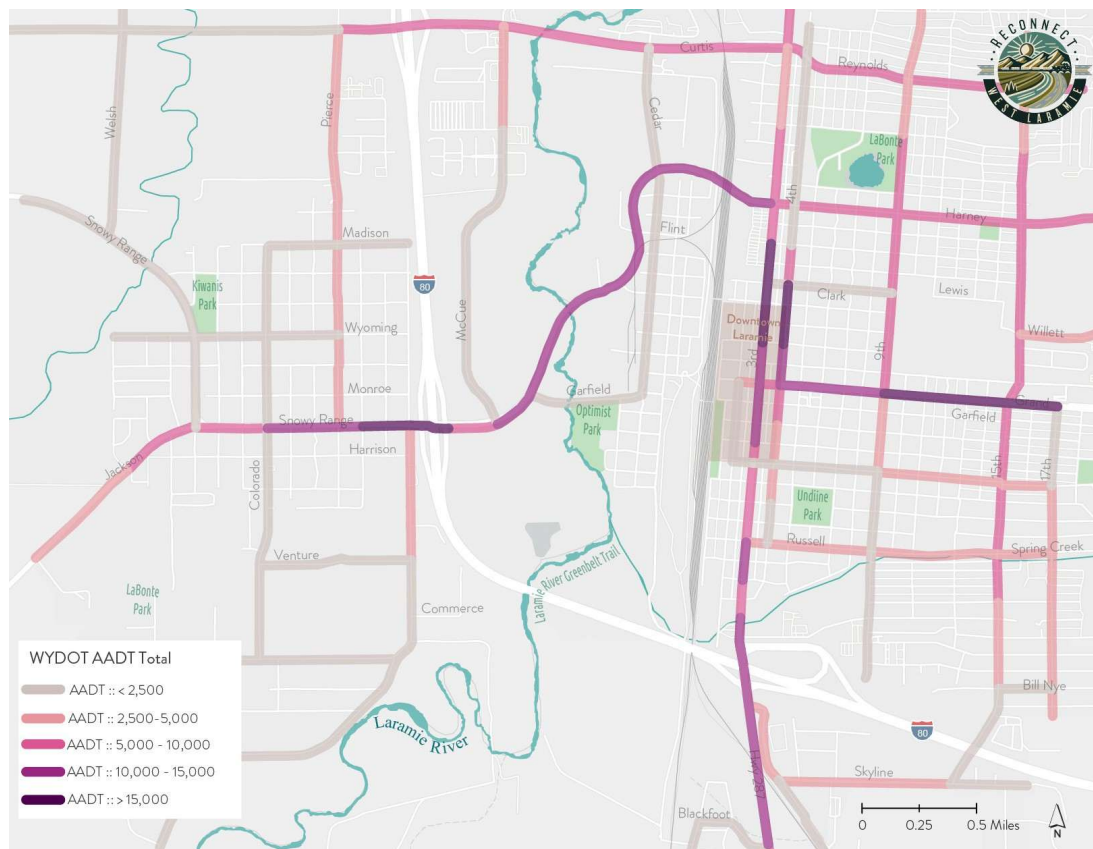


Source: Strava Metro





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.





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.

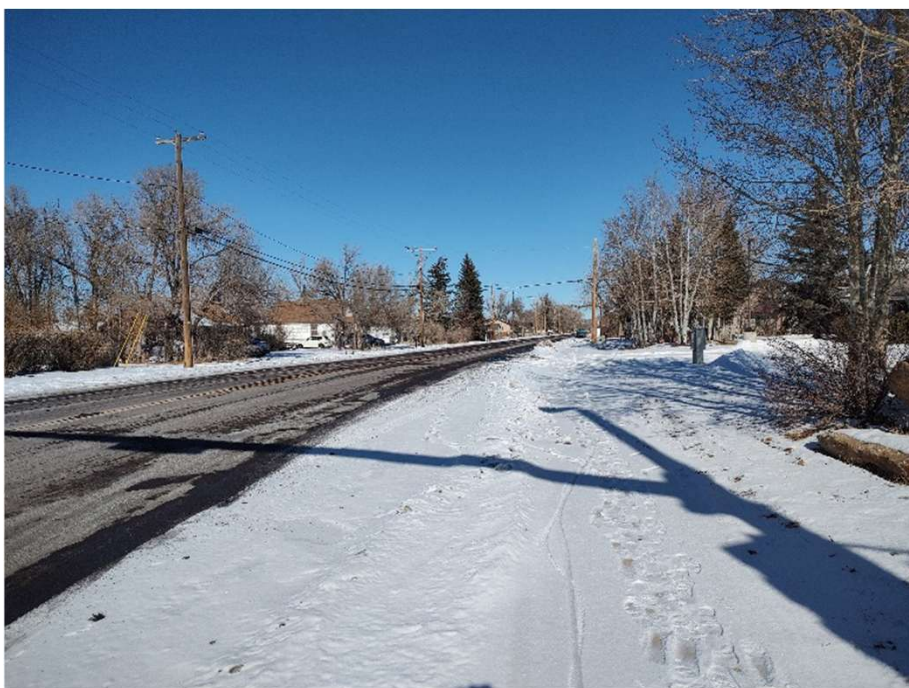


Crossing I-80 and the Union Pacific Railroad

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

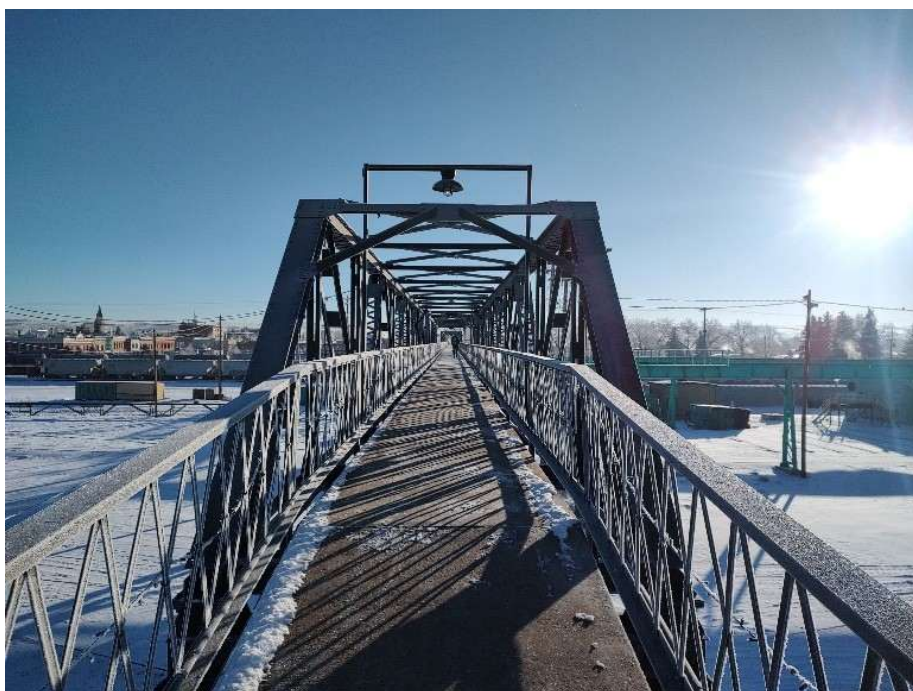


Madison - Flint Opportunity Corridor

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

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



Opportunities

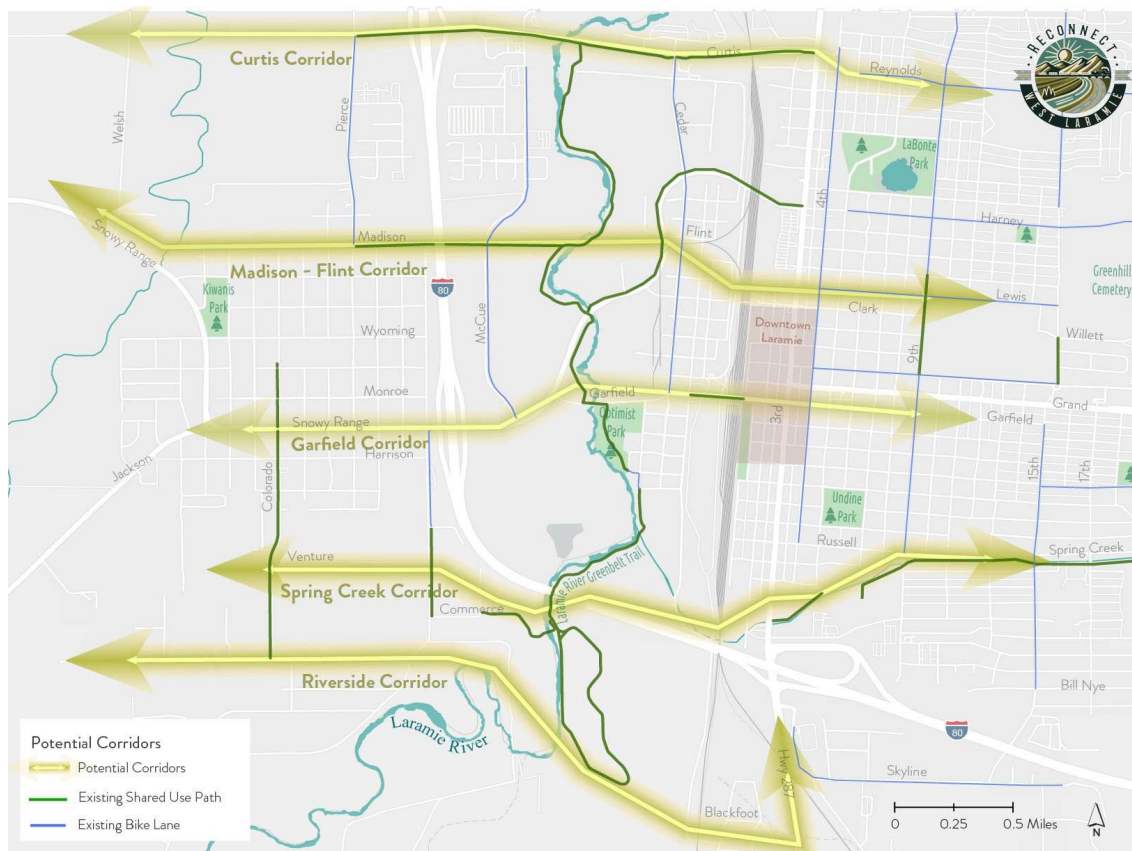


Riverside Opportunity Corridor

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





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)

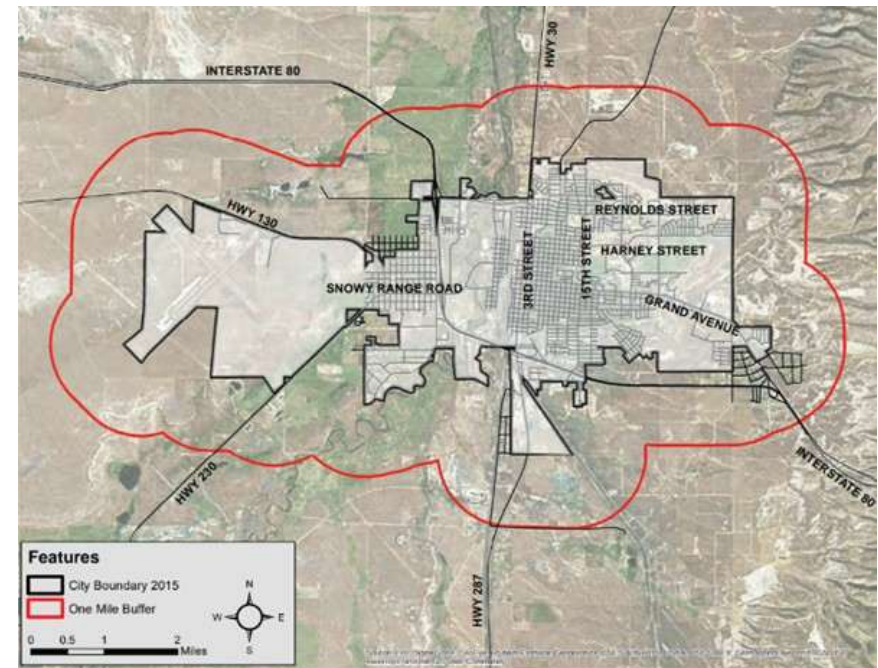
The Downtown Development Plan Update was completed in 2011 as a partnership between the City of Laramie and the Laramie Main Street program. This collaborative effort involved a team of consultants working alongside the City and Main Street program to assess the current physical conditions of downtown 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.



City of Laramie Boundary and one mile buffer, 2015



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.

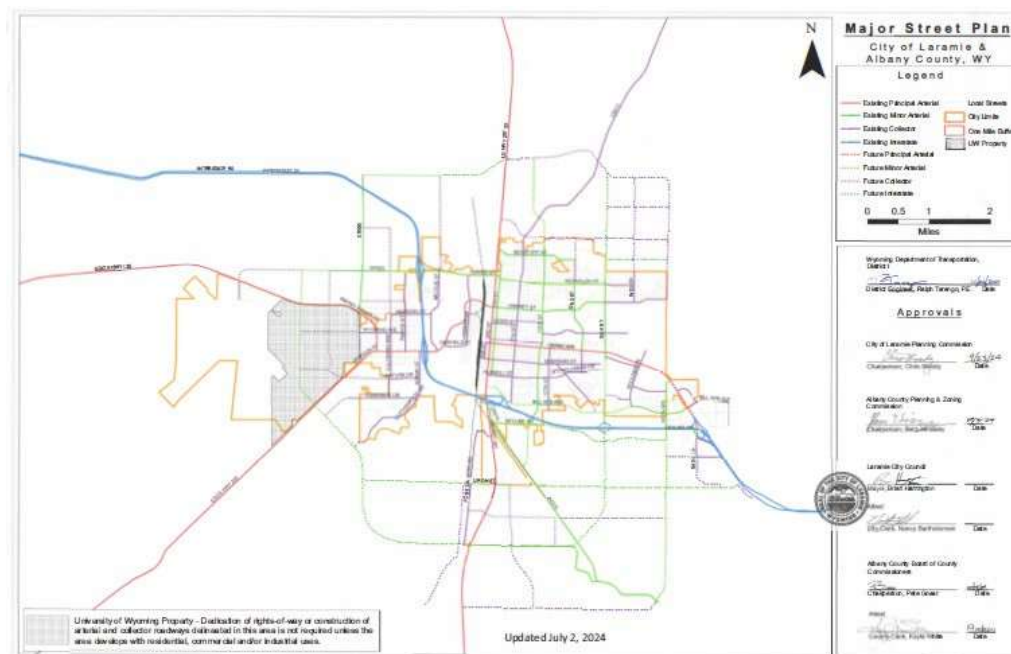




Appendix: Previous Plans

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.

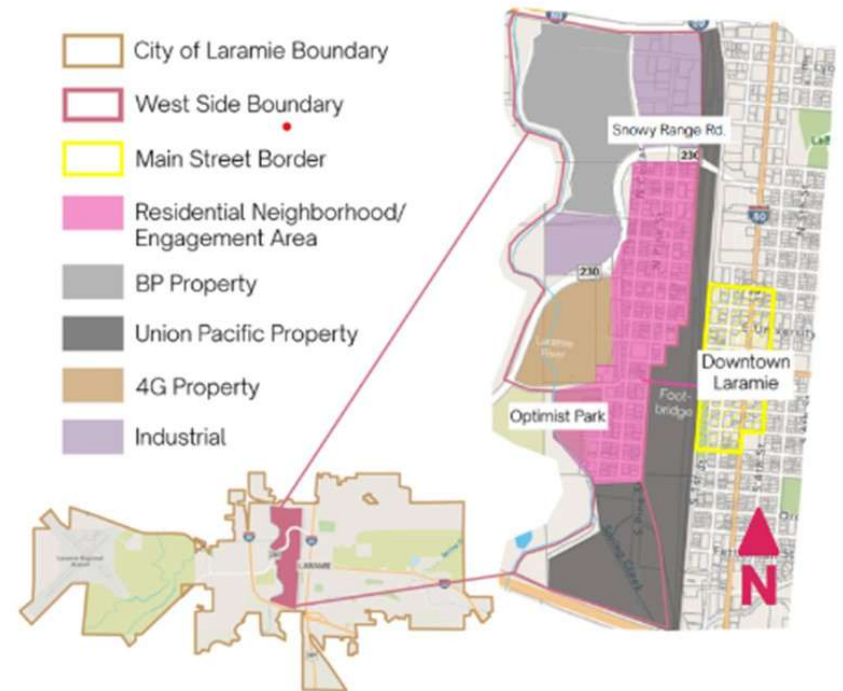




Appendix: Previous Plans

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.



VISIONING REPORT

Photo





RECONNECT WEST LARAMIE: TASK 3 – VISION AND ALTERNATIVES MEMO

Draft
July 16, 2025



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INTRODUCTION

Project Overview

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.

Project Objectives



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

Report Objectives

Several physical barriers separate West 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 also face obstacles including sidewalk and bicycle facility gaps, challenging roadway crossings, and limited wayfinding.

Building from the existing conditions report and input from the public and stakeholders, this report analyzes potential strategies – both small and large – for improving multimodal mobility and connectivity in Laramie. The analysis is paired with a summary of the Laramie visioning workshop, which weighted the benefits and constraints of a range of potential improvements for five opportunity corridors.





Figure 1: Project Area with Opportunity Corridors

ALTERNATIVE DEVELOPMENT PROCESS

Process Overview

The alternatives development process for **Reconnect West Laramie** follows a six-step course of action to develop recommendations to improve connectivity and accessibility between West Laramie, West Side, and Eastern Laramie. Infrastructure alternatives include a mix of pedestrian, bicycle, transit, and vehicular strategies intended to improve access for all residents regardless of their mode of transportation.

This report identifies an initial set of alternatives, summarizes the project design charrette completed with city staff, and presents the refined alternatives that were advanced to be shared with the Laramie community. The community's feedback will be used to evaluate the refined alternatives and to recommend preferred alternatives. The evaluation of alternatives and recommendation of preferred alternatives will be captured in Task 4: Preferred Alternatives Report.

The alternatives are established using an analysis of existing conditions, past efforts, and prior public engagement. The alternatives are categorized into the five opportunity corridors, with some alternatives listed as off-corridor strategies. In total, 39 strategies are identified to improve connectivity and access to and from West Laramie. The strategies range from small treatments such as new crosswalks and sidewalk connections, to transformative investments, such as a new overpass over the existing Union Pacific corridor.

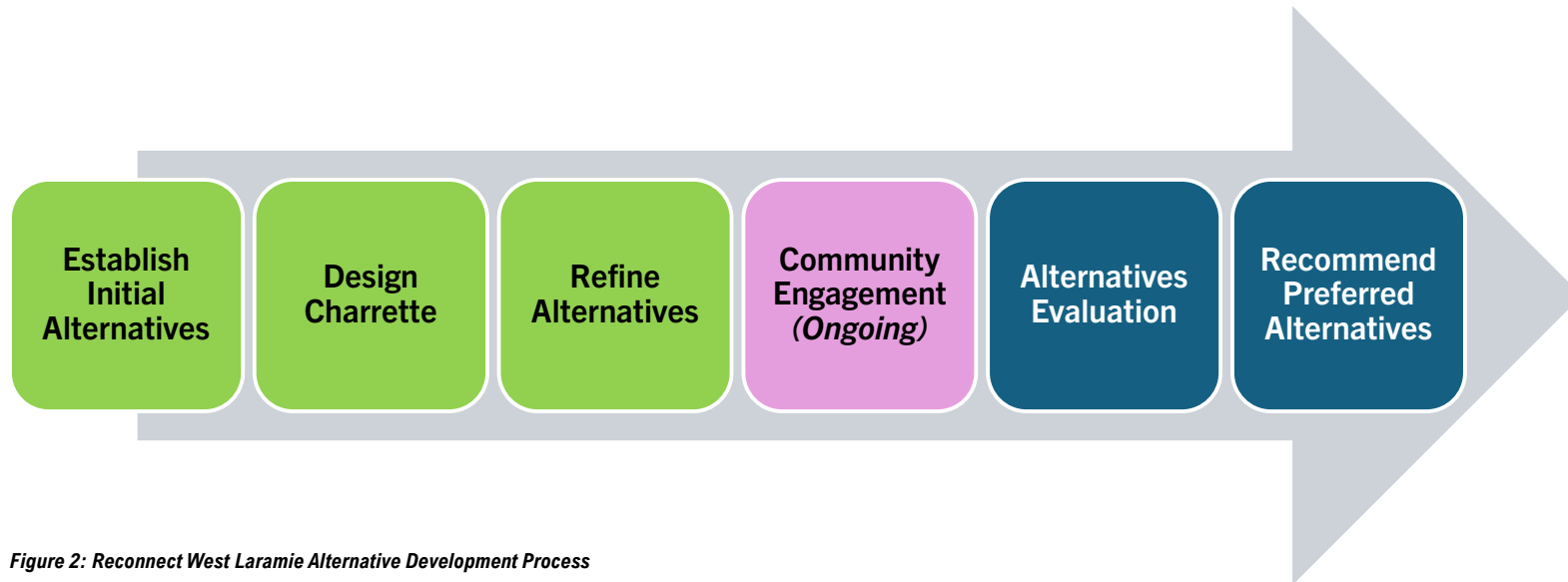


Figure 2: Reconnect West Laramie Alternative Development Process

STAKEHOLDER MEETINGS

Overview

A series of stakeholder meetings were conducted with local community groups and other public agencies to solicit input for the study related to multimodal connectivity challenges and opportunities. Meetings with BikeNet, a local bicycle advocacy group, the Laramie Chamber Business Alliance, the Wyoming Department of Transportation (WYDOT), Laramie Main Street, West Side League of Neighbors, and the Historic Preservation board and WY State Territorial Prison are summarized here.

Stakeholder Meeting Outcomes

BikeNet

The meeting with BikeNet included participation from about a dozen members of the organization. There was strong support for all corridors except the Riverside corridor, which was viewed as a lower priority unless future development increased demand. The Madison-Flint corridor received broad support, particularly for a new bike/pedestrian bridge north of the existing Garfield Footbridge to better connect into downtown. The unused right-of-way from the former Clark Street bridge was identified as a key opportunity. The Spring Creek Corridor was recognized as an important east-west connection to the Greenbelt Trail and Eastern Laramie.

In the Curtis Corridor, 3rd Street/ Hwy 287 and Reynolds Street were identified as high-traffic areas with low comfort for cyclists and pedestrians. There was strong support for protected bike lanes or low-traffic alternatives rather than traditional on-street bicycle lanes. Intersections, particularly at 3rd Street and I-80, were seen as major safety barriers, with calls for improved signage and connectivity. In the Madison-Flint Corridor, poor conditions west of Pierce Street and high traffic intersections at 3rd, 4th, and Harney Streets were noted as key obstacles. For the Garfield Corridor, riders often use Garfield Street to avoid traffic and parked cars. The existing footbridge is too narrow for some users, such as trishaw riders, though any changes must consider its historic character. Both the Spring Creek and Riverside Corridors had significant safety concerns at the Hwy 287 connection and/or crossing.

Laramie Chamber Business Alliance

Discussions with the Chamber and business included a meeting with Chamber staff and visits to individual businesses along Snowy Range Road in West Laramie. There was strong support for the Spring Creek Corridor as a much-needed east-west connection across Laramie. The Garfield Corridor also received support for targeted improvements. The Curtis Corridor was highlighted as a key opportunity corridor due to its potential for future development. Both Spring Creek and Curtis were valued for connecting residents to essential destinations such as grocery stores, healthcare, and other services.

Participants raised numerous concerns about safety for pedestrians and cyclists, particularly along Snowy Range Road, citing narrow sidewalks, limited traffic enforcement, and the need for protected bike facilities. The lack of stop signs near Monroe and Harrison Streets in West Laramie was also noted. Additional areas flagged for traffic safety improvements included Reynolds Street, the I-80/Adams Street intersections, and multiple Snowy Range Road crossings. Feedback emphasized the need for regular maintenance of the Greenbelt Trail, including pothole repairs and winter plowing. Some concerns were expressed over the potential loss of parking with new bike facilities on Lewis Street, Clark Street, and Garfield Street.

WYDOT

The meeting with WYDOT centered on the challenges and opportunities for improved multimodal connectivity along Snowy Range Road and across the two I-80 interchanges in West Laramie. WYDOT confirmed there are no major improvement plans currently in place for Snowy Range Road, aside from a resurfacing and ADA upgrade project scheduled for 2029. Challenges were noted regarding pedestrian and bicycle use along Snowy Range due to high traffic volumes and limited crossing points, with support for using parallel corridors instead. The planning team and WYDOT discussed the potential use of installing HAWK signals or pedestrian bridges to facilitate crossings on Snowy Range Road. WYDOT expressed openness to a range of crossing solutions, provided proper processes are followed, and supported by data and engineering judgement. Coordination with WYDOT will continue through regular check-ins during the project, and the planning team will return with initial recommendations in the summer or fall.

Laramie Main Street

Meeting attendees strongly supported connectivity improvements along Snowy Range Road, Madison Corridor, and Garfield Corridor. They emphasized that a potential future Clark Street pedestrian bridge should align with future land uses and placemaking goals. Participants expressed interest in better wayfinding from trails to downtown, downtown bike storage, and improving access across the Garfield Bridge while preserving its historic architecture. There was support for off-site parking solutions, such as an expanded lot or garage, to make space for improved bike infrastructure. Enhancing cyclist comfort on 3rd Street was a key concern. Additionally, concerns were raised by West Laramie businesses feeling disconnected from downtown activity due to limited walkability, signage, and safe crossings. Attendees also showed interest in contributing to placemaking efforts and encouraging bike/pedestrian trips downtown through incentives like local business gift certificates. The group also emphasized the value of small, visible improvements (e.g., pop-up crosswalks, planters, murals, wayfinding) and creative community engagement, and expressed a desire to align Reconnect West Laramie and Main Street efforts under a shared vision for Laramie.

West Side League of Neighbors

The group emphasized a strong support for prioritizing the Snowy Range Corridor as a main active transportation route, despite current safety concerns. Additionally, the group expressed strong support for Garfield, Spring Creek, and Madison-Flint for improved bicycle and pedestrian connections across Laramie. Safety concerns centered on vehicle speeds on Cedar Street and a lack of kid-friendly infrastructure, as well as unsafe crossings at Snowy Range Road and the Harney Street Bridge. Participants advocated for creative wayfinding solutions including signage and painted trail markers. Overall, there was strong opposition to investing in Clark Street bridge improvements if Snowy Range Road and the Garfield Footbridge already exist. Additional recommendations included better crossings at 3rd Street and Harney, and public space improvements for the Madison-Flint corridor.

Historic Preservation Board & WY State Territorial Prison

Meeting attendees highlighted the importance of improving connectivity along Snowy Range Road, Madison, and Garfield. There was strong enthusiasm for a citywide loop trail and making bike/ped routes more intuitive and continuous. Safety concerns focused on crossings along Snowy Range, with suggestions for a HAWK signal near Murdoch's and interest in a pedestrian bridge at Clark Street. Tourism and placemaking were discussed, with support for connecting the Prison to downtown, using the Prison as a trailhead or transit stop.

LARAMIE STAFF VISIONING CHARRETTE

Overview

A collaborative virtual charrette was held on May 6, 2025 with the City's Planning, Engineering, and Parks and Recreation departments to review each of the five proposed corridors, and to discuss the feasibility of range of improvements in each corridor. A virtual charrette white board was hosted on Miro, an online collaborative whiteboard program, which allowed all participants to edit, mark-up, make comments to alternatives in real-time. Meeting participants walked through each corridor and alternative, providing their strengths/opportunities, weaknesses/threats, as well as any general comments.

Corridor Summaries

The team focused on long-term planning efforts in the Curtis Corridor, where future development and annexation could shape multimodal infrastructure needs. The favored alternative in this corridor features extensions of the existing multi-use pathway both east and west, as well as improving the pedestrian and bicycling experience over I-80 and at 3rd Street and 4th Street. On the eastern side of the corridor, a connection to the Cirrus Sky Trail would help bolster connectivity to other recreation corridors.

The Madison-Flint Corridor is commonly used by residents even though existing infrastructure is limited. A key challenge in the corridor is the crossing at Snowy Range Road, which may require a HAWK signal or other high-visibility treatment. It was noted that this corridor is generally the most attractive east-west corridor for bikes and pedestrians, and should be advanced with that priority. A new pedestrian bridge over the over the UP rail yard at Lewis or Clark was identified as a potential long-term strategy for this corridor.

The Garfield Corridor is seen as a major opportunity for placemaking and improved access to Optimus Park, with suggestions for lighting, signage, better footbridge landings, and a traffic-calming roundabout or neighborhood traffic circle at Garfield Street and Cedar Street to improve safety and create a sense of place. The Snowy Range Road and I-80 interchange was discussed as a significant obstacle, with a long-term redesign needed to improve multimodal facilities. In the interim, staff suggested prioritizing alternate north-south routes (e.g. Harrison and Monroe Streets) in West Laramie.

The Spring Creek Corridor was discussed as an opportunity for a multimodal (including vehicular and transit) east-west connection across I-80 and the UPRR. The team emphasized the importance of connecting Spring Creek Trail at 3rd Street, and raised the possibility of a new crossing of the rail corridor to complete this connection. If constructed, this corridor would provide good connectivity east-west between West Laramie and Eastern Laramie and could help alleviate traffic from Snowy Range Road. It would also better tie the WyoTech campus to Eastern Laramie.

The Riverside Corridor was identified as an alternative east-west vehicular and multimodal connection between West Laramie and US-287, especially if the Spring Creek Corridor becomes too complex or costly. The Riverside Corridor includes an existing at-grade rail crossing, which could potentially be converted for public use with Union Pacific's cooperation. The team also discussed the importance of leveraging WyoTech's expansion to incorporate a shared-use path along the southern edge



Figure 3: Snapshots of Virtual Charrette Board for the Garfield Corridor

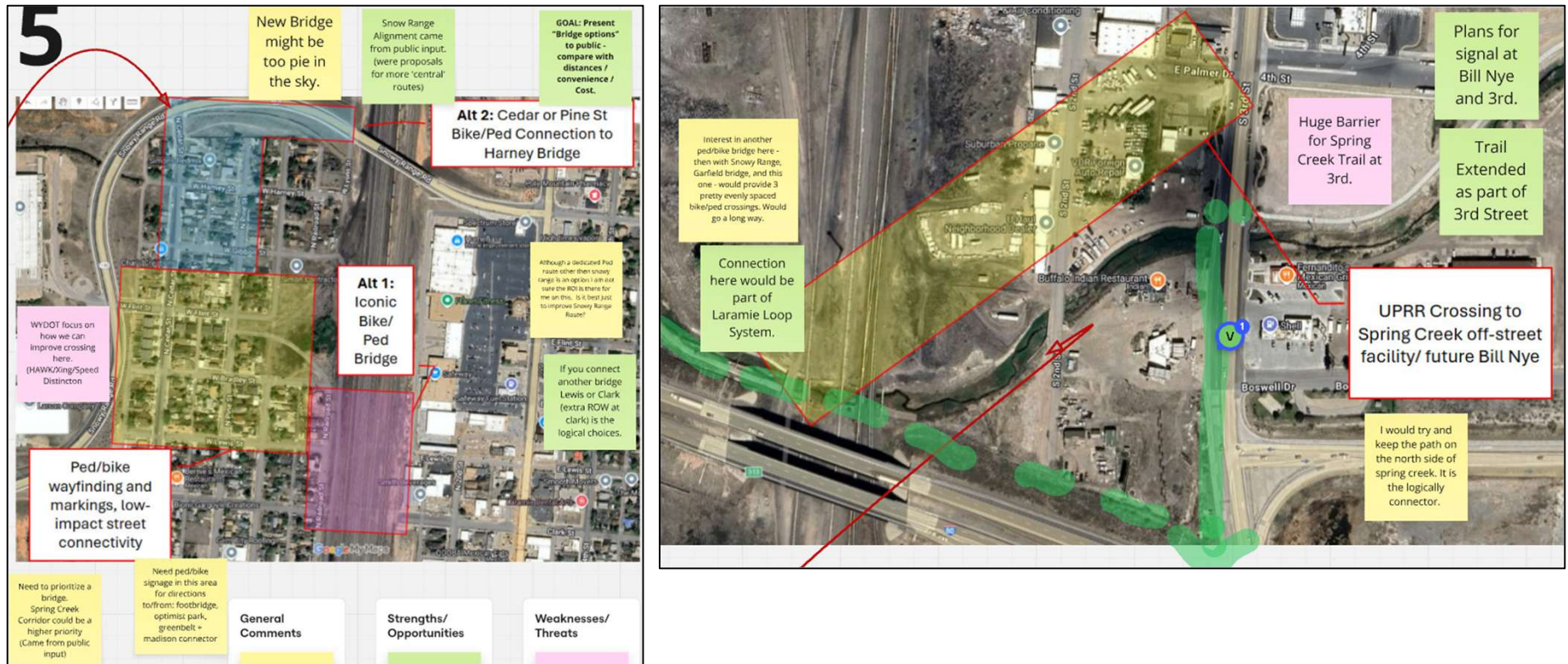


Figure 4: Snapshots of Virtual Charrette Board for the Madison-Flint and Spring Creek Corridors

INITIAL ALTERNATIVES

Alternatives Along Opportunity Corridors

Five corridors (Figure 1) are identified that would provide direct east-west opportunities to better connect West Laramie to West Side and Eastern Laramie. The existing transportation infrastructure within each of the corridors varies. Each corridor has an identified set of potential multimodal improvements that would benefit network accessibility and connectivity. “Off-corridor” strategies are also identified. These focus on making short north-south connections to one or more of the five primary east-west corridors. The benefits and constraints of each corridor are described below.

Curtis Corridor (Yellow)

The Curtis Corridor is the northernmost opportunity corridor. This corridor is located at the northern boundary of West Laramie and follows the existing alignments of 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. This link is indirect for many West Laramie residents. **Seven initial areas for improvement were identified for this corridor, including a mix of pedestrian/bicycle infrastructure and safety treatments.**

Madison-Flint Corridor (Orange)

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 the UPRR. This opportunity corridor would utilize the existing Madison Street undercrossing of I-80 and the Laramie River Trestle Bridge via the Hans Peak Railroad alignment. **Seven initial areas for improvement were identified for this corridor, including new multimodal access corridors highlighted by a new overpass across the UPRR railway.**

Garfield Corridor (Teal)

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 existing Garfield Footbridge 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. **Six initial areas for improvement were identified for this corridor, including new multimodal access on existing streets and new amenities at the existing footbridge.**

Spring Creek Corridor (Purple)

The Spring Creek Corridor is generally located along Venture Drive in West Laramie, adjacent to I-80 between the Laramie River and 3rd Street, and along Spring Creek 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 I-80, the Laramie River, and the UPRR. **Seven initial areas for improvement were identified for this corridor, including conceptual opportunities to connect the southern portion of West Laramie to 3rd Street.**

Riverside Corridor (Red)

The Riverside Corridor is a future opportunity corridor that could utilize an existing at-grade rail crossing via Blackfoot Street west of 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. **Five initial areas for improvement were identified for this corridor, which combined could create a new multimodal connection in southern Laramie.**

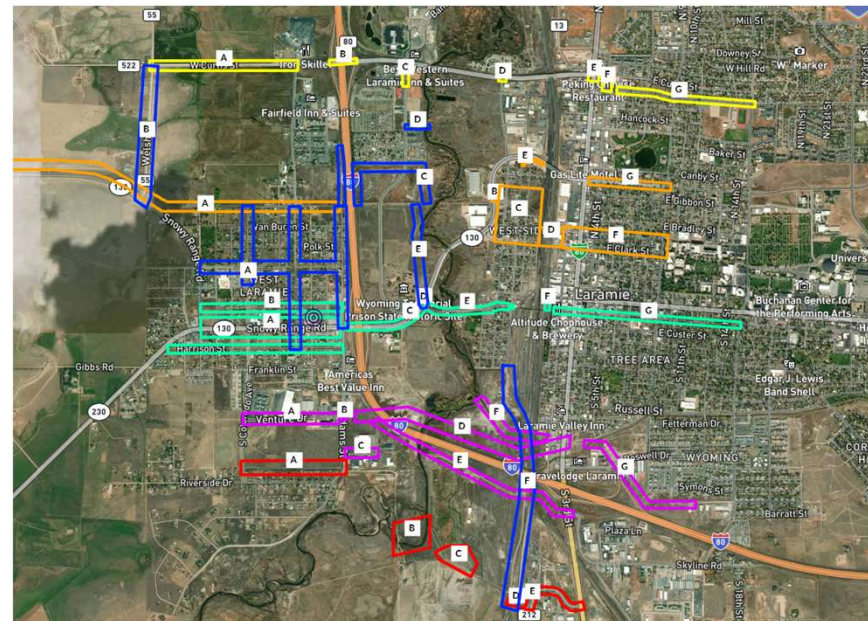


Figure 5: Initial Alternatives

CURTIS CORRIDOR

Corridor Overview

The Curtis Corridor begins generally around Welsh Lane and extends eastward along Curtis Street, crossing over I-80, connecting to the Laramie River Greenbelt Trail, and crossing over the UPRR rail corridor. The corridor transitions to E Reynolds Street at 3rd Street. The corridor concludes along E Reynolds Street to 15th Street.

Key Destinations

- Northern West Laramie
- Laramie River Greenbelt
- Eppson Center for Seniors
- Slade Elementary School

Limitations

- Lack of continuous multimodal connections, especially at intersections
- Car-centric network and environment
- Potential low use corridor far from most residences

Contiguous Shared-use Path from Welsh Lane to 3rd Street

Extends the shared-use path from its western terminus on Pierce Street further west to Welsh Lane, improves crossings at I-80 on/off ramps and at Cedar Street, and completes the bikeway link from McCue Street to Curtis Street.

Safety and Multimodal Improvements east of 3rd Street

Proposes protected intersection treatments at the Curtis Street intersections with 3rd Street and 4th Street. The protected intersection design would prioritize pedestrian and bicyclist safety and comfort through reduced conflict points and improved visibility. This section may also benefit from improved on-street bicycle facilities on Reynolds Street between 4th Street and 15th Street

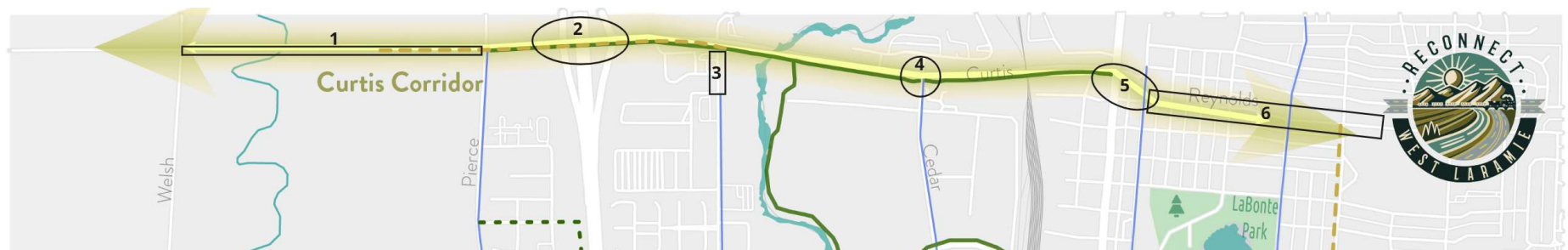


Figure 6: Curtis Corridor

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Slide 111

BD1

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MADISON-FLINT CORRIDOR

Corridor Overview

The Madison-Flint Corridor begins in the west at the Laramie Regional Airport and follows the former Hans Peak Railroad corridor to Madison St in West Laramie. The corridor continues under I-80 and across the Laramie River Trestle Bridge to the intersection of Snowy Range Road and Flint Street in West Side. From this point, there are three potential locations for crossing the UPRR rail yard at Lewis Street, Clark Street, or the existing Snowy Range Road overpass. East of the UPRR rail yard, the corridor would terminate at 15th Street.

Key Destinations

- Laramie Regional Airport
- Laramie River Greenbelt
- Gateway Plaza/ Safeway
- University of Wyoming

Limitations

- Feasibility of utilizing the railroad alignment through state property
- Crossing the UPRR rail yard
- Crossing Snowy Range Road at grade

Shared-use path on Madison Street from I-80 heading west

Creates a shared-use path on the northern edge of Madison Street, which could extend as far west as the Airport utilizing the Hans Peak Railroad alignment.

West Laramie Connector Project

The West Laramie Connector Project, currently in design, will develop preliminary plans for a shared-use pathway between Madison St to Snowy Range Road at Flint Street.

Navigating West Side and UPRR

Creates a safe crossing across Snowy Range Road at Flint Street, followed by improved access across the UPRR rail yard, either via the existing Snowy Range Road overpass or a new pedestrian bridge at Lewis Street or Clark Street. The cost and complexity of this section would vary greatly depending on the chosen alignment over the UPRR rail yard.

Safety and Multimodal Improvements east of 2nd Street

Creates improved on-street bicycle facilities on either Harney Street, Lewis Street, or Clark Street, east of the UPRR crossing, depending on the selected crossing alternative.

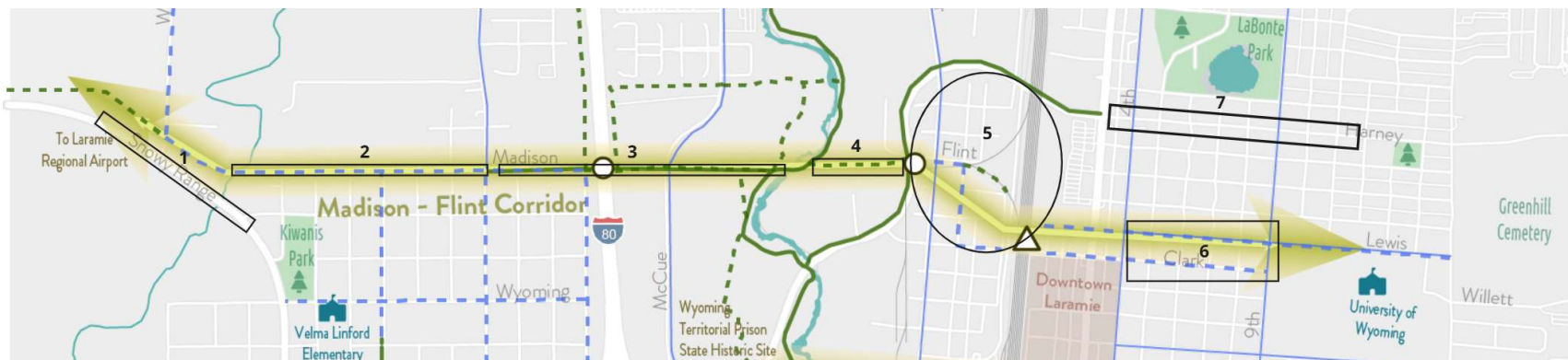


Figure 7: Madison-Flint Corridor

GARFIELD CORRIDOR

Corridor Overview

The Garfield Corridor generally begins at the Snowy Range Rd intersection with Jackson Street in West Laramie, and follows Snowy Range Road east through the heart of West Laramie until reaching Garfield Street. The corridor continues on Garfield Street through the West Side, and utilizes the existing Garfield Footbridge to cross the UPRR rail yard into Downtown Laramie. The corridor concludes on Garfield Street east until 15th Street.

Key Destinations

- Downtown West Laramie
- Wyoming State Territorial Prison
- Laramie River Greenbelt
- Optimist Park
- Downtown Laramie
- Laramie Civic Center

Limitations

- Few existing multimodal facilities
- Snowy Range Road lacks pedestrian and bicycle facilities in some segments, crossing under I-80 is difficult to traverse on foot or bike
- Garfield Footbridge has limited capacity and width for cyclists

Multimodal Enhancements in West Laramie

Create new bike lanes or a multi-use path on Snowy Range Road, or invest in multimodal infrastructure (including paved streets) just north or south of Snowy Range Road on Monroe Street and Harrison Street.

Garfield Street Connection Between West Laramie and Footbridge

Create a safe and intuitive connection between West Laramie and Downtown Laramie by improving the I-80 undercrossing experience, adding new multimodal infrastructure on Snowy Range Road between I-80 and Garfield Street, and improving the access experience on Garfield Street to the footbridge. Implement a crossing across Snowy Range Road at Garfield Street to reach the Territorial Prison.

Downtown and Eastern Laramie Improvements

Improve the east and west landings of the Garfield Footbridge to enhance user safety and promote active transportation trips, as well as improve on-street bicycle facilities on Garfield Street to the east, connecting to the existing bike lane on 15th Street.



Figure 8: Garfield Corridor

SPRING CREEK CORRIDOR

Corridor Overview

The Spring Creek Corridor begins in the west at Colorado Street and travels east on Venture Drive to Adams Street. Between Adams Street and 3rd Street/ Hwy 287, the corridor would cross I-80, the Laramie River, and the UPRR rail corridor. At 3rd Street north of I-80, the corridor would connect to the future alignment of Bill Nye Avenue.

Key Destinations

- WyoTech
- Laramie River Greenbelt
- Spring Creek Elementary School

Limitations

- Feasibility of crossing I-80, the Laramie River, and the UPRR rail corridor

Venture Drive Adjacent to WyoTech

Implement new pedestrian and bicycle facilities on Venture Drive between Colorado Street and Adams Street, paired with a new crossing of Adams Street at Venture Drive to connect the proposed facilities to the exiting Adams Street shared-use path.

Conceptual Crossing between Adams Street and 3rd Street

There are three main conceptual pathways from Adams Street to 3rd Ave/ Hwy 287, including (1.) a vehicular segment with shared-use path from Venture Drive, over I-80, the Laramie River, and the UPRR rail corridor to connect to 4th Street, or (2.) a vehicular segment with shared-use path from Venture Drive, south of I-80, but over the Laramie River and the UPRR rail corridor to connect to Skyline Road, or (3.) a ped/bike only connector from the Laramie River Greenbelt over the UPRR rail corridor to 4th Street.

Multimodal Fork east of 3rd Street

If the conceptual crossing lands at 4th Street, create two new connections from 4th Street both northeast along Spring Creek Road and southeast toward Bill Nye Avenue.



Figure 9: Spring Creek Corridor

RIVERSIDE CORRIDOR

Corridor Overview

The southernmost corridor begins south of the WyoTech campus and east of Colorado Avenue. From this starting point, the corridor extends eastward to intersect with Adams Street and connects to Riverside Drive. It then turns south onto Chimney Lamp Road, crosses the Laramie River, and links with the Laramie River Greenbelt. Continuing from the Greenbelt, the route crosses the railroad tracks and connects to Tie Plant Road. It then travels north along Fort Sanders Road, ultimately reaching West Blackfoot Street. From there it joins the existing shared-use path along US 287, completing a continuous east-west connection across southern Laramie.

Key Destinations

- WyoTech Campus
- Laramie River Greenbelt
- US 287 Shared-Use Path

Limitations

- Multi-jurisdictional ownership of roadways and property

Trail Expansion South of WyoTech

Formalizes and extends the shared-use path south of the WyoTech campus, behind the homes on Riverside Drive. This project would also connect to Commerce Drive.

Laramie River Crossing and Connection to Tie Plant Road

Improved trail access from Chimney Lamp and Tie Plant Roads, including a new or upgraded bridge over the Laramie River.

Rail Crossing and Connection through Tie Plant Road to Hwy 287

Extends the existing US 287 path west to Tie Plant Road via Blackfoot Street adding a safer railroad crossing for bikes and pedestrians. This strengthens the connection between US 287 and the Greenbelt Trail and could add an additional roadway connection.



Figure 10: Riverside Corridor

OFF-CORRIDOR IMPROVEMENTS

Overview

In general, north-south multimodal connectivity in Laramie is positive, highlighted by the Laramie River Greenbelt Trail, and numerous bike facilities on roadway segments such as Colorado Avenue, Pierce Street, Adams Street, and McCue Street, Cedar Street. Off-corridor strategies presented here are intended to fill the remaining north-south gaps between the opportunity corridors, to ensure that residents can safely and conveniently travel to their closest or intended opportunity corridor. Off-corridor strategies would turn the Laramie multimodal transportation network into a grid network, providing greater accessibility and faster travel times, especially for West Laramie residents.

Key Destinations

- Linford Elementary School
- Kiwanis Park
- Wyoming State Territorial Prison
- Laramie River Greenbelt

West Laramie, west of I-80

Improvements west of I-80 include paving streets and implementing new bike lanes along Wyoming Avenue, Colorado Avenue, Pierce Street, and Adams Street. Additional alternatives include new bike lanes on Welsh Lane, and a new connection adjacent to I-80 between Madison Street and Westview Court.

West Laramie, east of I-80

Improvements for West Laramie east of I-80 benefit residents in Sunny Meadows Village and Mountain View Estates, by constructing new pathways to the Laramie River Greenbelt Trail via the proposed Madison-Flint Corridor. One alternative includes a bridge to connect to the Laramie River Greenbelt from McCue Street just north of Baker Street.

West Side and Tie Plant Road Connector

This improvement includes connecting West Side to Tie Plant Road, utilizing UPRR right-of-way and crossing under I-80 using the same underpass as the rail line. There is an existing bridge crossing Spring Creek at this location.

Limitations

- Many streets are not yet paved in West Laramie
- Feasibility of utilizing the right-of-way through state property
- Feasibility of utilizing UPRR land and crossing under I-80



Figure 11: Off-Corridor Opportunity Areas

NEXT STEPS

Community Engagement

A robust community engagement process was conducted to inform the development and evaluation of proposed alternatives. The first community survey (conducted between March 6 and May 22, 2025) gathered input on travel patterns, transportation challenges, and corridor preferences across Laramie. The second survey, launched in June 2025, asked respondents to prioritize potential projects within key corridors.

In-person engagement events were conducted at local events including the Laramie Farmers Market, Pride Fest, and the WyoTech Car Show. Outreach efforts extended to specific groups and stakeholders through meetings with the Historic Preservation Board, the Wyoming Territorial Prison, and the West Side League of Neighbors. Further community perspectives were captured through intercept surveys conducted by WyoTech students at locations such as the Garfield Footbridge, Downtown Laramie, Optimist Park, JSI Grill, Bud's Bar, and the Discover Laramie event at WyoTech. The student-led engagements reached 129 participants.

The feedback collected through these efforts will directly inform the selection and refinement of preferred alternatives, helping to prioritize projects that align with community needs. Once the community engagement process is completed, a finalized engagement report will be created to document key findings, summarize public input, and guide decision-making.

UPRR Engagement

As a next step, the project team will start engagement with Union Pacific Railroad to explore the feasibility of new rail crossings at the Madison-Flint and Spring Creek Corridors. The team will receive feedback and guidance from UPRR on their requirements, constraints, and willingness to consider easements or infrastructure improvements, including whether any of the corridors could support future crossings. This engagement will inform the prioritization of the corridors.



Figure 12: Garfield Footbridge over UPRR Rail Yard

ENGAGEMENT SUMMARY



Source: Laramie Boomerang



FULL ENGAGEMENT

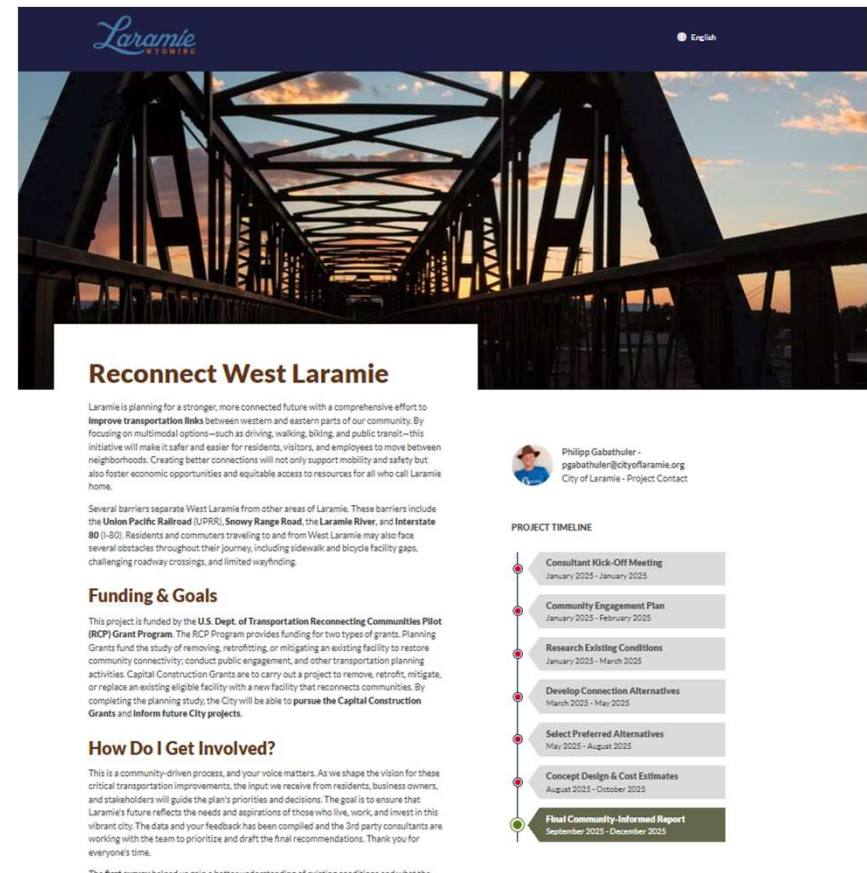
The Reconnect West Laramie project included an extensive engagement effort to inform the planning process. Project engagement efforts are divided into two types: (1) Focused Stakeholder Engagement and (2) Public Engagement.

Focused Stakeholder Engagement: refers to targeted outreach with key partners and organizations to gather detailed input and ensure alignment with community priorities and technical considerations.

Public Engagement: refers to broader outreach to the general community, including residents, commuters, and other interested parties. This involved the distribution of surveys, pop-up events, community rides, and other activities that were designed to collect feedback and share project updates in an accessible way.

Project Website

Throughout the project, updates were shared on the project website. These updates included information about the project team, the goals and purpose of the project, opportunities for involvement, the project timeline, and contact details for those interested in reaching out.



FOCUSED STAKEHOLDER ENGAGEMENT

BikeNet 05.12.2025

The project team held a direct stakeholder engagement meeting with BikeNet on May 12, 2025, which included participation from approximately 12 members of the organization. In the meeting, participants expressed strong support for all corridors except the Riverside corridor, which was viewed as a lower priority unless future development increased demand. The Madison-Flint corridor received broad support, particularly for a new bike/pedestrian bridge north of the existing Garfield Footbridge to better connect into downtown. The unused right-of-way from the former Clark Street bridge was identified as a key opportunity. The Spring Creek Corridor was recognized as an important east-west connection to the Greenbelt Trail and Eastern Laramie. In the Curtis Corridor, 3rd Street/ Hwy 287 and Reynolds Street were identified as high-traffic areas with low comfort for cyclists and pedestrians.

There was strong support for protected bike lanes or low-traffic alternatives rather than traditional on-street bicycle lanes. Intersections, particularly at 3rd Street and I-80, were seen as major safety barriers, with calls for improved signage and connectivity. In the Madison-Flint Corridor, poor conditions west of Pierce Street and high traffic intersections at 3rd, 4th, and Harney Streets were noted as key obstacles. For the Garfield Corridor, riders often use Garfield Street to avoid traffic and parked cars. The existing footbridge is too narrow for some users, such as trishaw riders, though any changes must consider its historic character. Both the Spring Creek and Riverside Corridors had significant safety concerns at the Hwy 287 connection and/or crossing.



FOCUSED STAKEHOLDER ENGAGEMENT

Historic Preservation Board and WY State Territorial Prison 04.18.2025

Meeting attendees highlighted the importance of improving connectivity along Snowy Range Road, Madison, and Garfield. There was strong enthusiasm for a citywide loop trail and making bike/ped routes more intuitive and continuous. Safety concerns focused on crossings along Snowy Range, with suggestions for a HAWK signal near Murdoch's and interest in a pedestrian bridge at Clark Street. Tourism and placemaking were discussed, with support for connecting the Prison to downtown, using the Prison as a trailhead or transit stop.

Laramie Chamber Business Alliance 05.12.2025

Discussions with the Chamber and individual businesses included a meeting with Chamber staff and visits to individual businesses along Snowy Range Road in West Laramie. There was strong support for the Spring Creek Corridor as a much-needed east-west connection across Laramie. The Garfield Corridor also received support for targeted improvements. The Curtis Corridor was highlighted as a key opportunity corridor due to its potential for future development. Both Spring Creek and Curtis were valued for connecting residents to essential destinations such as grocery stores, healthcare, and other services. Participants raised numerous concerns about safety for pedestrians and cyclists, particularly along Snowy Range Road, citing narrow sidewalks, limited traffic enforcement, and the need for protected bike facilities. The lack of stop signs near Monroe and Harrison Streets in West Laramie was also noted. Additional areas flagged for traffic safety improvements included Reynolds Street, the I-80/Adams Street intersections, and multiple Snowy Range Road crossings. Feedback emphasized the need for regular maintenance of the Greenbelt Trail, including pothole repairs and winter plowing. Some concerns were expressed over the potential loss of parking with new bike facilities on Lewis Street, Clark Street, and Garfield Street.



FOCUSED STAKEHOLDER ENGAGEMENT

Laramie Main Street 04.18.2025

A direct stakeholder meeting was held on April 18, 2025, with Laramie Main Street. Meeting attendees strongly supported connectivity improvements along Snowy Range Road, Madison Corridor, and Garfield Corridor. They emphasized that a potential future Clark Street pedestrian bridge should align with future land uses and placemaking goals. Participants expressed interest in better wayfinding from trails to downtown, downtown bike storage, and improving access across the Garfield Bridge while preserving its historic architecture. There was support for off-site parking solutions, such as an expanded lot or garage, to make space for improved bike infrastructure. Enhancing cyclists' comfort on 3rd Street was a key concern. Additionally, concerns were raised by West Laramie businesses feeling disconnected from downtown activity due to limited walkability, signage, and safe crossings. Attendees also showed interest in contributing to placemaking efforts and encouraging bike/pedestrian trips downtown through incentives like local business gift certificates. The group also emphasized the value of small, visible improvements (e.g., pop-up crosswalks, planters, murals, wayfinding) and creative community engagement, and expressed a desire to align Reconnect West Laramie and Main Street efforts under a shared vision for Laramie.

Union Pacific Railroad

The engagement process with Union Pacific Railroad has been initiated through the consultant, Zephyr Rail, with consultant-facilitated written correspondence. This coordination is anticipated to extend beyond the completion date on this current planning effort.



FOCUSED STAKEHOLDER ENGAGEMENT

University of Wyoming and WyoTech 05.16.2025

A joint stakeholder meeting was held on May 16, 2025, with University of Wyoming's Director of Design Matthew Newman and WyoTech President Kyle Morris to discuss the Reconnect West Laramie Plan. The conversation focused on improving east–west connectivity, prioritizing corridors, and integrating multimodal solutions. Matthew Newman emphasized the importance of linking Lewis Street and considering Bradley Street for transit and pedestrian access, as well as leveraging UW's South 15th Street Express shuttle lot for future transit connections. He supported pedestrian and bicycle improvements over vehicular bridges, citing political and financial challenges with restoring the Clark Street Bridge. Newman also suggested reframing the plan to encourage movement from East Laramie to West Laramie to stimulate commercial development and highlighted long-term opportunities such as a Skyline extension and redevelopment near the Curtis Corridor. Among the proposed corridors, he identified Spring Creek as the most impactful for UW and Madison–Flint as valuable for trail access.

Kyle Morris ranked the Spring Creek Corridor as WyoTech's top priority because of its direct connection between campus and housing areas, while expressing concerns that the Riverside Corridor could create congestion at US-287 intersections. He shared WyoTech's plans to expand south of Venture Drive and stressed the need to consider Adams, Venture, Colorado, and Riverside for traffic flow improvements. Morris noted that most WyoTech students prefer driving, making roadway enhancements more critical than bike/pedestrian facilities, though he was open to exploring transit options such as bus stops or park-and-ride near campus. He also suggested leveraging WyoTech's annual June 7th event for public outreach, given its strong community attendance. Both stakeholders reinforced the importance of prioritizing corridors that deliver the greatest impact and align improvements with future growth and connectivity goals.



FOCUSED STAKEHOLDER ENGAGEMENT

West Side League of Neighbors 04.18.2025

A direct stakeholder meeting was held on April 18, 2025, with the West Side League of Neighbors. The group emphasized a strong support for prioritizing the Snowy Range Corridor as a main active transportation route, despite current safety concerns. Additionally, the group expressed strong support for the Garfield, Spring Creek, and Madison-Flint corridors to provide improved bicycle and pedestrian connections across Laramie. Safety concerns centered on vehicle speeds on Cedar Street and a lack of kid-friendly infrastructure, as well as unsafe crossings at Snowy Range Road and the Harney Street Bridge. Participants advocated for creative wayfinding solutions including signage and painted trail markers. Overall, there was strong opposition to investing in Clark Street bridge improvements if Snowy Range Road and the Garfield Footbridge already exist. Additional recommendations included better crossings at 3rd Street and Harney, and public space improvements for the Madison-Flint corridor.

WYDOT

Three virtual meetings were held with WYDOT on May 16, August 19, and October 24, 2025. The purpose of those meetings was to coordinate on proposed project design elements, review traffic and safety requirements, and address any regulatory concerns.

05.16.2025

The first meeting with WYDOT centered on the challenges and opportunities for improved multimodal connectivity along Snowy Range Road and across the two I-80 interchanges in West Laramie. WYDOT staff confirmed there are no major improvement plans currently in place for Snowy Range Road, aside from a resurfacing and ADA upgrade project scheduled for 2029. Challenges were noted regarding pedestrian and bicycle use along Snowy Range due to high traffic volumes and limited crossing points, with support for using parallel corridors instead. The planning team and WYDOT discussed the potential use of installing HAWK signals or pedestrian bridges to facilitate crossings on Snowy Range Road. WYDOT expressed openness to a range of crossing solutions, provided proper processes are followed, and supported by data and engineering judgement.



FOCUSED STAKEHOLDER ENGAGEMENT

08.19.2025

WYDOT representatives provided detailed feedback on proposed pedestrian and cyclist infrastructure improvements. They emphasized that any treatment, particularly HAWK signals, must be supported by engineering studies and warrant analyses. WYDOT staff expressed concern about the potential for unintended consequences when installing pedestrian signals without sufficient justification, such as increased crash risks or misinterpretation by the public. They noted that while Pedestrian Hybrid Beacon (PHB) signals can improve pedestrian safety, they must be carefully evaluated based on actual and projected pedestrian volumes, operating speeds, and roadway conditions.

WYDOT staff also discussed right-of-way considerations, indicating that excess land along Snowy Range Road had been preserved with the intention of transferring it to the city for trail development. They clarified that WYDOT typically only requires right-of-way from back-of-sidewalk to back-of-sidewalk and that many remnant parcels already have landscape agreements in place. Regarding speed limits, WYDOT staff explained that changing posted speeds is not a reliable solution, as drivers tend to follow the design of the road rather than signage. They stressed the importance of clearly communicating in planning documents that proposed treatments like PHB signals are conditional and subject to further analysis.



FOCUSED STAKEHOLDER ENGAGEMENT

10.24.2025

WYDOT staff primarily focused on operational and safety considerations for proposed bike and pedestrian improvements. WYDOT staff emphasized that converting the free-right turn at Curtis Street into a stop condition would create safety risks, such as rear-end crashes and traffic backups, and break corridor consistency. Instead, WYDOT supported adding signage for pedestrians and cyclists and installing bollards to help trucks navigate turns safely. They also stressed adherence to MUTCD guidance for shared-use paths, recommending stop signs for trail users rather than unwarranted crosswalks or flashing beacons, which could give a false sense of security.

On long-term concepts, WYDOT agreed with the intent of adding a PHB but requested language clarifying that installation would depend on warrants analysis, and to not appear inevitable. They also raised concerns about reducing curb radii at Curtis Street, noting the need to preserve truck turning movements, and suggested adding notes that conceptual designs require detailed engineering review. For the Snowy Range Road path to the airport, WYDOT acknowledged its value but flagged the need for future planning to ensure safe crossings, possibly through signalization. WYDOT shared its studies manual to ensure consistency with MUTCD and WYDOT standards.



PUBLIC ENGAGEMENT

Public Support Scoring Methodology

To determine public support scoring, six engagement events were selected based on their ability to produce measurable results. These included activities from both Phase 1 and Phase 2 of the engagement process: **Survey #1, Intercept Surveys** conducted by University of Wyoming students, **Survey #2, the WyoTech Car Show**, and the **June 20th Farmers Market**.

While not all engagement events in this project lent themselves to quantitative scoring, every event contributed valuable input that shaped the overall plan and identified improvement strategies. The six selected activities were scored individually based on participant votes and tallies available (see activity summaries for details). Each individual score per corridor was weighted by the number of responses per activity, and the weighted scores were then combined across all activities to calculate a total score for each corridor. Final rankings were based on relative total scores: **Garfield and Spring Creek** received a score of **3** for the highest public support; **Madison-Flint and Off-Corridor Improvements** received a score of **2** for moderate support; and **Curtis and Riverside** received a score of **1** for the lowest public support.

Corridor	Survey #1 Score (59 responses to question)	Intercept Surveys Score (28 responses)	Survey #2 Score (58 responses to question)	WyoTech Car Show Score (30 responses)	Farmer's Market June 20 Score (93 responses)	Weighted Total Score	Final Score
Curtis	59	28	58	60	186	391	1
Madison-Flint	177	56	116	60	186	595	2
Garfield	177	84	174	60	186	681	3
Spring Creek	118	84	174	60	279	715	3
Riverside	59	56	58	60	279	512	1
Off-Corridor	118	56	116	60	186	536	2



PUBLIC ENGAGEMENT

Survey #1

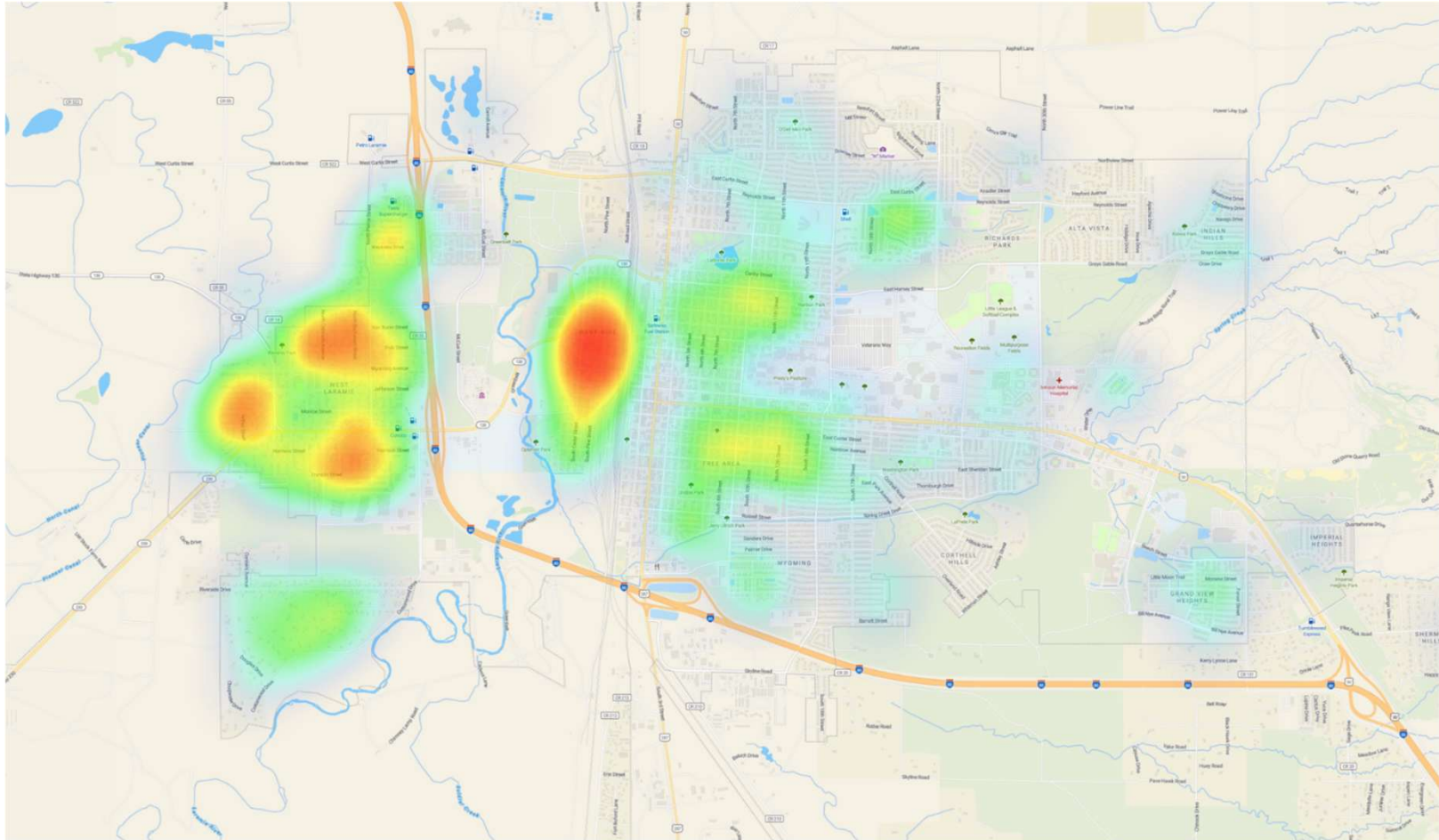
The first survey gathered community input on current travel patterns, transportation challenges, and priorities for improving connectivity and investment in transportation infrastructure in and around West Laramie. The first survey saw a total of 274 respondents, 178 submitted respondents, 96 unsubmitted respondents, and 296 bounce visitors. The survey was open between March 27, 2025 to May 22, 2025. Most questions allowed for multiple response entries, resulting in questions receiving more than the total number of survey respondents.



PUBLIC ENGAGEMENT

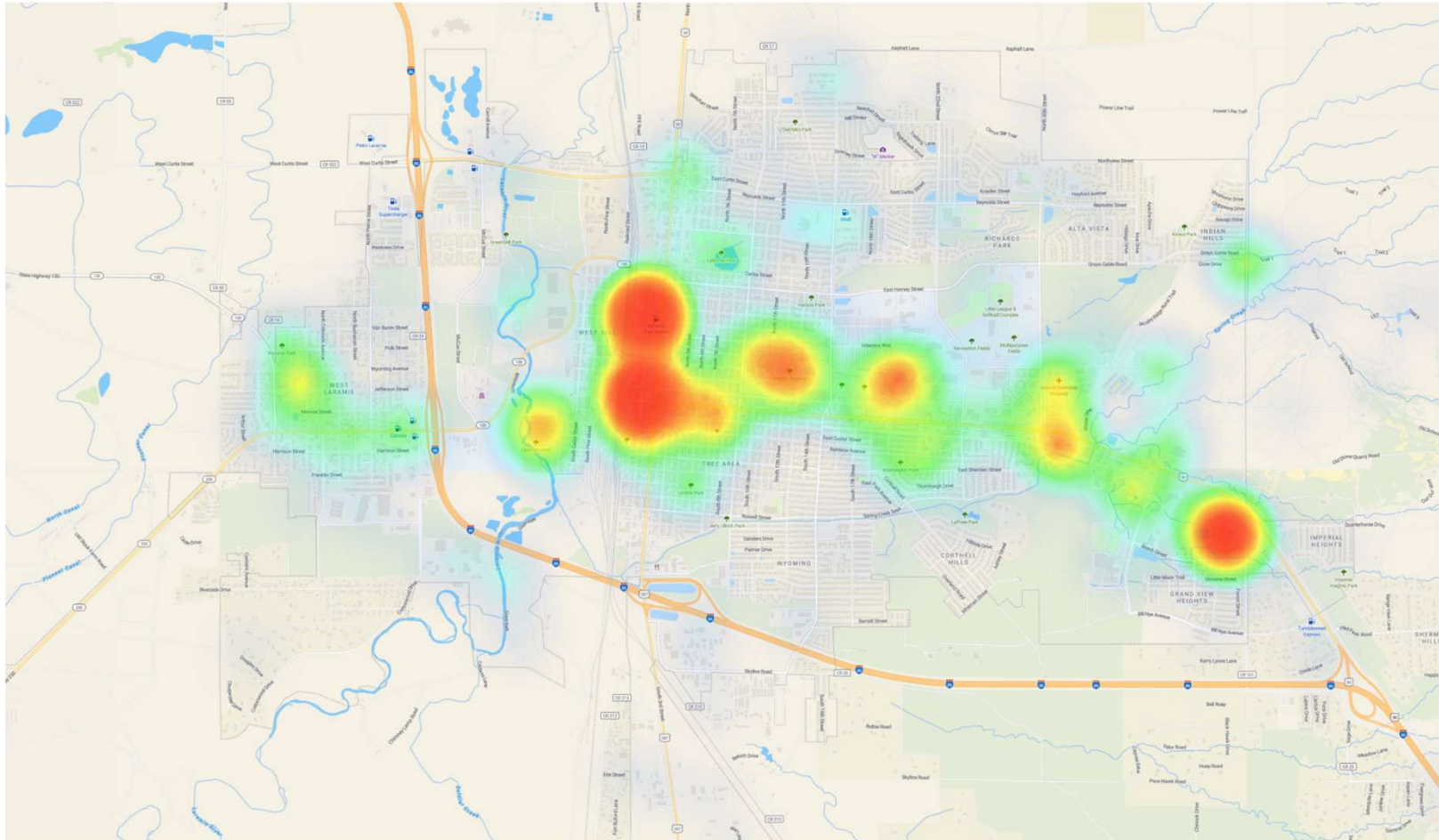
Section 1: How do you move around Laramie today?

Q1. Place a point on the map in the neighborhood where you live. (261 responses)



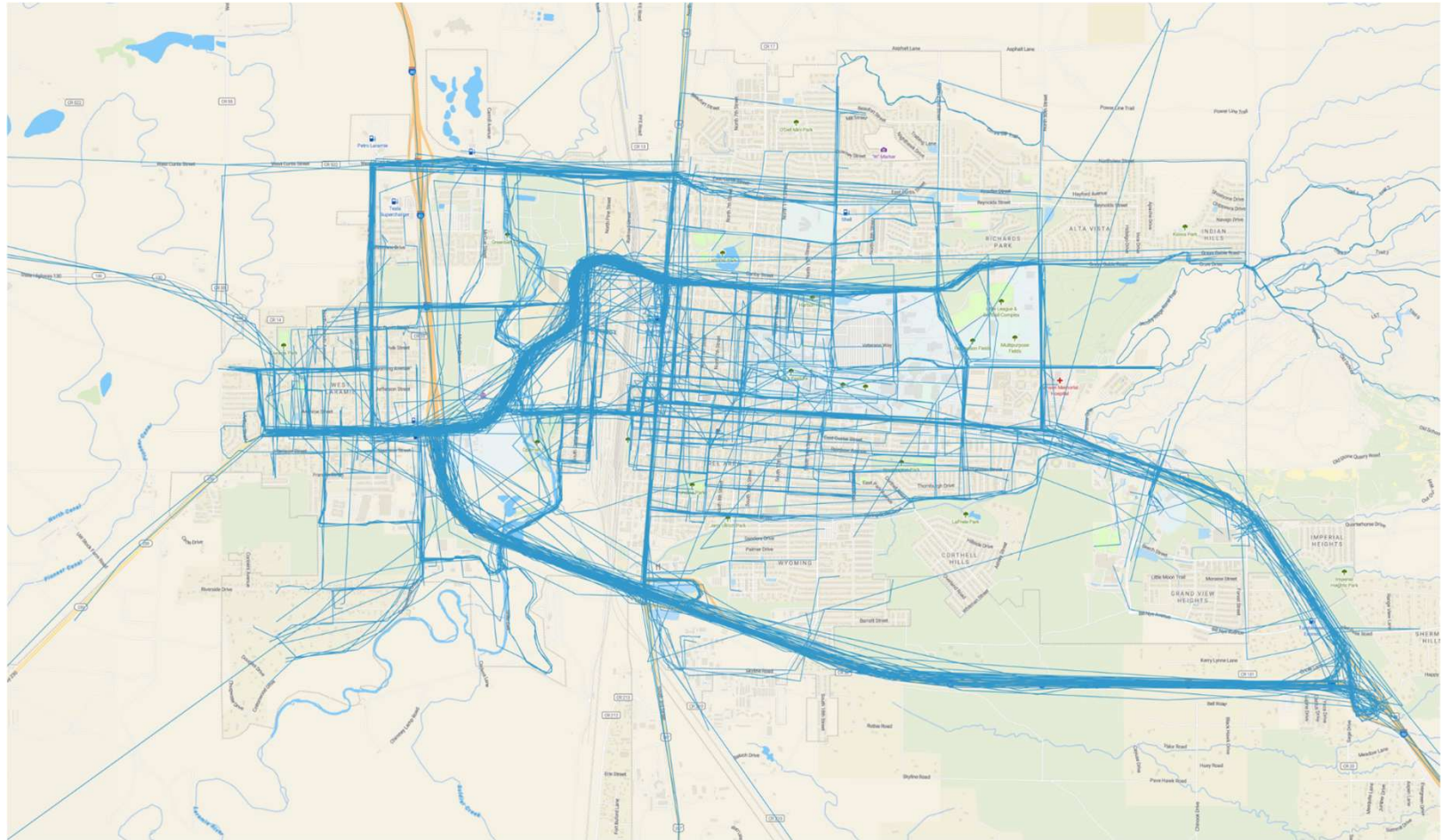
PUBLIC ENGAGEMENT

Q2. Place points on the map where you often travel to. These typically are your places of work, grocery stores, schools, parks, medical centers, etc. (1048 responses)



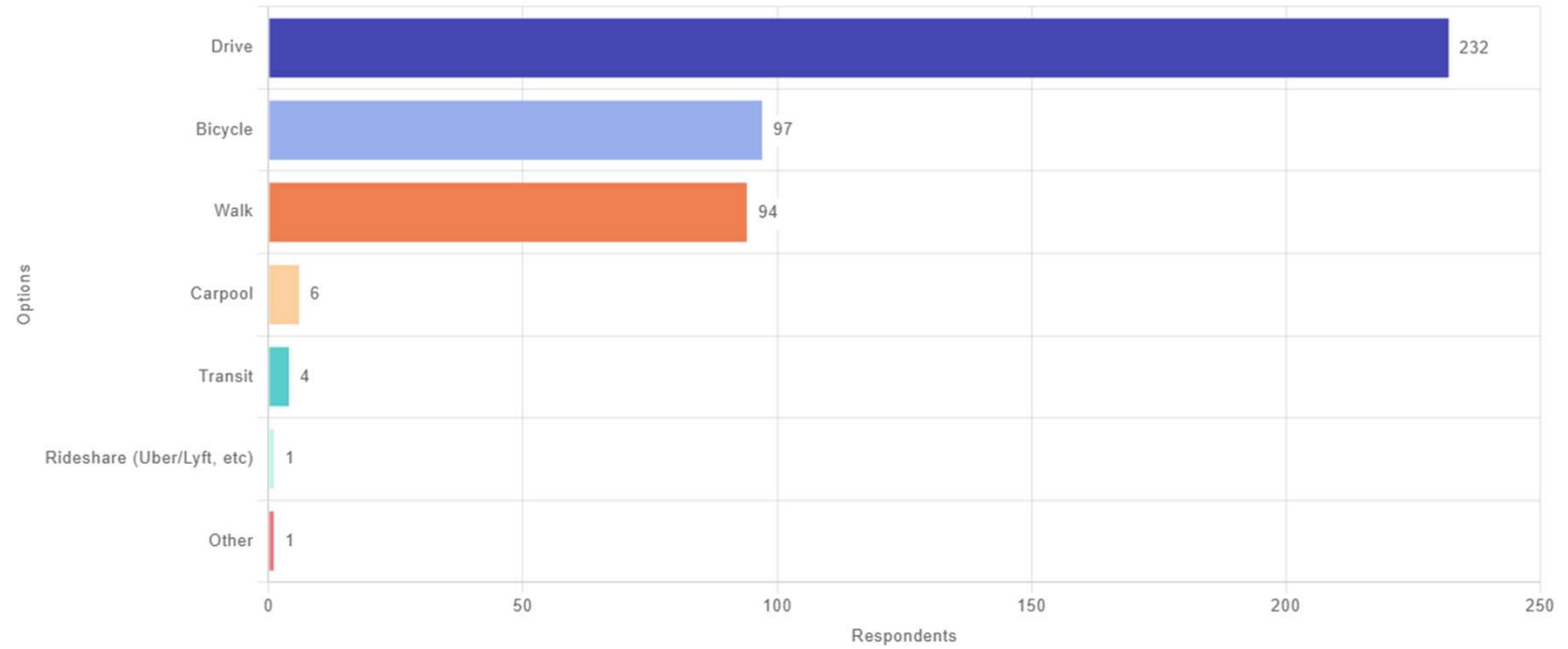
PUBLIC ENGAGEMENT

Q3. Draw pathways that typically take to get to and from West Laramie. (527 responses)



PUBLIC ENGAGEMENT

Q4. What mode(s) of transportation do you use to reach your destinations? (247 responses)



PUBLIC ENGAGEMENT

Q5. If other, what do you use? (12 responses)

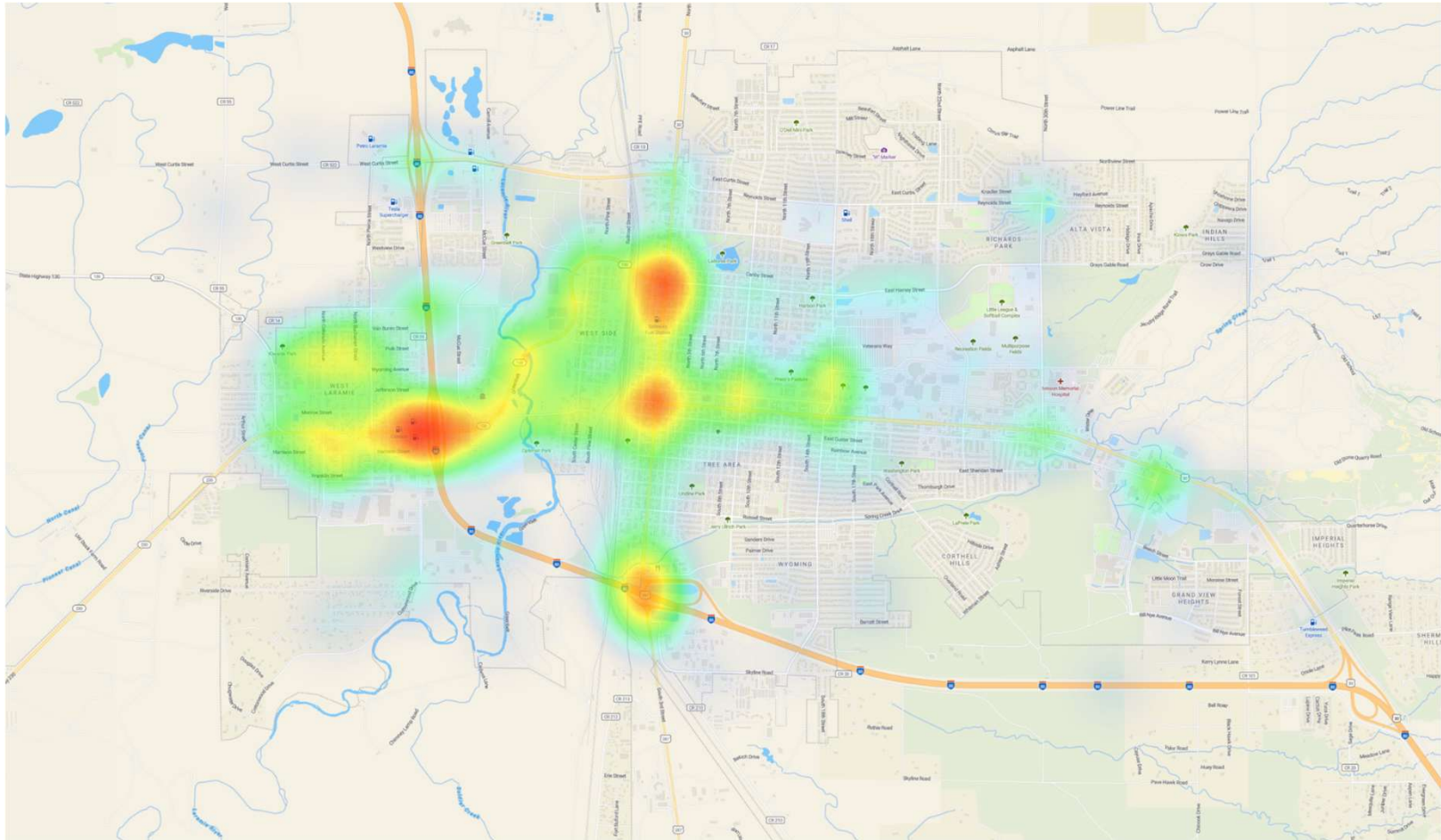
Response
<i>Only drew my common bicycle and walking routes</i>
<i>Draw a path function does not work!! But I use the greenbelt trail</i>
<i>Take drive</i>
<i>Currently need to drive into town as route shown is not particularly for or bike friendly.</i>
<i>Roads, bike paths, walking paths</i>
<i>No other. But I try not to drive in town.</i>
<i>I drive on the major routes</i>
<i>I usually take snowy range rd. to get to west Laramie, but it would not let me draw on the map.</i>
<i>Saferide</i>
<i>There are no good options from west Laramie. As a disabled person public transit is necessary to these neighborhoods</i>
<i>this doesn't work very well</i>
<i>Transit</i>



PUBLIC ENGAGEMENT

Section 2: What challenges do you have getting around Laramie today?

Q6. Are there any specific intersections, crossings, or stretches of road that need attention? Place points on the map where you face an existing transportation challenge. (411 responses)



PUBLIC ENGAGEMENT

Q7. Describe the details of your challenge: (157 responses)

Response

This road is severely damaged and has been for years.

Dangerous intersection for cars and pedestrians.

This bicycle lane disappears forcing cyclists into traffic. Traffic often does not respect bikes using a whole lane and it causes tension between users.

Rough riding on a bike.

Needs to be a four way stop. Going east to west on Garfield is a nightmare

It's scary to try to walk or bike to the fair ground.

Dangerous

Traffic

Dangerous crossing with no marked pedestrian crossing between the bike/pedestrian path connections

Floods and ices over often and going around requires crossing 130

No good way to walk/bike to a grocery store from my neighborhood

drivers make right turns without stopping for bikes or pedestrians

drivers make right turns without stopping for bikes or pedestrians

Dangerous crossings

Would like to get to south side of Laramie without getting on I80.

I would like a bike path from the West Side to West Laramie without getting on Snowy Range Road. Maybe a paved path from bike paths on West Side under the old railroad tracks that go under the interstate starting at Laramie River Historic Bridge to W.

Madison Street in West Laramie.

I live on Cedar Street. People drive so fast down this street. I would I've maybe a stop sign or 2 or speed bumps to slow it down

Dangerous crossing of Grand

The new bridge certainly improves the situation, but I still don't like riding my bike over the Curtis St overpass with all of the semi trucks coming on and off I-80. Not sure if there's much to do about that, but if this is going to be a bike commuter "corridor," there probably needs to be more signage to watch out for bicycles.

Dangerous intersection with lots of semi trucks turning left out of the truck stop.

No bicycle lane, lots of semis



PUBLIC ENGAGEMENT

Q7. Cont.

The bridge is tough...I avoid it on my bike or I ride on the sidewalk

I am concerned about this Kiwanis Park going in and the fact that the teens drag race up Bill Nye a lot. How are children going to cross the road safely to get to the park. I walk the path up here past the high school and around Walmart a lot because I live in this neighborhood.

The fence on the south side of the new bridge should be extended from the top of the bridge down to Cedar Street. This area is high and vulnerable to wind. The pathway is wide, which is ideal for bikes, strollers, scooters, and walking. There is already a protective fence from 3rd St. over the tracks. It should be extended all the way to Cedar.

How could 3rd St. and Harney be improved for safely crossing all parts of this intersection?

Ivinson from about 6th to 15th is a mess.

No sidewalks on this part of cedar

No sidewalks

Road has sunken places

Road is very patchy and rough

Road is in poor condition

Muddy and has potholes

Washboards

Hazardous crossing to get from highway exit to Skyline Dr

Rough road surface, narrow lanes due to cars parked along street.

Rough patch

Rough patch

There is a large pot hole when turning onto Buchanan Street from Snowy Range

There is a big tree in the line of vision when turning onto Snowy Range from Monroe, which could be dangerous

The roads are constantly washboarded.

The stop light takes forever to change when turning from Pierce onto Snowy Range.

Needs a stop light

Wish the bridge was still here :(

This entire rode is not bike/pedestrian friendly

This is a very busy street that is not bike/pedestrian friendly

The gravel rode is always mess with all the traffic on it due to the school down the street

Traffic jam before/after school



PUBLIC ENGAGEMENT

Q7. Cont.

Too small of a bridge for the traffic in the winter

Dangerous when I-80 is closed. Truckers Park all over the road and when roads are bad it is not safe trying to get through.

Lots of trucks trying to turn to and from north that impede all lanes because there is not enough room to turn safely without crossing other lanes.

Confusing crossing

Turning left/ construction

cut off the main corridor for over a year and a half

constantly under construction makes it a pain to navigate

Should be 4 way stop sign, can be dangerous getting to park

no bike lanes, horrible turn lanes, hate this intersection

How is a bike supposed to get here safely?

dangerous crossing when 15th street is open.

No pedestrian crossing lane between library and ace hardware/courthouse

Heavy traffic, no bike lanes on grand avenue.

Downtown is a mess due to construction and lack of parking

9th and Harney is dangerous for driving and biking.

Closed because of construction from WYDOT

Closed because of UWYO construction

Road uneven coming up 15th after the Harney Intersection

Dangerous crossing, by car and on foot, particularly at 8am, 3pm, and 5pm

It's tricky to exit I-80 west and head south onto 287

Needs stop sign

Perpetual construction

Perpetual construction

Circuitous route to West Laramie

Perpetual construction

Perpetual construction

Quite far north, winds too much



PUBLIC ENGAGEMENT

Q7. Cont.

Been closed for almost a full year

Often lots of road work

often closed in bad weathers

Impossible to turn left

Impossible to turn left onto willet

Light takes too long to change.

Crosswalk with flashing lights, not always used and student cross randomly

horrid left turn from N30th onto Willett

Terrible road

The unpaved roads in West Laramie develop potholes and are extremely uneven and poorly maintained, especially in the winter

The route to get to Central Laramie is inefficient. Getting to the grocery store, for example, feels like more of a journey than it should. For this reason (and because of the steep hill to go over the bridge), I am reluctant to take my bike to Central Laramie - I only drive.

Lack of street lamps

Lack of street lamps along 22nd from Harney to Willett

Lack of through access on 15th st

Crossing Snowy Range on bicycle

Crossing Snowy Range on bicycle

No paved roads

No paved roads/bike paths

No bike lanes

It would be great to connect the green belt trail on down Spring Creek to the river!

15th is perpetually blocked?

no bike lane

No sidewalks

Dangerous Crossing

Dangerous crossing. Lots of speeding cars

Dangerous crossing. Drivers not stopping/driving too fast

Light is short. Fast cars

Sidewalks are bad/ sidewalks do not exist



PUBLIC ENGAGEMENT

Q7. Cont.

Sidewalks are bad/ sidewalks do not exist

Sidewalks are bad/ sidewalks do not exist

Bikers not dismounting

Dangerous crossing- even with crosswalk

Sidewalks are bad/ sidewalks do not exist

Sidewalks are bad/ sidewalks do not exist

Sidewalks are bad/ sidewalks do not exist

Sidewalks are bad/ sidewalks do not exist

Need a pedestrian and bike crossing to cross at busy times of the day. I realize it's not busy all the time, but it can be very hard to students and adults trying to cross at this intersection if you CAN do anything.

At Grand and 30th, the speed limit is 45 mph and 4 lanes of traffic, plus turn lanes makes it very hard to cross on bike or foot. But it is a crossing path from residential areas to Pilot Hill, and Snowy Range Academy. I was crossing the cross walk one time and I waived at the driver (and shockingly he waived back) as he cut me off and proceeded through the intersection. I know this isn't West Laramie, but anything you can do is much appreciated :)

Getting across third can sometimes be hard

Green belt floods

Cyclists don't often dismount for pedestrians, motorized bikes on bridge

Dangerous for bikes, never bike this way. This intersection is very congested.

need stop light for traffic crossing

walking path and bike lanes should be put over here or on wyoming ave

not paved streets

not paved streets

not paved streets with curb and gutter

bicycles on a MAIN HIGHWAY. make using the bike path under I-80 and at the green belt more usable. DO NOT want more bike and pedestrian traffic on 130 in any way

Snowy Range Road, South Adams, and Interstate off ramps are horrible for car traffic (congestion) and very dangerous for bikers and pedestrians.

Heavy vehicle traffic and dangerous area for bikers. Generally speaking bikers (especially school kids traveling to Laramie Middle School/Slade/Indian Paintbrush) crossing Grand Avenue (North/South) are taking a risk due to heavy traffic, vehicles running red lights, and crosswalks not specific enough for pedestrians.



PUBLIC ENGAGEMENT

Q7. Cont.

Dreaming here, but we need a bike crossing south of the pedestrian overpass downtown. If you could use the Spring Creek/Russell path (that is supposed to be built?) and get over the tracks to tie into the greenbelt path near I-80 would be great. My bicycle commute from 21st to West Laramie (South Adams) is about 20-25 minutes one way. When I have the time to wind up and down on my bike to work, by necessity, it is a nice ride. But realistically, I don't have an extra 45 minutes a day to bike to work. If there was a more efficient route that took less time, I would bike and there would be one less car on the road.

Large tree that block view of oncoming traffic

Customers coming out of gas station pull out into 55mph traffic going 10mph. I would like to see a sign here that states something like "Traffic at 55MPH, be cautious when merging"

Crossing with traffic is very difficult

Too much congestion with traffic

Too much congestion with traffic

Scary to bike here

Need a 4 way stop

Difficult to see cars coming up the hill when turning left

Need wider bike lanes along snowy range road

Too many stoplights we have more stoplights than big cities do and where they're not timed you usually have to stop at every one of them, makes it congested and slow and unsafe for pedestrians

Dangerous intersection inside Safeway parking lot. There's no signs saying "incoming traffic does not stop" which would probably help a lot. People have been crashing and no one knows whether they should stop or not. Specifically the area off the Flint St. traffic light.

Connect to 287 area

Snowy range needs better bike lanes in and permissions to ride on sidewalks...when pedestrian safe...

Lots of fast traffic, not much bike access

No sidewalks, WyoTech students driving poorly

No bicycle lanes

Road is in disrepair

Speed limit is too low

WyoTech volume of traffic during peak hours (4:30ish) and reckless driving

Potholes, cracks, no snow removal

Getting across to the west side to access the walking path

All the sidewalks getting to downtown from Undine park are major tripping hazards and suck for those with walking disabilities.



PUBLIC ENGAGEMENT

Q7. Cont.

Far away

Unpaved road

Hard to get out of interesection sometimes

Visibility and traffic flow for cars, pedestrians, and bikes especially for traffic from the south.

Pedestrian crossings across 9th that only have non-activated signs are hard to tell when pedestrians will be crossing when parked cars obstruct view of the shoulder.

Crossing on foot or bike is stressful with the higher speeds of vehicles. Awkward stretch from here to west of the interstate for walk or bike.

*River floods bike path and there is no drainage so the bike path is unusable at least 4-6 months of the year
too much traffic trying to turn in too many different directions with no light.*

biking is dangerous/difficult.

need a stop light to regulate traffic turning on to main road.

Dangerous crossing - people headed out of town and often pulling heaving snowmobiles, RVs, ATV/UTVs speed through this 30 mph area. It's hard to cross.

difficult crossing - people going to fast as they leave town towing ATV/UTV/snowmobiles trailer/RV

When there is heavy traffic it takes forever to turn left

dangerous intersection for bikes. I cut through the Safeway/HomeGoods parking lot to the stop light.

No bike lane on the bridge over the river

No bike lane, rough edge of road on snowy range

No bike lane on Grand

Would love to see a walkability assessment for 4th Street. Curious if pedestrian crossing lights similar to what is on Lewis and 9th or Harney and 11th would be feasible to implement.

As a daily biker and a walker with the increased construction and detours for construction I have noticed heavier traffic throughout the day on 4th Street between Grand Ave and Harney making crossing 4th or riding north/south on 4th a safety concern.

Snowy Range Road - too many people speeding and driving dangerously.

Dangerous crossing for kids out of school. Reduced visibility when trying to enter snowy range

Dangerous crossing and busy traffic.

There's no other way to access the Greenbelt on the south end of town.

Busy intersection

No sidewalks



PUBLIC ENGAGEMENT

Q7. Cont.

No sidewalks

No sidewalks

Bicycle riders not walking their bicycles near pedestrians

Construction

Too far

Often hard to see turning left

Hard to see traffic turning onto Harney because of all the cars parked on the side of the road

Wyotech traffic is dangerous, difficult, and too large in number for the current road setup.

No bicycle lane. No sidewalk. Fairly blind corner at an intersection. Dangerous for pedestrians

Dirt

No bike lane or sidewalk on Riverside or Adams

Dangerous crossing; traffic 45-55 mph, 4 lanes. Long waits, and need to run/jog to cross to avoid cars

Part of the greenbelt under the bridge- Impassable as a bike trail to the main part of Laramie in spring during flood or in winter if icy

Dangerous crossing

Dangerous crossing

Dangerous on a bike

This whole part of 130 is not bike friendly

Getting across I 80 when walking from Taylor to downtown Laramie

No bicycle lanes

No bicycle lanes. Dangerous street to cross

There almost always a traffic jam in the am hours as the light on 3rd is not in sync with the light on 4th street for the west side commuters coming in on Harney.

dangerous crossing bicycle walking

dangerous crossing

Center

It is difficult to see vehicles heading north on Cedar when coming from the east to the intersection at Garfield. It would seem to make more sense to have the stop sign on the north lane of Cedar street.

This dirt road is often in need of grading.

This dirt road is often in need of grading



PUBLIC ENGAGEMENT

Q7. Cont.

Having access to West Laramie from the south end of the business district without going on the Interstate would seem much safer, particularly since I often have some sort of load going to for coming from my West Laramie storage.

Muddy roads or when it's dry you put dust suppression that makes a mess of are vehicles

No paved road

We need a stop light here very badly

Need a light or a 4 way stop here

dirt road that is heavily traveled to Linford and becomes washboard very easily

There needs to be a left turn arrow to turn South from Grand to Boulder - especially in the morning with all the high school traffic. EVERYONE runs the light to turn because there is no other way to get through the light with the amount of people turning right from Grand to Boulder

Merge lane gets dangerous - cars trying to merge DO NOT yield to those with the right of way already on Grand

Having only one entrance into LCCC and MWFBI is dangerous when there is an accident from the high school traffic - this entrance gets blocked frequently. This area of Boulder in general is not well organized. The high school traffic does not pay attention, the block the intersection, and they speed on the right lane to cut off the people in the left lane by "trying to get farther ahead." You HAVE to avoid this road when the school releases at the end of the day, it's a nightmare.

People traveling south do not pay attention to where the road splits into 2 lanes, those trying to turn from Garfield onto Boulder can get hit by those not yielding - this is a very unclear intersection as to which lane you're supposed to be in once it splits.

NEEDS to be repaved. There are numerous potholes

Cross walk

Low visibility

Poor timing of the light on 3rd creates a backup on 4th. This is true even when construction isn't occurring.

Dangerous as the intersection is poorly designed for the amount of traffic. Folks coming off the interstate turning in either direction enjoy collisions with those staying the course or turning to the onramp.

Turning left is dangerous as traffic speed isn't monitored, so some traveling 3rd will randomly move between 7.5 and 75 mph.

Why isn't there an exit here?

Also a great place for an interstate exit.

This whole stretch should be 45mph. People travel at that rate anyway.

Why not complete the road under the interstate? It was obviously intended to be a connecting road.

It's a bit of a farce that one block on either side of Snowy Range Rd is paved. If the illusion of quantities is so important, maybe trailer parks shouldn't be the first sight from every approach to the city.

Hopefully the University claims this road soon so their obstructive vehicles aren't bothered by actual tax-paying drivers.

You know this tree needs removed. It is (was) a very nice old tree but it encourages human fatality.



PUBLIC ENGAGEMENT

Q7. Cont.

4 way stop that people don't know how to use

No direct access to campus and awful parking

4 way stop that people don't know how to use

Pothole

No bike lane near intersection

Horrible place to have to cross over to take a left onto 3rd

Snowy range is experiencing increased traffic and trying to take a left out of any parking lot and road without a light can be dangerous and a long wait.

4:30pm is a mess as wyotech students are done for the day. Thankfully they drive fast and it is short lived.

Heavy traffic entering Snowy Range Road and drivers using the left turn lane as a merge lane onto Snowy Range road

Dirt street, with lots of dust/dirt in the air

No paved road

No paved road

No paved road

Extremely poor water drainage

Wyo Tech kids don't stop at cross walk, and they think it's a speedway.

It's tedious having limited options for crossing the railroad on foot mainly, but also in the car

Can not see on coming traffic

I would like another overpass to get to west laramie than the one on Snowy Range

Another overpass in the southern part here would be very helpful to get around town

Lots of traffic, no turn arrow at the intersection of Cedar when you cross viaduct

Washboard, potholes

Washboard, potholes

Wahboard, potholes

Washboard, potholes

Washboard, potholes

Washboard, potholes

Washboard, potholes

Washboard, potholes



PUBLIC ENGAGEMENT

Q7. Cont.

Washboard, potholes

Foot traffic with cars increasing speed to 45

Foot traffic along a very busy road

Chopped up section of road

Potholes in the road

Lack of walking path for pedestrians.

Preferably off the main road

Construction

dangerous crossing for bikes and pedestrians

no way to cross tracks as cyclist or pedestrian

Heavy traffic

Heavy traffic

Heavy traffic

Heavy traffic

no light, difficult to turn left during times of high traffic

wait times to turn left can be several minutes

terrible and sketchy street crossing for pedestrians in any direction

Heavy truck, wyotech traffic

Heavy truck traffic

Heavy truck traffic

Dirt road, muddy often wash boards

Dangerous crossing!

11th and Grand is a dangerous crossing. We need more "pedestrian only" crosswalks across Grand

15th and Grand is busy. I do not feel safe crossing here

Ivinson appears to have a "bike lane" but I feel unsafe due to heavy traffic and potholes

Wry busy intersection. Don't not feel safe riding across 3rd from roads to the east

The roads east of 22nd and south of grand do not feel safe for bicycles until you reach the bike path near 30th

Sheridan is busy and does not have a sufficient bike lane

Busy intersection, no bikes lanes



PUBLIC ENGAGEMENT

Q7. Cont.

Very busy intersection, no bike lanes

Dangerous on a bike

Bad, crumbling road/intersection. When there is rain or melting snow, the roads around Lewis & Pine do not drain well. The water hides the damaged road or accumulates dangerous ice.

Ice build-up under the bridge during the winter.

The road for bicycles is quite pothole-y and difficult to ride on

No bike lanes on this whole stretch. Also the sidewalk is very very hazardous tripping

No bike lanes, just abruptly ends before Grand light.

No bike lane or large shoulder; this is most dangerous part of my ride until I get on the east side of i-80

Road is generally in poor shape.

Dangerous crossing. Out of my way to use greenbelt.

Greenbelt often underwater.

Unclear if legal; but safest way to west Laramie on a bike. Not very convenient.

Dead end end before Snowy range, difficult to reach Cedar St

No sidewalks

No sidewalks

Roads are not paved. Dirty and bumpy. No sidewalks.

Needs a stop light because of Wyo tech traffic. In peak traffic you can be backed up past subway for 5-10 minutes at a time.

Needs better bicycle/walking access

Sidewalk would be nice. Or a park that's near this section of town (not Kiwanis). This area of town would be really nice with some sort of park and walking trail that isn't the green belt. A sidewalk to the green belt would be fantastic!

Super dangerous on foot or bike

Need street light to see the turn at night

Need pedestrian path

Need sign instructing what bicycles should do

Not as bike friendly, lots of vehicle traffic

Should be a light

Stupid roundabout

Light timing sucks. Need to get rid of 3rd St Bar parking for turning lanes to get onto grand



PUBLIC ENGAGEMENT

Q7. Cont.

Dangerous Intersection.

Dangerous Intersection.

Dirt road

Dirt road

15th should be open to travel between Grand and Harney

I don't feel safe biking on Harney street going to work due to high traffic and cars parked in bike lanes.

Not paved, no sidewalks, no stop signs, no drainage

Not paved, no sidewalks, no stop signs, no drainage

Heavy traffic especially with WyoTech traffic. No stoplight. Near impossible to cross without making dangerous turns

Doing it again because it's really bad

I forgot to mention that you should make a second on ramp for I80 South to alleviate congestion if you can't put in a stoplight

Dangerous crossing for bikes. It's difficult to get through even in a car sometimes. Could this be a roundabout? Drivers are not looking for cyclists who are trying to cross Boulder on the bike path or exit the bikepath to cross Grand and access Pilot Hill.

The bikepath south of town in dangerous to access because of this jct with I-80 and Hwy 287. It would be nice if the Spring Creek path connected to the path South of town, and across to the Greenbelt.

The bikepath seemingly ends in a major intersection. It's unclear the safest way to exit the path from the West and merge onto a road. Some

Bikepath floods and there is no safe crossing for snowy range. A flashing sign that could be activated by a button would be nice.

The bikepath seemingly ends in a major intersection. It's unclear the safest way to exit the path from the West and merge onto a road. Some

WyoTech traffic

Crossing 3rd on a bike or walking

Crossing Snowy Range Rd.

Floods and ices on green belt here regularly.

Needs bike rack, to lock bikes up on this street corner.

Dangerous crossing

Greenbelt under water half the year

I paved and muddy to bike or walk

Limited bike access to this part of town

Interstate or Harney St. Bridge are so out of the way to get to downtown

Access into the main part of Laramie is so out of the way.



PUBLIC ENGAGEMENT

Q7. Cont.

Heavy traffic

Dangerous intersection. Many accidents, people drive too fast.

Dangerous crossing. The lights on 3rd and 4th streets can be misconstrued and red light running is a problem. These lights should be skewed so as to be not seen from the preceding intersection. Specifically regarding east- west travel.

Dangerous Crossing

No bicycle or walking paths

Dangerous crossing. I80 on off ramp and a lot of traffic on Snowy Rang

Excessive speeds 10 to 30 mph above speed limit.

It is difficult to walk a loop around the green belt if living in the west side neighborhood b/c you have to cross snowy range road; this isn't always scary, but during the day there is a lot of traffic and the speed limit is pretty high so it can be dangerous. A pedestrian light/crosswalk would be a simple, wonderful improvement!

The green belt ends here - it would be great to have a continued biking path that isn't along snowy range road in west laramie for commuting etc.

This is a transition space where North bound Bicycle traffic off of the bridge merges into oncoming one-way automobile traffic.

The addition of left turn lanes at this intersection removes the bicycle lane on 9th street going both directions causing bikes to merge with faster car traffic at one of the busiest junctions near the university Campus

Bicycle lane Ends for West-Bound Cycling traffic without a clear option to merge with automobile traffic.

This is a busy street parking area in front of the Court House without a wide enough bike lane.

North/South Traffic on 6th street has an obstructed view of cycle Traffic on Ivinson.

The bicycle lane from 9th-13th on Ivinson is largely impassible due to pot holes/Bus Depots/and on street parking.

There is no logical way to transfer to/from the marked bicycle lanes on Harney street to the pedestrian/cycle path off the road way on the Snowy Range Rd Bridge.

It would be really handy if the "Push Button for Green Light" stands for cyclists could return to this intersection. North/South crossing Grand Ave at 13th Street

All four corners of this block (Custer St. and Garfield St. with 8th and 7th St) should be 4-way stop signs with Pedestrian Cross Walks

There is almost no way to travel South of this point by bicycle without either cycling on a sidewalk or merging with highway traffic with no cycle lane.

It can be very intimidating to cross this intersection on foot or by bike with fast and frequent car traffic.

In the summer the Laramie River Green Belt floods here and diverts traffic to Snowy Range Rd with no way to rejoin the Greenbelt.

This intersection can be very intimidating to cross on foot or by bike due to fast car traffic.

This is the only Cycle/Pedestrian crossing under I80, and it is not well marked as a usable path.



PUBLIC ENGAGEMENT

Q7. Cont.

Construction

Construction

No bicycle lanes on Grand

No bicycle lanes

Width of Bridge

dangerous crossing for cyclists

This place is secluded from the rest of Laramie. I dislike driving through so much residential neighborhood or on interstate to get here.

Dangerous crossing, cars do not yield to pedestrians

Dangerous crossing, heavy traffic with no crosswalk or light

Dangerous crossing

small bike lane, hard to merge

Cars don't always stop for pedestrians when turning right.

Cars don't always stop for pedestrians when turning right.

No sidewalk to Snowy Range.

No easy to cross to get to green belt from neighborhood

No Sidewalk from walking bridge to access neighborhood

no sidewalk for access to Optomist

No sidewalk on either side of street to connect West Laramie to Westside.

This is a difficult inersection to turn out of or into. Especially when Tech is getting out.

At night there are no street lights which makes it dangerous for teenagers at high school evening events



PUBLIC ENGAGEMENT

Section 3: How can West Laramie connect to the rest of the city better?

Q8. Click directly on the opportunity corridors to learn more about them and provide your feedback.
Curtis Corridor (70 responses)

Responses

I think this area could be made safer for bikers and pedestrians but it's probably one of the last areas I would say we need to improve.

We need a Truck Route in Laramie. Too many large vehicles who have to stop here due to I80 being a major artery for the country. Grand and 3rd st. Need to be reserved for residents and tourists.

It much better with the wider sidewalks, and walk lights by Wendy's. It would be good to have a light to push to draw attention to traffic coming off interstate

Well developed but seems dangerous around I-80 off ramp west bound and inlet to Pilot truck stop

I use this corridor frequently and feel sections of it would benefit from a guardrail/natural barrier (trees, ext) between the path and the road for cyclist/pedestrian safety.

The Curtis Off-Street Bikeway is great! I worry, however, about the far west end of this corridor. There's a lot of semi-truck traffic turning left getting on/off I-80 as well as exiting the Petro truck stop, which adds risk for cyclists.

I currently use this one on my bike, but I'm not excited about biking that close to semis.

I think this would be the second least useful corridor

This is a good route but traffic from I-80 makes it unsafe for younger kiddos

We use this bridge frequently and enjoy this. However, it gets very packed when the roads close and can be unsafe, depending on where semis park.

It makes the most sense to me to enhance this corridor. It leads to West Laramie two ways - south by the Territorial Prison, or further west and then south entering West Laramie at the Dollar Store stop light. It also leads to 130 (airport, ski area, etc.) by just going straight then taking the dirt road to the highway.

Practical for me for sure

I use this often to get to west laramie. Easier than snowy range.

I rarely use this Corridor but notice it is not full of traffic.

N/A

All good

I don't use this

good for bike access, not a central route to connect the two sides of town. Would be really good to connect the greenbelt trail



PUBLIC ENGAGEMENT

Q8. Cont.

I like that this would be centered on bike access and connecting existing infrastructure

This city does not need anymore bikeways - hard stop. Stop spending money on bike paths.

Lack of street lights makes this an unsafe route to travel at night or early morning, my bf used to traverse from our neighborhood to West Laramie for work via walking this path and he would often encounter prostitutes hounding him for money

This works well

I wish the wide bike/footpath didn't just stop at 3rd on the east side

Nice but could use a flashing light to press when crossing the I-80 where traffic comes off and on to warn vehicles that someone is in cross walk.

works well.

Too far North? Not sure what is out here that people would frequent often.

Nothing needed here

Adding to the off-street bikeway is always a plus. Many people, myself included, would appreciate more off-street bike paths!

Having a safe off-street path connecting West Laramie to East Laramie in the Curtis Corridor is a good idea and something I have wanted for some time now!

If you could create an off-street bike/pedestrian path that connects with the Greenway at Curtis, that would be very helpful for me to get from West to into East Laramie along Reynolds all the way to 30th would be very useful

I don't feel safe using this pathway to get east-west because of the traffic volume and being so close to the truck stops. I occasionally will take that section of the greenbelt to get north-south.

Bike access to centennial would be really cool. (Not worried about car access, the bridge just south works just fine to get to centennial)

Slower speeds

Definitely the most comfortable corridor to cross with but with the most limited use cases outside of the Greenbelt for now.

Already has more walking/biking paths than most. The Curtis overpass and the Madison Flint overpass are only a few blocks apart - we need a way to get over/under the interstate that is further south.

This is currently the most bike friendly with a good, off the road path and gentle hills.

No strong feelings.

Only use to get to the truck spot.

This corridor seems very far from the downtown and I don't know if it would be beneficial unless there is more development there

The 3rd/Curtis intersection is a bit awkward currently

I have biked this way before but only did it once because of the crossings by the on/off ramp. Makes me nervous I will get hit by a semi



PUBLIC ENGAGEMENT

Q8. Cont.

Once to green belt it is good

Unknown

a little far out of the way

This corridor appears to be well used and is easily accessible. Providing additional designated parking might increase it's usefulness.

The truck traffic here makes it unsafe.

I occasionally use this

Parking access to Greenbelt

Useful, but sections of it have no protection on a bike from large semi trucks and fast moving traffic. Highly dangerous. Currently this is a throughway for large and fast moving vehicles. Unsafe for pedestrians, cyclists, strollers, and other forms of foot traffic. If there was more paths for pedestrians and cyclists off the road I would use this more. As is, not yet. Could we get this connected with the path already paved along the ridge to make a stronger multi use path across the whole of Laramie?

nice connection to greenbelt, good for bikes

I use this one if going to the Eppson center

street crossing at Curtis and McCue is sketchy due to truck traffic, needs improvement; i-80 overpass also super sketchy for walkers or bikers

Need stop lights at interstate off ramps due to truck traffic

I use this corridor occasionally. It is useful, especially being the northern terminus of the Greenbelt but the intersection with 3rd street is challenging and dangerous when switching between the bikeway and Curtis Road.

I used to live on Curtis, the East side and I think this would be good and economically better as it already connects the greenbelt and such so just making it a bit better and more enhancements would be best in my opinion.

Not use to me and doesn't connect to core of West Laramie.

Improving parking in this area would be ideal so people stop parking in the greenbelt making it difficult for our snowplow drivers.

Improving the aesthetics of this area would also be really nice! A nice sign would go a long ways.

Better paths away from the heavy truck traffic and away from the busy truck stops

In the winter, when the roads are closed, semi parking and crowding make it difficult to use this corridor.

This is a good place to further develop

Already a toxic waste area.... rough housing, gas stations, hotels.... fine as is, not worth investment until the area generally improves

its ok

This is good, but the bridge over the interstate is still scary with semi drivers not always following stop signs and driving reckless



PUBLIC ENGAGEMENT

Q8. Cont.

Fine for north side access but too far from my location

I personally cannot identify any ways to improve this corridor.

The hardest part of this travel section is when Curtis Street crosses over I80.

This corridor presents significant traffic concerns for cyclists.

I have utilized this corridor

The sidewalk going over the railroad is always dirty with rocks and trash. Sometimes I spin out or almost lose control when I hit the rocks on my bike.

I use this one but the truck traffic makes it less safe



PUBLIC ENGAGEMENT

Q8. Madison-Flint Corridor (83 responses)

Responses

Improving safe access here I think would benefit a lot of students commuting to the university from west Laramie which typically has cheaper housing.

I would love to see something here. On my ride today, I thought having a tunnel under the UPRR rails would be nice. I'm from Rawlins (don't hold that against me) and although it's much shorter than what this will need to be they have a tunnel connecting the South Side to the North Side by the Post Office. I'm unsure if flooding would be an issue, but I only thought something different than the viaducts and walking bridge would be nice.

This would be good for UW students who need to get on the North side of campus

Would be better if not a dirt and mud area when wet. Snow removal would be an improvement in winter months

Development of this corridor would be ideal as it is easily accessible from all areas of West Laramie and feels safer than several other options due to its distance from vehicle traffic.

I love this corridor!

seems unnecessary beyond (east of) Cedar St, can connect with others. Btw, is this non-motorized?

This seems like the most direct and most cyclist/pedestrian-friendly corridor, if there would ever be a way to build another bridge over the UPRR.

Seems pretty centrally located, but I'm guessing that this one would be an expensive option as well.

This path should go to the new bridge at Snowy Range Road. We don't need another crossing at Lewis or Clark. Also, that would disrupt a happy neighborhood on the West Side. The Snowy Range/Harney bridge is the best option here.

This would be great if there were a safe way to cross the bypass which there currently is not

This would save commuting time when trying to get downtown from the west side.

This option would take away a walking path that many people use often or make it more unsafe to walk along.

I personally do not think this would be helpful. The route just doesn't make sense or have multiple purposes for the money it would take to build.

I had no idea this existed.

I was not aware of this corridor and am wondering where this Fee Area sign is.



PUBLIC ENGAGEMENT

Q8. Madison-Flint Corridor cont.

Overcrowded and circuitous.

Any corridor in between the interstate and Curtis would be useful.

All good

sounds like there is already some infrastructure here that would be useful to connect, and sets a third connector of equal distance from the other two

This proposal does not seem like it would add anything that isn't already covered by Snowy Range or the Curtis Corridor

Never used

Ok choice

I wish this whole stretch was paved

Sometimes is muddy. Hard to get across snowy range road in front of cold storage

It would be nice to have a bridge/crossing over snowy range road over the cedar

This one seems like maybe it would be useful for students

This would be great but seems like a challenge logistically.

This is one of the best options for improvement and connection!!!!

Is this too close to the Snowy bridge? It could be good, but I would worry about traffic increase in my neighborhood.

Would be nice if Madison street connected to McCue. Also Flint st. Connected to the pathway - difficult to see the street between the parking lots

Too close to the Barney bridge

I don't know which corridor would be better but I think the one that should be chosen is the one where least traffic currently exists. No need to make a new corridor in a place that is already congested.

I don't see the benefit of this unless it's just a pedestrian/bicycle path. Putting in roads and a car bridge would devalue the West Side neighborhood and save, what, about 2-3 minutes of driving time for a small number of people using existing roads? I would oppose something like this going through the West Side neighborhood.

Our West Side community is too small to put new roads/bridges through. It will ruin our neighborhood. It was incredibly wonderful to finally get rid of the Clark Street bridge. PLEASE do not put roads/bridges back in our neighborhood! It's totally unnecessary because the Harney Street bridge is right there. If you want to connect Madison to Snowy Range Rd for easier access to the Harney St bridge, that would be fine, but please don't come through the West Side.



PUBLIC ENGAGEMENT

Q8. Madison-Flint Corridor cont.

This would be a great option and centrally located for west and east Laramie

I currently will run this route and it's great because it avoids Snowy Range road and traffic/no sidewalks. Getting from McCue to the other side of the Territorial Prison to downtown doesn't have very direct routes.

More walk friendly

This is the most interesting corridor for me. If it were developed it would be the most direct route for me to get to West Laramie. If a dedicated route was established with minimal stops this would rival in convenience to driving for me.

This would be most useful to improve access to downtown laramie and shopping for walking and biking from west laramie.

Improvement here would be welcome. It feels like I have to weave my bike around various paths and dirt trails

Could be a good way to avoid the issues on Snowy Range and involving state highway jurisdiction issues.

Leave this area alone. It's nice to have nature.

No idea where that is

Terrible idea

A roadway here would disrupt the flow of the greenbelt. Walkway and biking corridor would be preferable here

This would be the most convenient and desired for me personally. It generally avoids busy roads and is a pleasant route from central West Laramie through the West Side to central and downtown locations. It is also easy to head north to the Snowy Range bridge or south to the Garfield bridge to cross the railroad. Currently the biggest obstacles are the dangerous Flint/Snowy Range crossing and winter conditions from the east end of Madison to the Greenbelt

Would be interested in using this - already use part of this when biking

A pedestrian and bicycle only underpass is available here and is a good idea

Better biking paths to connect everything together

Great opportunity to connect west Laramie's under interstate to bike trail

crossing snowy range road needs worked on and then crossing the railroad

It's a rather roundabout way but perhaps this route could cross the Snowy range road under the Laramie River bridge.

I like this option.



PUBLIC ENGAGEMENT

Q8. Madison-Flint Corridor cont.

Looks interesting

Wyoming's inability to diversify its economy means it's financial future is grim. Thus, this seems like the least expensive option

An access from Pierce Street to the Greenbelt under I80 and across McCue street

Would love to see this utilized! We need another central location

Are you suggesting only pedestrian and bicycle traffic, or opening it up for vehicular traffic? I would be in favor of vehicle traffic so that West Laramie is not so isolated from the rest of the city.

This is my main running path. I use this all winter long. Of extreme value to me.

looks promising

This route would be great for UW students

love this access but we call the crossing under i-80 the murder zone - so dark and sketchy at night

This gets used mostly by bicyclists, but I think many don't really know about it as an option. Even before mainstreaming it, make it known as it has value now.

Also has great benefits but some of the roads/intersections in Laramie West Side have bad surfaces and standing water.

Seems like the easiest way to use existing open land and infrastructure, but still not a direct connection to core of West Laramie.

This would be my preferred route if there were better access.

Unaware of this

I'm curious if this would tie into the greenbelt or would infrastructure be improved by where people drive past the storage warehouses. It would be really nice to tie this into the existing sidewalks on snowy range.

Fine as is

I'm not sure this needs to a car corridor, but it is a nice walking / biking path that I occasionally use. Paving and lighting could be beneficial, although I would have lighting across the river be low lighting or not all night, so as to not disturb wildlife.

We need more stop signs, more stop lights, paved roads, sidewalks, bike paths, and drainage. We also need houses to be required to clean up junk in yards

Good to connect Pierce to Snowy Range Road, but seems pointless to connect to downtown. On the other hand, it is nice to walk along that trail without vehicles driving by.

Would be a good connection

This would be great to pave and make an easy access



PUBLIC ENGAGEMENT

Q8. Madison-Flint Corridor *cont.*

Ideal location to connect West Laramie to main downtown streets.

Great option to connect residential west Laramie with downtown

I think the intersection of flint and snowy range road would be another great location for a potential pedestrian light/crosswalk situation so that is is safe to cross and walk to the greenbelt.

Even if this corridor doesn't cross the UPRR making a clear passage from the the Greenbelt to Madison Undercross would be a great improvement in connection West Laramie to the West Side neighborhood.

There isn't enough information regarding the undercrossing.

This is the most useful for my neighborhood

It would be great to have a way to cross the RR at Lewis!

I use this all the time and is helpful



PUBLIC ENGAGEMENT

Q8. Garfield Corridor (104 responses)

Responses

While I am onboard with improving this access point, I do think it would have the least amount of impact.

The foot bridge is iconic for Laramie!

No side walks from interstate to Garfield along territorial park. No side walk from Garfield street to connect sidewalk on Clark street by territorial park to connect with side walk heading to Harney street.

Foot bridge access to down town is good but with the volume of traffic needs to be wider. crossing Snowy Range road is extremely difficult with the traffic volume.

Sidewalks need to be added in right of way between Garfield bridge west end and I-80 overpass. Would be a great addition to have a transitstop around Colorado Street to utilize UW bus system.

I use this corridor frequently and feel it would benefit from connectivity improvements.

Great corridor.

This corridor is most beneficial to me

I use the footbridge daily

This is the corridor I generally use when I am on foot or on my bike.

This would be great if there were more sidewalks along the bypass and in the neighborhood between the tracks and the bypass. Our sidewalks are very sporadic over here

This is good but needs better routes on the west side.

We enjoy using this path during the summer to cross between West Laramie and downtown. I would prefer for it to stay a walking/ biking path and not allow vehicles.

This makes sense and would enhance not only opportunities to access West Laramie, but businesses in downtown. If this were to go through, I would hope the city would first have a plan more traffic/people in the downtown area.

I like this. Connects via greenbelt trail

Wish you could drive over but great for bikes

I love the Garfield Bridge!

designated bike lanes connected to the rail bridge would be helpful. Bridge is narrow for dual direction bike traffic.

I fully support any means necessary to better connect Laramie and West Laramie.

This walkway is heavily used and delightful. I'd love to see it improved.



PUBLIC ENGAGEMENT

Q8. Garfield Corridor cont.

It would be infinitely more useful if you there was a vehicle bridge, too.

This is a great way to access west Laramie on foot. If you could add vehicle traffic that would be useful

All good

It would be a lot easier to vote at the Lincoln community center if I didn't have to drive up to harney

This is helpful!

This seems like the most likely to be used as it is central to west laramie and would connect two large destinations in west laramie most effectively.

This feels like the most natural place to have a corridor because it would connect with Grand through the downtown area

Don't spend money on the Greenway. Waste.

I like this corridor

It's ok if you are just walking to downtown and back but otherwise isn't too useful

This would make it much easier to spend time downtown and easily be able to get back to the residential areas of West Laramie. I also think this would encourage more businesses to expand into West Laramie.

Excellent lookover when the carnival is in town, used it as the main walkway from my former apartment in West Laramie to Big Hollow

Nice for pedestrians but would be great if there was vehicle access as well

I love the walking bridge

I wish there was eparation between the bike path and car lanes across the Snowy Range section

Love the foot bridge

To narrow for bikes and pedestrians

Besides the bridge, there are no connecting sidewalks in this area. If there are sidewalks they are poorly maintained and in my option are difficult to bike/push a stroller on.

While this route is very central and ideal for many reasons, it seems it would replace/remove the footbridge. It would also go through the middle of the west side which is where the old bridge was. It could be pretty disruptive to some low-income families that live on the west side which is a historic neighborhood (without any official label).

This is closest to what i do now

The problem is that this bridge is "multimodal". The cyclists are not careful of pedestrians and there are sometimes motorized bikes whizzing across it.

This corridor should be touted to connect to the Madison, Riverside, or Spring creek corridor instead of down Snowy Range Rd./ HIGHWAY 130. Having the main approach to Snowy Range come from the sides of via surface streets is way more advantages then trying to combine added bicycle and pedestrian traffic on a Highway.



PUBLIC ENGAGEMENT

Q8. Garfield Corridor cont.

I would like to keep the walk bridge because it is so popular but adding a road or additional lanes to help ease traffic on grand and making turning left to go east of town would be great!

Really like the bridge. Views are great

This one would connect best because we need a way to get from west Laramie's to in between the harneys st bridge and the freeway

I love the pedestrian bridge! It's very convenient for me to get from my home on the West Side to downtown!

The pedestrian bridge is a gem and such a unique feature of Laramie... and it gets a lot of use by walkers and cyclers. Don't make it a car bridge. That would be just awful for both ends... the West Side and downtown area.

It would be awesome to improve this existing corridor. It's location to downtown is ideal.

I use the footbridge often in the summer to park on the west side and then walk over to the farmers market or downtown events. It's a bit narrow when there are bikers using it as well.

More pretty to look at

Pave the presidents

A good connection as it stands with the only challenge being the portion from West Garfield to West of I-80. With better connection there I could see this being an artery to downtown.

Snowy Range Road is like a race track, especially around 7:30/8 am and 3:30-5 pm. Additional bike baths and safety measures are needed.

Develop this corridor.

No bicycle riding on the bridge. Walk bicycles.

Never drove on that

Is this the walking bridge over the railroad tracks? Maybe improvements could involve extending the downtown to the West Laramie side of it to encourage use and movement.

Is the plan to increase the size of the foot bridge? I would not be in favor of a roadway here, but could see the benefit for an extra wide bridge with bike lanes both directions and walk ways both directions

The portion of this route along 130 is somewhat loud and unpleasant, and although generally safe when walking/biking, is awkward in a few spots

I use this way when I bike- I go down the greenbelt and take the pedestrian bridge. My preferred route to access the he east side of Laramie by bike

This is good as a historical and direct access across the truck tracks

Improvements in bike infrastructure along this route would be great.



PUBLIC ENGAGEMENT

Q8. Garfield Corridor cont.

just snowrange rd in general

Main Artery!

Work and improvements on this corridor make a lot of sense. Improving the connection between the Pedestrian Bridge and the Wyoming Territorial Prison site should probably be a priority.

As long as it stays focused on the West side and not West Laramie, I would be ok with that proposal. Specifically, I am against any modifications that would impact parking on Snowy Range road for businesses. We have already lost parking because of the removal of on street parking and the center turn lane. A failed proposal(bike path) was tried in 2018 I believe and I helped organize resistance against it then and would do the same if that was proposed again.

Street lights

It would be great to have better access via bike or other modes of travel and a safer way from West Laramie to get there on Snowy Range as it's very dangerous currently to ride a bike on Snowy Range.

Needs more parking on the pine street side

I use this frequently on bike and on foot

Also an excellent choice, but entirely improbable.

Need an additional bridge for bicycles

Having a designated bike crossover would make it safer

The one foot bridge is great, but I think having another one connecting west side to downtown that's somewhere between the current foot bridge and snowy range road would be a game changer for walking places.

Another wider overpass

This would be most beneficial for connecting west side and east side

Would love any and all improvements to this. It is such a central location

This is our main path to the Farmers Market. Extremely valuable.

good connection for bike, but no crossing to Territorial Prison. super dangerous

This is the route I take when riding my bike to work

Need a stop lights at interstate off-ramp and Adams st

This access the majority of down town faster. An interchange at I-80 and 30th would assist in taking the interstate to the east side of town.

This corridor currently has a steep and narrow bridge. Would love to see improvements on the bridge.

Frequently used. No issues.

My preferred option. Would take a lot of investment. Offer most direct connection.



PUBLIC ENGAGEMENT

Q8. Garfield Corridor cont.

Set up a bus route

I THINK IT IS FINE AND FUN>

I have never used the Garfield corridor. I didn't know it existed.

Improving the infrastructure for our snowplow drivers on ATV's would be really nice! The current system of having to get off the ATV and move the ATV by hand is less than ideal.

Best corridor

Fine as is. A bigger/wider pedestrian bridge is the only thing to improve but likely too expensive for the city.

Good for accessing downtown, but may be congested

Let's do it!

We use this corridor a lot and appreciate any improvements and upkeep. Although we would not like to see additional motorized traffic through this area.

This path works, but the bridge over the railway could use an upgrade

Too residential. Would make easy access to downtown but would interfere with some historical remnants like to foot bridge. Too many residential housing and would interfere with the peacefulness of the West side.

Opening this to vehicle traffic makes sense.

This would be amazing for getting down town quicker from where we live!

We love the footbridge, please don't change a thing about it!

Great opportunity here through the West Side and onto snowy range range to improve bike safety by having a better bike path; we LOVE the historic (NRHP listed) pedestrian bridge that connects the West Side Neighborhood to downtown. It is iconic, and one of my favorite places in Laramie.

This bridge is THE multimodal option to cross the UPRR. Its integrity is critical. Improvements can be made to the landings at both ends to make them friendlier to the interaction between cyclists and pedestrians.

Connectivity issues, need additional space along the pathway for pedestrians and cyclists

I use this as a pedestrian but I wish there were more options

It would also be nice to have a bike lane on 1st street that you can use when you come off the east side of the bridge, that also continues onto garfield.

I use this one and is helpful especially during events



PUBLIC ENGAGEMENT

Q8. Spring Creek Corridor cont.

Responses

I think this would be a great option for those that live in my neighborhood to have easier access to the river and make it so that we don't need to use the interstate to get to West Laramie.

Is this going to link up the Greenbelt and ultimately up to Pilot Hill?

Bike lane ok if no cars parked in it

This would be one of the most usable options for my travels . Much of it is place aside from river crossing I-80 xsing, and RR

Safer and quicker bicycle access to the High School from the west side would be a definite benefit I see to this corridor.

Useful

Sounds expensive, but would be nice.

I like the idea of connecting WyoTech and the high school along this route.

Sounds expensive, but this corridor would be convenient for me.

Too close to the interstate. It would be great to connect with the existing greenbelt, but riding or walking along the interstate is not appealing.

This sounds great but note the wet spot in the area between the existing green belt and I-80 where the green belt passes under the freeway. At that underpass on the north of the freeway and east of the green belt that area is nearly always a marsh so connecting more pathway would require filling the marsh or creating a boardwalk. You can actually see this marsh on the map given here with a blue "pond" marked just north of the freeway and east of the path.

This would be fantastic for a family member going to WyoTech and for me when I go to work st Linford or to check on my elderly mom who lives in Sherman Hills.

We don't typically need to go this way. If we do, we just use I-80 and take the Third St exit. I could see how this may benefit some families, but we are indifferent.

Unnecessary and expensive - I vote a big NO on this one.

This seems like it would be a good edition and far enough away from the others to merit construction.

I like this one- there would be better access that wouldnt require having to take i-80 or go all the way up to snowy range road seems redundant with the interstate being there

Connecting the green belt to the paved walkway that goes all the way to WalMart would be so fantastic! One day they would all connect, including the Sky Trial north of town!

I was unaware of this corridor and will probably almost never use it.

I find this to be the most interesting corridor consideration, connecting two of Laramie's most popular destinations.



PUBLIC ENGAGEMENT

Q8. Spring Creek Corridor cont.

This would also be helpful if you could just drive it.

All good

If a road can be built without ruining the green belt I support it

I use this often

Where this is located is close to the I-80 that already connects laramie to west laramie. It would also require lots of new and expensive infrastructure in a place that already provides some access, even if it is getting on I-80

This would also be a great way to connect this area to West Laramie without having to use the highway.

yes to this.

This will increase traffic on an already busy area.

I love this plan! It would shorten the drive from Central West Laramie to Central Laramie exponentially.

Never used it

Good choice

Having to divert from the green belt towards the "Garfield Corridor" is inconvenient

Would be nice to have an alternate route

I like this idea.

This would be amazing.

This would be a good option if funding can be secured

Please! south Laramie needs this.

This could be a good place especially with the school and Sheridan being close! May help with traffic offloading on Grand.

Not needed where we have the freeway

This would be useful especially if a pedestrian/bike path ran parallel with it.

This is a good idea! Having a car road with an off-street bike path that parallels I-80 connecting these two areas would be very useful, especially if it connects with the Greenway trail... an it does not involve our small West Side community.

This could be helpful but would need improvements at the I80 ramps where traffic tends to already backup quickly and people coming in northbound from 287 aren't slowing down.

Would love south access to the walkway path.

More walk friendly

This would be amazing for those of us already living just north of spring creek. Connecting the new trail north/east of Laprelle park all the way to the green belt would make accessing the west side so much easier than the Garfield bridge.



PUBLIC ENGAGEMENT

Q8. Spring Creek Corridor cont.

I can wind around on the green belt to get to the footbridge. Prefer improvements to Garfield and Madison/Flint.

Best South side option here.

No strong feelings.

The southern end of town lacks a corridor that connects the Green belt/West Laramie to the rest of town. This would be a great corridor to figure out.

no idea where that is, don't go to west very much.

Maybe.

This is a preferable corridor to Riverside. That said, the overpass would cross the greenbelt and would need to consider it's impact. Let's make sure the overpass would not be noisy to take away from the beauty of that stretch along the river.

This seems like a useful corridor for many people, although I personally wouldn't have much purpose for it except for recreation

Would be good for residents in the south end of west Laramie. I do not travel this area but can see the utility of it

Along by safe way to access West Laramie

For me at my current living location, this would be a great route and probably the one I'd use the most. Driving and biking

Unknown

greenbelt and interstate crossing is good but getting into town gets tricky

This appears to be the most costly and difficult access route. I'd rank this one at the bottom of the list.

It would be nice for WyoTech students to have another route because they drive like fools and I'd like them to not use the way I use.

I would only use this infrequently

This would be nice to avoid mounting the interstate, but come winter, it'll be infested with trucks and lot lizards.

Connect Greenbelt across 3rd street east along Spring Creek

Would be great if you could travel from the east to the west side of town on a safer path

This wild be beat for connecting east side to west laramie

Here again, are you proposing only vehicular and pedestrian traffic or vehicular as well?

Yes, this would be a lot. And valuable. And I would use it.

this would be very convenient for bikes

This would be very beneficial for high school students

yes please work on this



PUBLIC ENGAGEMENT

Q8. Spring Creek Corridor cont.

I would use this often for both bike travel and foot

This is very important — front burner!

Very interested in this opportunity for getting to the southern side of Laramie without having to go through downtown.

If this is part of the existing green belt, replacing the wood bridge would be a HUGE upgrade! Not only for walk and bike ability but for our snowplow drivers as well!

I80 already does this fine. Unless you build through the lumber junkyard and another bridge over the river, it'd be a waste of money.

Great bypass for access to south Laramie other than getting on I80

This would be a good investment. While the northern corridors could certainly be improved, they at least exist. By cutting through neighborhoods and occasionally jumping out into traffic, you can bike east-west on several northern routes. Let's make a big investment into opening up a southern route, and spend less on smaller things that could make the other routes better.

This would be great as a road or bike path.

A reasonable alternative to the riverside corridor

Allows for easier access to South Laramie.

I think it would be best because Riverside is too far south, and the others would add too much congestion to downtown area. Also Harney access is already very close to the Madison, why not connect Madison from West Laramie to Harney.

This would be amazing for getting down town quicker from where we live!

Great opportunity to connect the green belt with spring creek trail

This pathway would be ideal, though I fear expensive. But an East/West crossing North of I80 could eliminate the need to negotiate I80 on/off ramp traffic with Pedestrian/Cycle traffic if there were options to connect to Soldier Springs and Fort Sanders Rd heading to the South.

Great idea! Sounds expensive.

I like this location



PUBLIC ENGAGEMENT

Q8. Riverside Corridor cont.

Responses

I like the idea of making it easier for people to access the green loop using existing infrastructure to keep costs down. I also think development in this area is necessary as it's generally unsafe for anyone not driving.

I would love this as an alternative route

That might be a nice , but not useful if just going into town

Again much of this is already in place and I would love to utilize it if the no trespassing restrictions were removed from the Access off Riverside to Blackfoot. A small section of sidewalk would be also needed just under I80 on 3d street bridge.

I do not live in this area and do not feel I would utilize it.

It would be useful to me.

Sounds good to me!

This would be a great corridor to have for folks who live on the south side of town, and would open up lots more recreational bike-loop opportunities connecting West Laramie to the Cement Plant and Sand Creek Road.

Neat idea, but there's no good connection from the tree area to this corridor for biking/walking.

I think this would be the least useful corridor

This would be a nice bike route.

I don't see a benefit to having a path here.

It's just as easy to get on the Interstate at this point and get off at the West Laramie exit. This would be a waste of all resources involved.

I also didnt know this existed.

money could be better spent elsewhere, such as a fixing the sidewalks in town

Greenbelt bike path is great but does not connect into commercial areas in the area

I was unaware of this corridor

N/A

All good

The greenbelt trail is important to be for its removal from lots of infrastructure and adding this corridor would make that point moot. Those that are on the southern side of Laramie can still use the I-80 connection where the north side doesn't have a close corridor that would be resolved with two of the other options

This would be incredibly convenient for people on the south end of town to get to West Laramie without taking the highway or driving through town to get to Snowy Range

Never used it

This sounds like an awesome idea



PUBLIC ENGAGEMENT

Q8. Riverside Corridor cont.

This seems like the lowest priority, though it would be nice.

another good option to the south side of town to bring access in on surface streets not the highways.

Too far South? Not sure about development and if this would be useful for most people, feels out of the way.

Yes! Connect to the Greenbelt Trail! Great idea!

I like this idea. Extending the bike path through here would be really nice. And, it would be easy for cyclists to get to the paved path through much of Laramie that ends at Walmart. I've always wanted to be able to safely ride my bike from my West Side home to Walmart.

I would be interested in this from a recreation standpoint and connecting to the greenbelt

Paved

Interesting for connecting to the fairgrounds and county services. A connection to the East side of the tracks other than 3rd St to Skyline would allow better bike/walking access to East and South Laramie allowing those communities a direct connection as well.

My preference is that time and funding are invested further North.

This connects a lot of nothing to nothing. There are roads that come close, but crossing 287 near the cement plant is scary.

No.

No idea where that is.

Please don't add traffic to this area.

Any traffic going to the snowies on highway 230 coming up from 287 would use this corridor to avoid taking i-80 to hwy 130. This would put immense amounts of traffic on Riverside and would be loud and dangerous for recreates going to and from and on the greenbelt. Not in favor

This is a cool idea. It would improve access to areas south of 80, such as the fairgrounds, wydot, etc

Seems like it would be an easy way to add connection to the green belt with little effort. Seems like a better option for souther connections than the spring creek alternative

This would be nice for some travel but difficult by bike to get from the eastern edge of it back into the city. Biking from South of I80 to the North and then crossing 3rd is difficult.

Unknown

feels a little far out of the way

This seems to me to one of the least costly ways to establish automotive connectivity between West and East Laramie in the Southern region of the City. With additional parking area and a connection to the Greenbelt Trail, this connection could also enhance usage of the Trail

It would be great for this area of town to be cleaned up, it looks so ugly.



PUBLIC ENGAGEMENT

Q8. Riverside Corridor cont.

Not sure I would use this much

Sounds fun, but useful in the near-term.

Connect to Green belt

I would love more development here. You have the foot bridge in place thank you!

would be great if connected to greenbelt

This would be a nice recreational route

It would be great to be able to connect to the Fairgrounds neighborhood from the Greenbelt

Would be cool for a recreational bike ride to connect across the railroad. But seems least useful in a day-to-day context. This would be a "nice to have" in my book. But anything that doesn't get on the other side of i-80 should be considered a secondary goal.

Unaware of this

This would be so cool! If it's possible, a bike/ walk trail near the old tail crossing would be nice. Similar to the Hiawatha trail but shorter.

Connecting riverside to 287 does make some sense but again i80 already kinda does this...

Great bypass for access to south Laramie other than getting on I80

The west half of this corridor seems awesome, but it doesn't really achieve the goal of connecting east and west Laramie. Dropping folks out south of the 80/287 junction means they still have to navigate a dangerous intersection.

Would love if these were connected. It would be great for long gravel bike rides and dog walks.

This would be awesome

Too far south. Similar to Curtis St. Does not give access to downtown laramie without driving way out of the way.

Opening this as a thoroughfare makes sense.

I do not know how you would connect south third into the green belt over the RR tracks, but it would be super awesome if it was!

This would be an ideal corridor for connecting Green Belt traffic to South of I80. Currently Tie Plant Rd is marked as Private Property/No Trespassing.

I used to live in this neighborhood and wished there was a way to get from my house to the greenbelt

Also great idea to connect to green belt. There should be a green belt all around town.

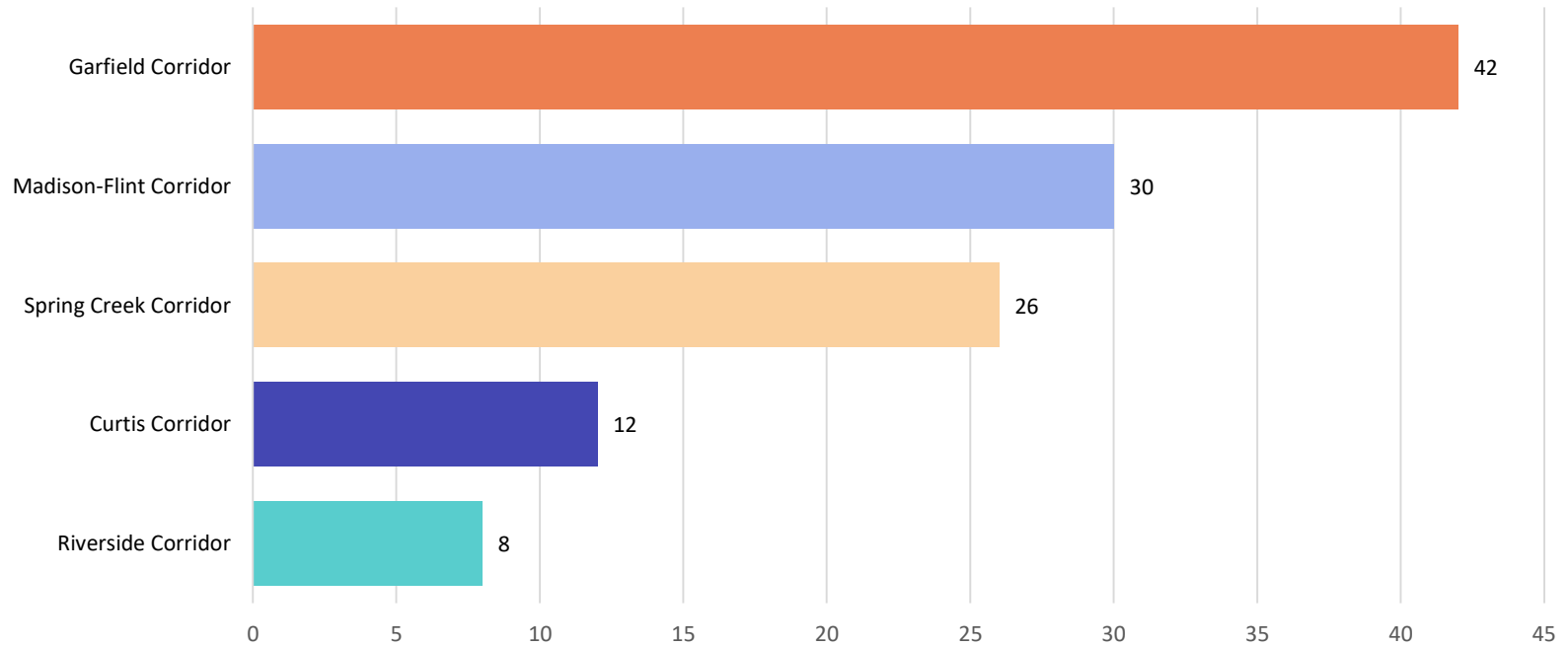
Be a good addition



PUBLIC ENGAGEMENT

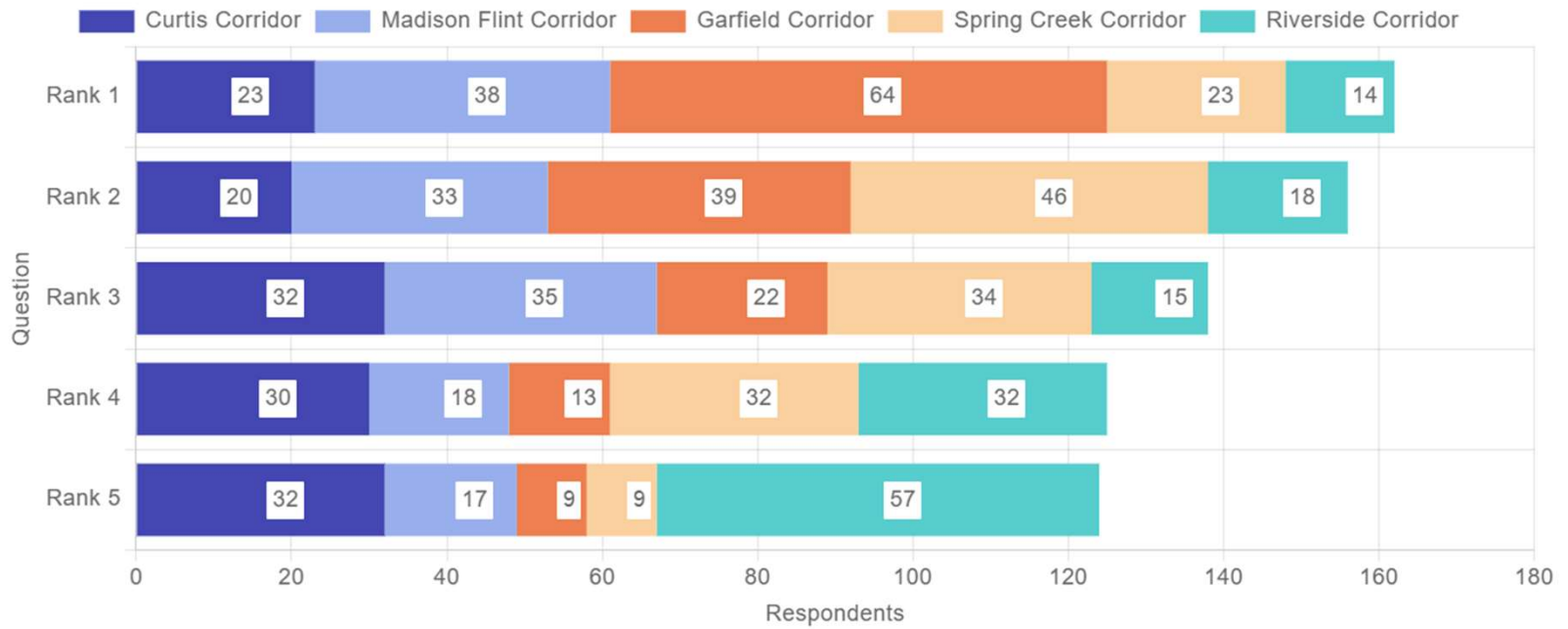
Section 4: Where should we invest?

Q9. Among the 5 corridors, select on the map which 1 or 2 corridors should we invest in first? (119 responses)



PUBLIC ENGAGEMENT

Q10. Rank the corridors from most important (1) to least important (5) to you? (162 responses)



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Section 5: Final thoughts?

Q11. *What else should we know about improving connectivity to and from West Laramie? What is your transformative change?* (103 responses)

Responses

Raise income tax by 1% and pay for better roads and connectivity throughout the city or something along those lines.

I'm thrilled this is being looked at and I hope some new and needed changes happen.

As mentioned before, a truck route would be nice to keep large semi trucks from traveling through the middle of town.

Connect the side walks from interstate on snowy range road all the way to side walk on Clark street. It was started but no one ever followed thur to connect them

I primarily commute by bicycle and try to use the multiuse pathways as much as possible especially when cycling with my kids. Traveling by bike on a pathway rather than the roadway is more stress free and encourages parents to bring kids along. More multiuse paths would encourage more bicycle transportation and could relieve some parking & congestion issues downtown during the busy summer months.

Snowy Range Rd through "downtown" West Laramie is dangerous for biking, inadequate space and torn up between traffic lane and sidewalks. I bet you already know this, but wanted to be sure.

I'm really only interested in improved bike/walk access. Anything that can avoid being on a road would be fabulous.

Paved separate bike path t between West Side and Wedt Laramie

Guided bike tours of those options that exist today (with snacks at the end of the guided tour). In particular, reach out to students at Linford so kids can get themselves to the Library during the summer.

I heard that the greenbelt was going to be connected from west Laramie to east such as through the open area south of the high school. A lot of people in my neighborhood would use that a lot I feel.

Public transportation!!!! Relying on UW for this as the city has done in the past does not work. Laramie needs real transportation options since we have real winters and the poorest communities away from grocery stores and health facilities.

Please see my comments to previous questions.

I recommend choosing careful where to cross the river and the green belt. Choosing the wrong spot means the path will be flooded much of the year. This the city needs to be ready to make an investment in a raised boardwalk in some spots if those are chosen.

Many families on the west side need free transportation to the grocery stores as there isn't really a grocery store in West Laramie. West Laramie needs sidewalks and gutters so it's ADA accessible.

It would be nice to have more paved, maintained roads in West Laramie. It's difficult to get places when roads are not plowed and are always washboard.

Find a safe bike path that doesn't close when the Laramie River comes up



PUBLIC ENGAGEMENT

Q11. Cont.

If the goal is to get more people to want to "visit" West Laramie, I'd first like to see a West Laramie coalition that mimics the downtown coalition - there needs to be street improvements, business incentives, infrastructure upgrades, etc. Right now, local people are going THROUGH West Laramie, not to it. There's not a real reason to spend all this connectivity money when all we need to do is access the airport, mountains, etc. Now, if your goal is to get people from West Laramie to Laramie proper, I think the access we have now is sufficient. There doesn't seem to be a backlog of traffic.

Give them access to SafeRide

Host a Farmer's Market in West Laramie!

Relocate the railroad. If you did that, the current rail space could be designed as a public park space with multiple at grade throughputs. Major east-west roads like Sheridan could be extended. Construct underground bike paths under the railroad that connect to designated bike paths on the road. In addition to the challenge of the railroad, the other challenge is connecting west Laramie west of the river to Laramie. This is almost impossible by non-motorized transport given lack of pedestrian lanes and the speed of vehicles on 130. A paved pedestrian/bike path that is not along 130 but goes directly from Grand Ave to Kiwanis park might help. North South connectivity should also be considered. For instance, underground pedestrian and bike paths at 3rd, 9th, 15th, and 30th would be very helpful. Crossing grand avenue anywhere without a crossing light as a pedestrian or biker is dangerous.

My transformative change would be to be able to have multiple ways of getting to and from without a vehicle. More urban adventures!

if it shows on the Wyoming 511 application, it will be better!

Please do not alter the historic Garfield Street Pedestrian Bridge, in any way. This beloved landmark, built in 1930, is a delight to longtime residents as well as visitors of all kinds. The beautiful, rare, steel bridge is a crucial part of the personality and atmosphere of Laramie. Please let it be.

Pave the roads in West Laramie, create more bike lines/sidewalks

More public transport options and bike lanes

Really would like walkable sidewalks. There's a ton of missing sidewalks are sidewalks that are just plain useless because they are so ruined.

I think those considerations for where you build more bridges should be based on where new communities are being added. There is a lot of building north and south and I think residents who live further north and south may respond differently.

Aside from a hot air balloon taxi.. i mostly get around via bike. A really nice bikepath connection through spring creek would be great to reach the greenbelt. Ideally as an overpass that is used to provide a gateway to the city. Like the Reno arch. The gateway bridge could have little parklets on either side and be decorated to highlight the great amenities that laramie has

If there was public transportation from west Laramie to the university I would take it daily.

I love the bike or walk to campus but it's a short season for not driving.



PUBLIC ENGAGEMENT

Q11. Cont.

trying to force more "multimodal" traffic onto the "Garfield corridor" after it connects with Snowy Rane is a BAD idea. This is a major highway intersection with heavy truck and vehicle traffic. Keeping easy VEHICLE access to the side streets, and BUSNESSES should be the first thought and priority to this area.

Investing in and improving the Madison and Spring Creek corridors to provide greater "multimodal" access seem like logical and good opportunity's to interconnect with existing trail and paths around town.

Vehicle traffic is terrible around Snowy Range Road and Wyotech. A traffic management plan, we road adjustments (lights or roundabouts) NEED to be addressed. That alone will help with the bike/pedestrian safety and bottleneck that occurs there. An additional route or two that doesn't have to go under the Snowy Range Road I-80 underpass would be great.

Think about impact to current neighborhoods and consider future development options for the town to grow.

More bike lanes in West Laramie would be highly appreciated

As a senior citizen, wish there was a bus stop in west Laramie

Don't make an already congested area more congested. Something is wrong with the traffic lights in Laramie - they often turn yellow and then people have to wait for a non-existent car to pass, same thing with green arrows. This is something to keep in mind.

I think that because the railroad goes right where all the changes want to be made that it's not an easy task and it may not happen because the railroad is what essentially brought most people to Laramie to begin with and the RR isn't too keen on changing their structure just because of crossings. But I love the idea of trying to solve the problem of getting more people to and from west Laramie more easily.

Extending the pedestrian/bike paths 100% so that it's easy and safe to navigate from West to East!

I welcome a connection, but please do not put additional roads or bridges through the West Side. It's such a small neighborhood... it's quiet... we love it here (especially after removing the Clark St bridge... we do not want another bridge!!) Running a connection north of the West Side (Curtis Corridor) or south of the West Side (Spring Creek or Riverside Corridors) will provide connection without destroying our West Side neighborhood.

I appreciate your efforts.

Increased information/signage about access should be part of the conversation. There are little dirt roads and paths but it's not clear if they connect or are public property.

City planner could ensure services (grocery store, urgent care/hospital) are available in the area.

Just getting to the walking path is my personal priority. And being able to walk/bike into downtown on the path would be really cool.

More things to do or go to in west Laramie- like shops and see its safeness and friendliness

Having dedicated space/lanes on paths for bikes and pedestrians would be nice for safety and different speeds. There would be an interesting opportunity to involve mountain bike trail builders to make side features that could bring added enjoyment and incentive to taking a corridor. In the same vein involving local artists or sculptors could also bring added value to these pathways.



PUBLIC ENGAGEMENT

Q11. Cont.

We already have some wonderful bike trails connecting to West laramie but the city doesn't even maintain or improve the existing trails at all so why waste money to make more if they will abandon taking care of them once they are built.

Thank you for gathering information. It will be wonderful to have better bike/foot access from West Laramie to East Laramie.

Ensuring clear accessibility, pathways, signage, for people with disabilities, walkers/bikers, runners, strollers etc. to be visible for them as well as drivers. Installing more protective bike paths and pedestrian crossing lights. Limiting amount of inclines/grades to not deter people from using a walkway or crossing. Give people reasons to explore both sides of Laramie while keeping in mind environmental factors like wind, high water, etc. to may deter one from venturing to both sides.

Mass transit would be wonderful.

Lower the speed limit on Snowy Range Road to 30mph for its entire length. Get rid of the 0.9 mile segment of 45 mph

I don't go often to the west so...I have no feedback

I think using the Greenbelt (expanding maybe) would be super helpful in connecting

Some connection south of i80 like the spring corridor would be a huge help. Also a bike lane near snowyrange would be good since the road is so busy. Don't just paint a line on snowyrange though. The road is too busy for that. Build an actual path off the road.

The biggest issues in my opinion relate to the lack of sidewalks and safe biking/walking space to get to the greenbelt when in West Laramie. The greenbelt is an excellent connection to east Laramie (though access from the greenbelt to spring Creek would be what it is lacking most). But from Riverside and other parts of West Laramie the lack of sidewalks makes getting to the greenbelt not as safe.

In addition to the increased opportunities for recreation, an improved central walking/biking corridor would be helpful for promoting bicycle and walking commuting, both as a lifestyle and for those who have no other transportation option. Laramie is a wonderful town for biking and walking (even in winter, although I know that is not realistic for many people); I greatly appreciate projects and surveys like this--thank you. Also, very cool web app/map!

Widening the pedestrian bridge would be cool so that you could have 2 bikes pass each other and not have to get off a bike and walk over it

I feel the biggest challenge in West Laramie is the lack of paved roads, curb and gutter, and proper drainage in the residential areas. Back when West Laramie was annexed into the city we were given all kinds of promises for improvements to roads and curb and gutter. Our parents and many of the residents at that time paid thousands of dollars and the money was never used for the improvements. We did get city water and sewer but the roads have not been paved as promised. I feel that the lack of developing this area has led to safety issues for the residents. I also feel that the lack of curb & gutter contributes to residents neglecting their properties due to the precedence that dirt roads, poor drainage and failure of the city to enforce regulations regarding junk properties sets for neighborhoods. A grant for beautification, improving road ways and developing the infrastructure within the W L would be of more importance to us and I would guess to say 90 % of the WL residents.

if you go madison flint please be nice to me. my house is right there close to the interstate underpass.

Kill this and save our tax money.



PUBLIC ENGAGEMENT

Q11. Cont.

Parking on the west side of the pedestrian bridge to encourage fewer cars in downtown and a little bit more walking. Slower speed limit until past Garfield on Snowy range.

A bus route from the gateway gas station to downtown would open up travel for many low income and elderly people who live near snowy range

Providing safe access to downtown via bike or walking paths.

Pave the roads

I THINK YOU HAVE ENOUGH PROBLEMS MAINTAINING THE ROADS AND PATHS THAT YOU HAVE WITHOUT ADDING ANYMORE PROBLEMS THAT YOU WILL NOT MAINTAIN. YOU SHOULD WORK ON FIXING THE PROBLEMS THAT YOU ALREADY HAVE. OUR WEATHER WHICH YOU CANNOT DO ANYTHING ABOUT CAUSES OUR PATHS, WALKS AND ROADS TO REQUIRE YOUR UNDIVIDED ATTENTION. FIX AND MAINTAIN WHAT YOU HAVE !!!!!!!

I would really love the roads in west Laramie to be paved. This should be a top priority.

Understanding the flow of traffic on the west side would be ideal and how we can better improve these areas. There are a ton of people around 4:20pm on the week days that get out of Wyotech and cut across the snowy range gas stations parking lot because traffic is so backed up at the corner. Improving sidewalks and providing more opportunities for walking paths in our own neighborhoods. Many of the West sliders walk on the roads and prefer not to bike due to having to ride alongside not only cars and trucks but semis is less than ideal. Creating a bike corridors that bypasses Snowy range and takes you to either the green belt or some other proposed route would be really nice! And creating a biking path that goes through some more scenic areas would be nice. I know you can bike on the greenbelt but there are so many people that get really annoyed when a bike goes past them on this path. Lastly, please bring in the voices of the snowplow drivers (parks and mosquito) into this decision.

Public transportation would be a huge benefit

Another path over the rail yard between the pedestrian bridge and I80 . Accessing the green belt near Trihydro you are forced to go quite a ways north to cross over the tracks and the go back south if you were headed somewhere in the spring creek area

Truly transformative would be a vehicle and pedestrian combo bridge to replace the current pedestrian bridge in the Garfield corridor. We only have Curtis, Harney and i80 to go anywhere, but downtown is a top destination. Parking in West side is limited and intrusive to those residents by the bridge. This is a pipe dream, but anything else is a waste of money as it relates to vehicle traffic routes. You can invest and build on footpaths, greenbelt, etc all you want... but the far majority of West Laramie residents drive everywhere we go

Why wasn't Garfield used before?

Please pave and sidewalk the dirt roads!

I believe it's important to keep bikeways as safe as possible to share the roads with cars. I want people of all ages to enjoy biking across all of Laramie on a regular basis.



PUBLIC ENGAGEMENT

Q11. Cont.

Paved roads, sidewalks, storm sewers, requiring residents to remove trash and junk from yards

The Snowy Range Road and Adams intersection is awful and prohibitive. People going to/from work and WyoTech classes make it difficult to cross.

Nothing is that far—it would be nice to focus on walking and biking routes, rather than always prioritizing cars.

Add a sidewalk/ walk path all the way along Garfield from the footbridge to the territorial prison.

Paved roads in West Laramie would help access to all the corridors

Dogs must be leashed on new paved biking and walking paths created in the Madison Flint Corridor. Currently the area is wide open and many dogs are off leash due to the wide open space. Perhaps consider a fenced in dog park area for people to let their dogs off leash.

This would encourage obeying leash laws if there is a fenced dog park area provided in the new Corridor.

Transportation via bicycle would benefit from paved paths. Hoping one day the streets in West Laramie also get paved.

We'd love if roads like South Fillmore Street would be paved as they're currently gravel.

Just having any public transportation that went to the West Side Neighborhood and West Laramie to Downtown, the University area, Safeway, the Walmart area would be great.

Additionally - West Laramie is a bonafide food desert. It would be awesome to have a real grocery store - not a Dollar General, in the West Laramie. Encouraging mixed used development seems important to me and steps away from that antiquated idea of city planning where zoning should be separated by use.

Having multiple ways to get to and from West Laramie is my primary concern. I vary my route based on where I'm going to or coming from.

A connected Greenbelt path from the Laramie River to the Pilot Hill Rec area, allowing full East/West transportation across the city, would be a remarkable improvement to the livability of the city of Laramie. Though, in general, I think Laramie's focus on interconnecting its various center neighborhoods to the rising disconnected developments.

I think an additional pedestrian bridge would be helpful

I love the West Side, but more time, energy, and money is spent on this neighborhood and how it feels than any other in town combined. There has not been a semblance of consensus amongst its own residents. What is the payoff for the rest of town with all of this? What if it stayed a sleepy little neighborhood with some great amenities and deep history? I'm willing to be convinced otherwise, but the narrative has remained consistent that the neighborhood wants to be thriving without changing anything.

I just want safer ways to get to the west side without driving



PUBLIC ENGAGEMENT

Survey #1 Scoring Methodology

Question 9 asked respondents which corridors should be prioritized for investment and allowed participants to choose their top two corridors. Each corridor's share of the 59 total participants (a total of 119 responses were counted, as participants were allowed to select multiple answers) was calculated and grouped into three tiers based on relative support: Garfield and Madison-Flint (highest support, score 3), Spring Creek and Off-Corridor (moderate support, score 2), and Curtis and Riverside (lowest support, score 1). Although Off-Corridor was not included in this activity, it was assigned a score of 2 to reflect its moderate support across other engagement feedback.

Corridor	Votes	% of Total (59)	Score (1-3)
Curtis	12	20%	1
Madison-Flint	30	51%	3
Garfield	42	71%	3
Spring Creek	26	44%	2
Riverside	8	14%	1
Off-Corridor	–	–	2*
Total Responses: 119	<i>*Off-Corridor did not appear in this activity but was assigned a neutral score of 2 since off-corridor improvements mentioned in general participants feedback, ensuring they were accounted for in the total scoring.</i>		



PUBLIC ENGAGEMENT

Intercept Surveys

There were five pop-up engagement opportunities that were conducted during the first phase of the engagement process in April 2025, led by students from the University of Wyoming. Pop-up engagement included intercept surveys and attendance of existing community events. Locations for these pop-up engagement opportunities included the Garfield Footbridge, Optimist Park, JSI Grill, Bud’s Bar, and the Discover Laramie Event at WyoTech.

Discover Laramie Event (4/05/2025)

- Engaged with 40 people
- Distributed Survey #1 flyers
- Voting on corridors

Corridor	Total votes
Curtis	1
Madison-Flint	5
Garfield	6
Spring Creek	6
Riverside	5



PUBLIC ENGAGEMENT

Garfield Footbridge (4/16/25)

- Engaged with 10 people
- Distributed Survey #1 flyers
- Visited 7 downtown businesses with community boards

Optimist Park (4/12/2025)

- Engaged with 35 people
- Distributed Survey #1 flyers

Bud's Bar (4/10/2025)

- Engaged with 25 people
- Distributed Survey #1 flyers

JSI Grill (4/11/2025)

- Engaged with 19 people
- Distributed Survey #1 flyers
- Voting on corridors

Corridor	Total votes
Curtis	0
Madison-Flint	1
Garfield	1
Spring Creek	2
Riverside	1



PUBLIC ENGAGEMENT

Scoring Methodology

Each corridor’s total number of votes was tallied from 28 responses. The raw vote totals were then divided into three equal bins to create a 1-3 scoring scale, where 1 represents the lowest level of support and 3 represents the highest. The top two corridors (Garfield and Spring Creek) received a score of 3, the next two highest corridors (Madison-Flint and Riverside) received a score of 2, and the lowest corridor (Curtis) received a score of 1.

Corridor	Votes	% of Total (28)	Score (1-3)
Curtis	1	4%	1
Madison-Flint	6	21%	2
Garfield	7	25%	3
Spring Creek	8	29%	3
Riverside	6	21%	2
Off-Corridor	–	–	2*
Total Responses: 28	*Off-Corridor did not appear in this activity but was assigned a neutral score of 2 since off-corridor improvements were mentioned in general participants feedback, ensuring they were accounted for in the total scoring.		



PUBLIC ENGAGEMENT

Phase 2

Survey #2

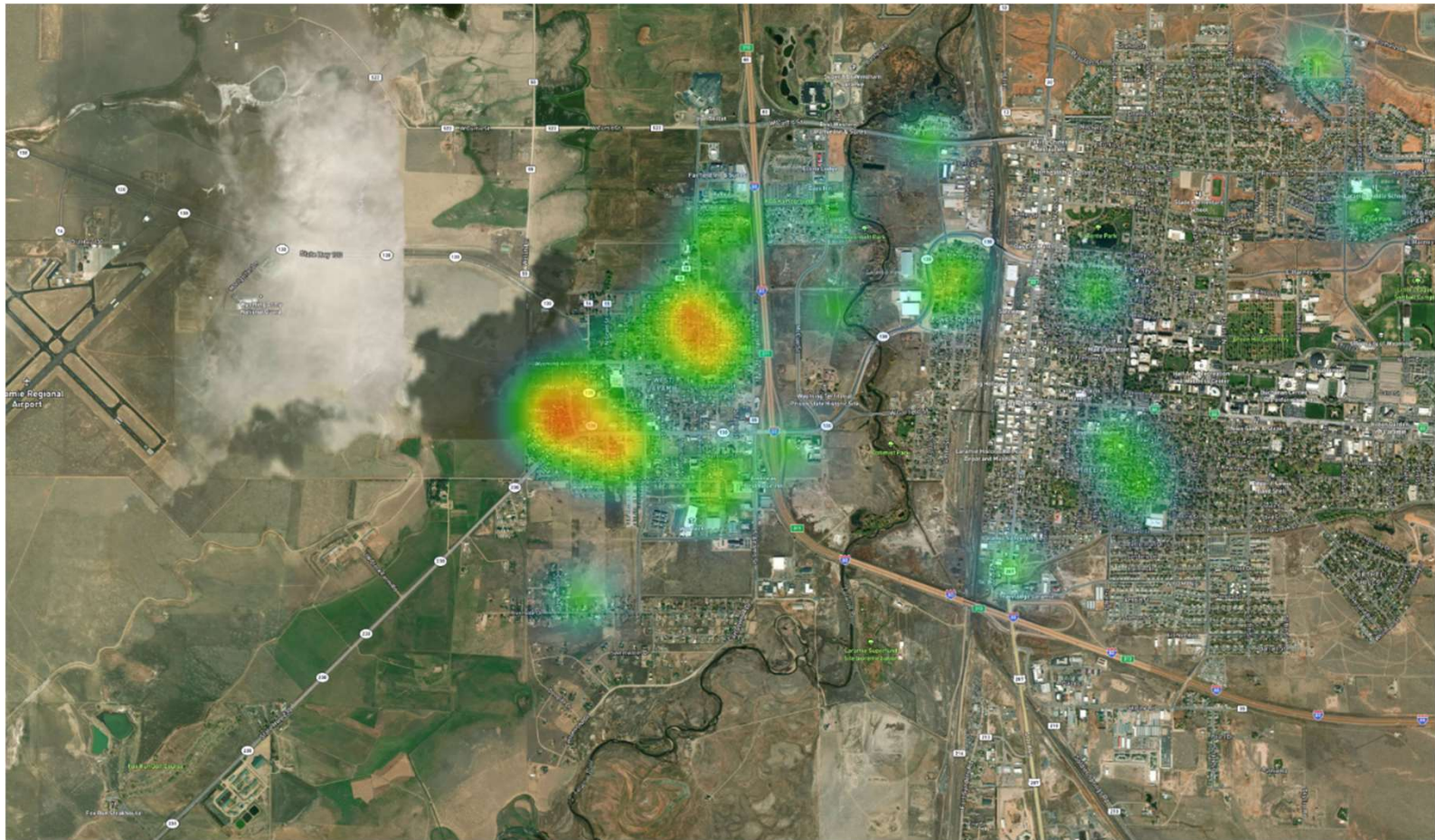
The purpose of the second survey is to gather community input on which improvements within the corridors, and which corridors should receive priority investment by allowing participants to allocate a hypothetical budget across those areas. The survey received a total of 90 responses, 65 submitted responses, 25 unsubmitted responses, and 162 bounce visitors. The survey was open between June 6 through August 13.



PUBLIC ENGAGEMENT

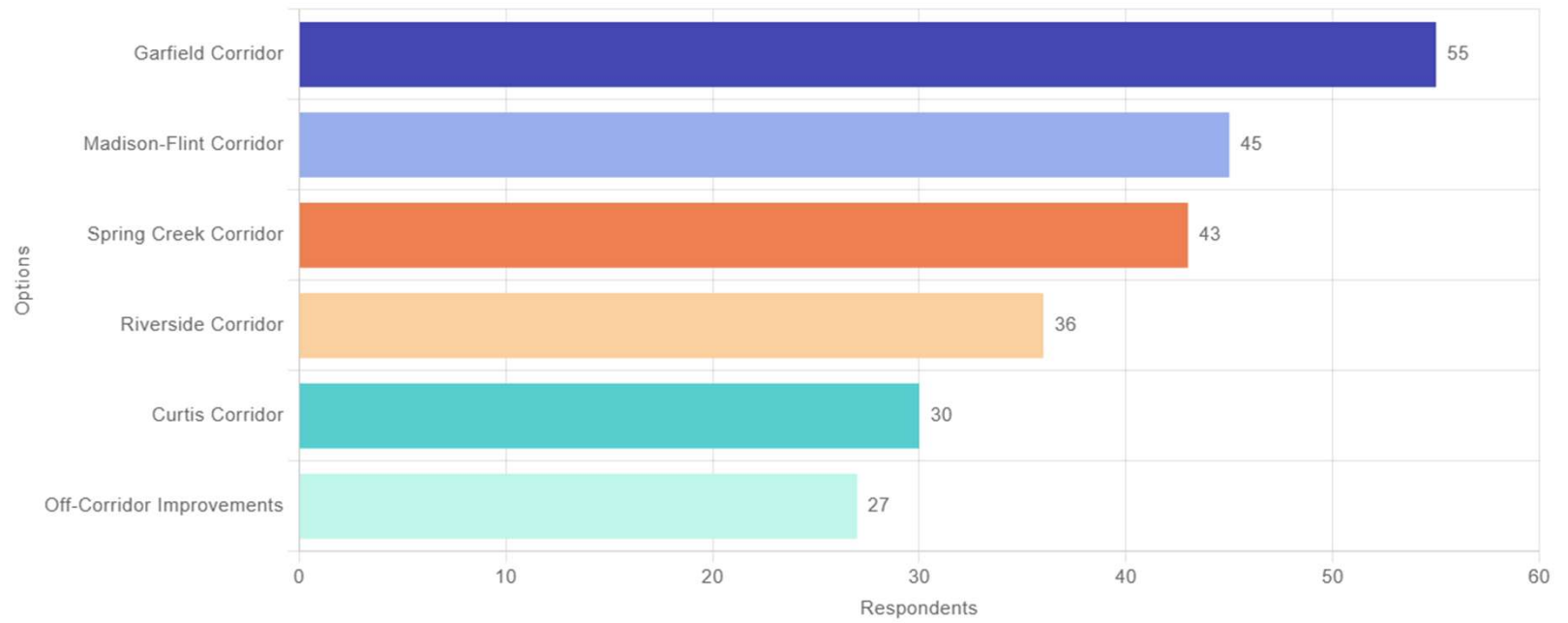
Section 1: What corridors are you interested in?

Q1. *Place a point on the map in the neighborhood where you live (37 responses)*



PUBLIC ENGAGEMENT

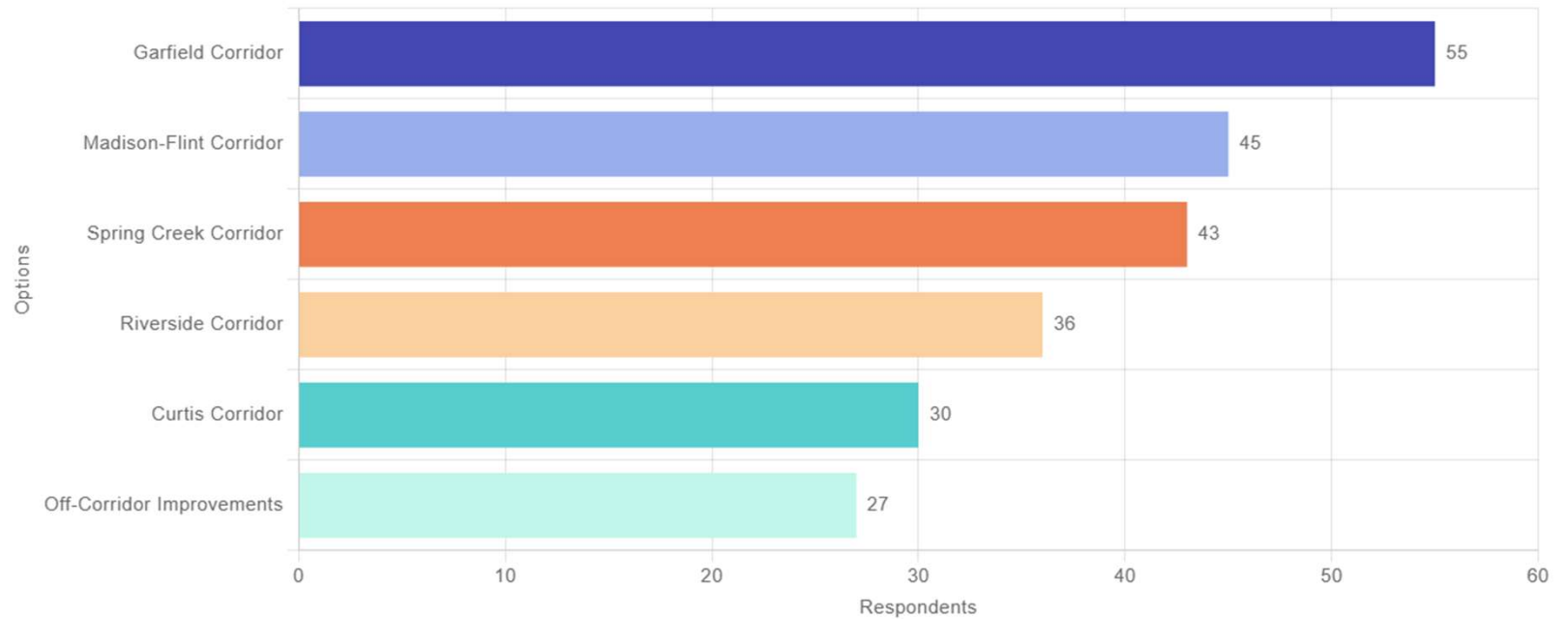
Q2. Which corridors are you interested in providing feedback for? (Select all that apply). (85 responses)



PUBLIC ENGAGEMENT

Section 2: Where should we invest?

Q3. *If you only had \$10 to spend, which improvements would you invest in for the Curtis Corridor? (24 responses)*



PUBLIC ENGAGEMENT

Q4. What other improvement(s) would you invest in for the Curtis Corridor? (8 responses)

Responses

A bus stop with a consistent schedule

Planning for future outer green "beltway" that connects to Cirrus Sky

Currently the path across i-80 is on the south side of the road making it difficult to transition back on to Curtis near the Petro to head west on the dirt road to link up with Welsh Lane.

as a pedestrian crossing at "B" I-80 on/off ramps is intimidating, once you do it you will know what I mean. You are trusting that those coming off of I-80 are paying attention that you are crossing and same goes for those getting onto the interstate. It's especially intimidating because it is mostly semi traffic and it is harder for them to see pedestrians. A lighted flashing signal would be nice rather than just stop signs.

Biggest issue to biking this corridor is crossing the interstate on and off ramps- it is always sketchy and I avoid going this way

Traffic lights on over pass

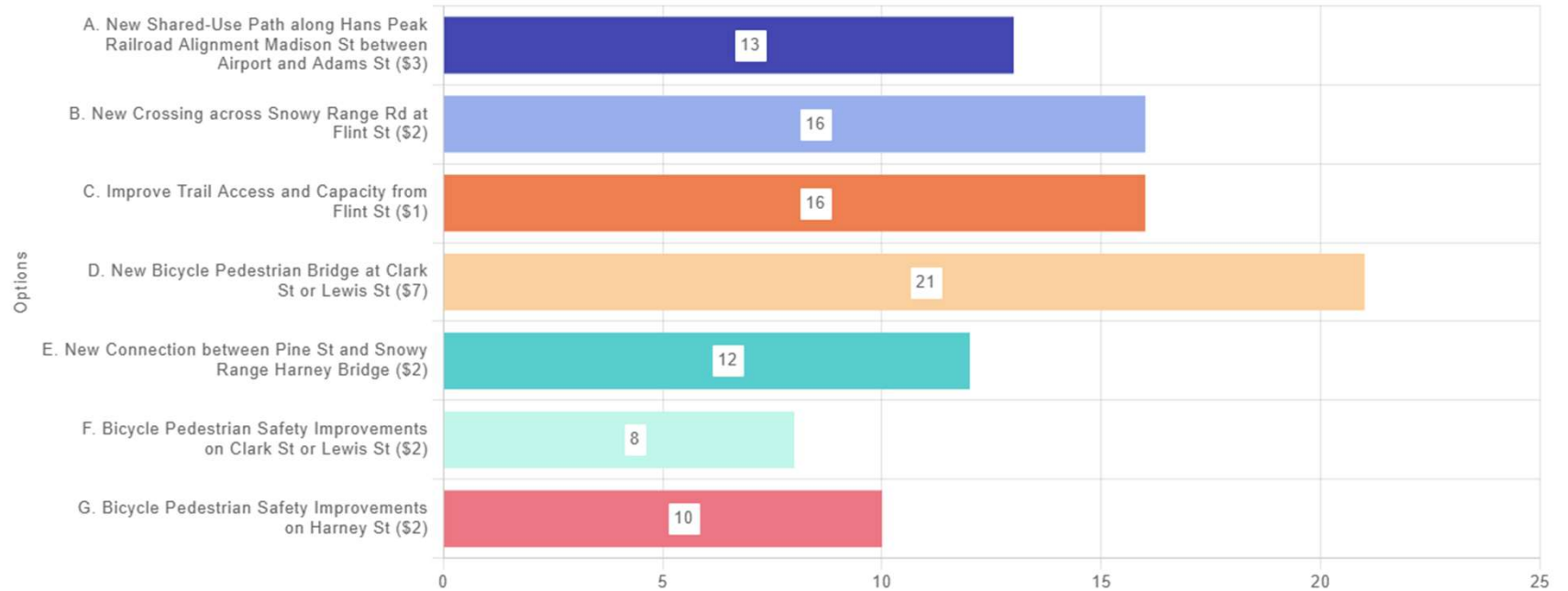
Spend the money on improving rainwater run-off in the area.

No more bike lanes



PUBLIC ENGAGEMENT

Q5. *If you only had \$10 to spend, which improvements would you invest in for the Madison-Flint Corridor? (35 responses)*



PUBLIC ENGAGEMENT

Q6. *What other improvement(s) would you invest in for the Madison-Flint Corridor? (9 responses)*

Responses

A bus stop with a consistent schedule

New decking to the bridge on the Greenbelt behind Gustave A Larson Company

I love the idea creating a shared use path along the Hans Peak Railroad path. I use this path already several times a week as do many others. Creating a bridge at Clark or Lewis would really build on that idea and draw more pedestrian/bike traffic to that route.

Na

Currently I use the underpass on Madison and then head down greenbelt to pedestrian bridge, but improved bike infrastructure on Harney bridge and road would make it possible to use that bridge too

Pave from the interstate to the green belt

Paving west Laramie, stop signs in west Laramie. Not everything revolves around parks and pathways

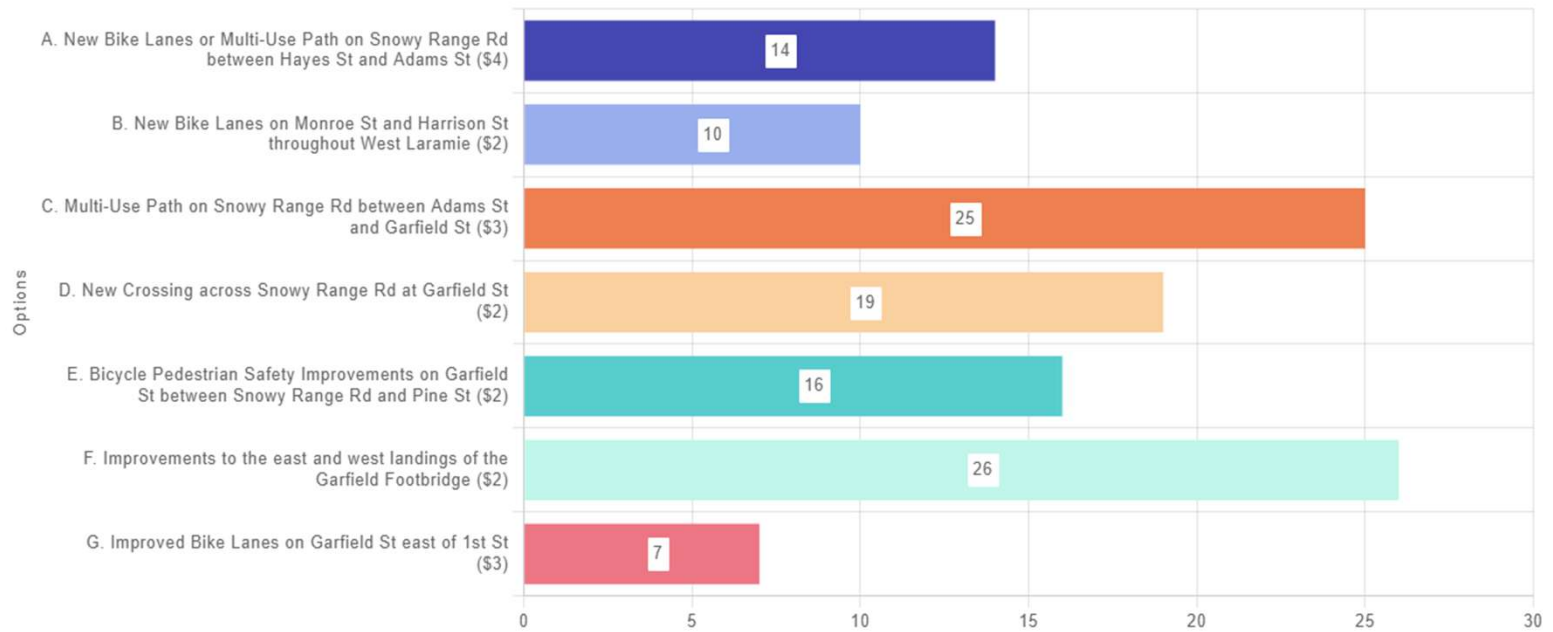
Spend the money on improving rainwater run-off.

No more bike lanes



PUBLIC ENGAGEMENT

Q7. *If you only had \$10 to spend, which improvements would you invest in for the Garfield Corridor? (40 responses)*



PUBLIC ENGAGEMENT

Q8. What other improvement(s) would you invest in for the Garfield Corridor? (14 responses)

Responses

Definitely saver foot/bike travel along Snowy Range between Adams and Garfield

A bus stop with a consistent schedule

The on ramp for I 80 Eastbound on Snowy Range Road is terrifying. I've almost been hit as a pedestrian in the crosswalk multiple times.

Create a bike/pedestrian only path with no stops all the way from 1st street up to Boulder Dr. Makes no sense to create paths that share car traffic or that don't take you to places within the heart of Laramie.

Improvements to sidewalks / accessibility where needed

I didn't use all of my allocated \$10 because I would like to put \$4 more dollars towards improvements to the east and more importantly the west landings of the Garfield Footbridge.

Na

I want the road over the railroad again. this seems like a good spot

Biggest problem movement would be safer bike travel along snowy range road in west Laramie by interstate on ramp. I go this way when greenbelt is flooded and it's a bit sketchy going by the on and off ramps

None

Solar panels, car charging stations, more bus stops.

Landscaping, beautifications, signage

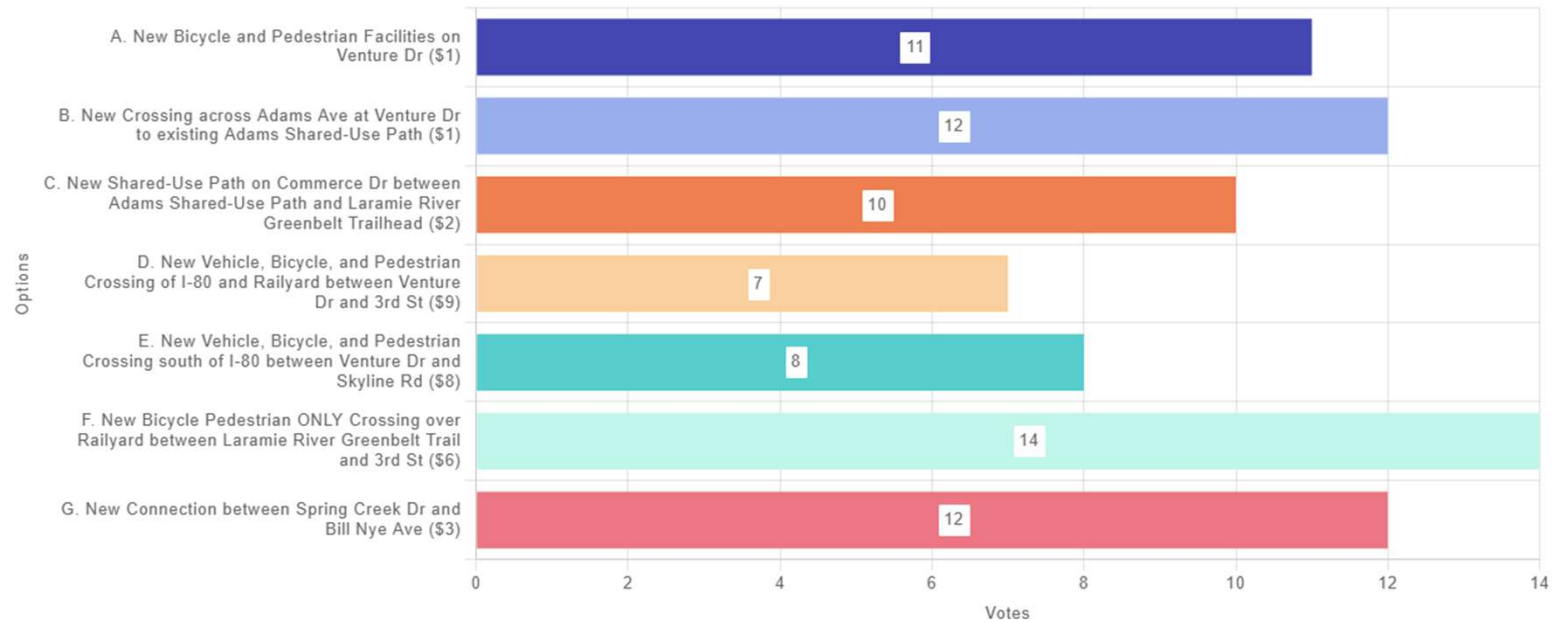
Spend the money on improving rainwater run-off.

No more bike lanes



PUBLIC ENGAGEMENT

Q9. *If you only had \$10 to spend, which improvements would you invest in for the Spring Creek Corridor? (33 responses)*



PUBLIC ENGAGEMENT

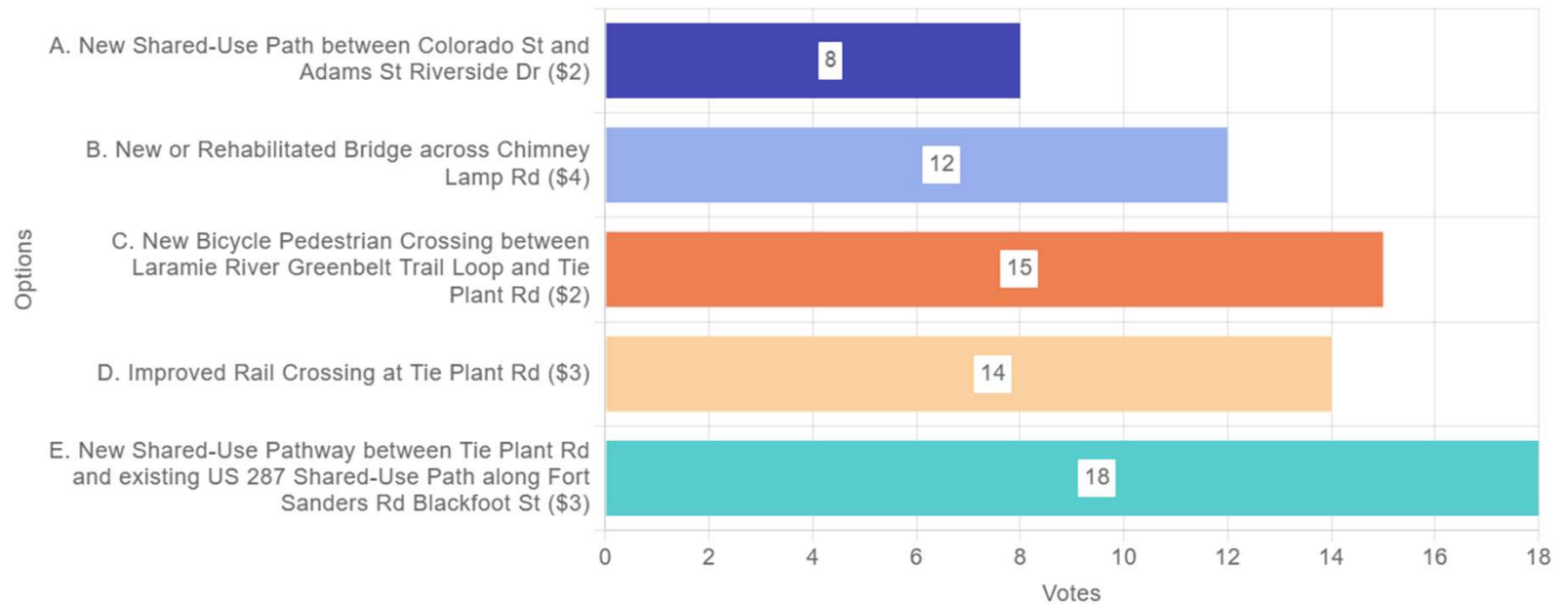
Q10. *What other improvement(s) would you invest in for the Spring Creek Corridor? (10 responses)*

Responses
<i>A bus stop with a consistent schedule</i>
<i>Safety improvements for pedestrians on third street at the interstate.</i>
<i>A more pedestrian friendly crossing on 3rd Street</i>
<i>I would be open to D or E. E would need some safety measures for non-motorized crossing of the i-80 ramps. Also, the 15th street bridge to Skyline road could use bike improvements and has the same issue as Curtis Street with going from a shared path to merging on-street..</i>
<i>Na</i>
<i>A pring creek/russel connection to venture dr would alleviate the traffic coming off of i-80 at the eastbound exit ramp</i>
<i>Shade trees along south path</i>
<i>Drainage</i>
<i>Spend the money on improving rainwater run-off.</i>
<i>No more bike lanes</i>



PUBLIC ENGAGEMENT

Q11. *If you only had \$10 to spend, which improvements would you invest in for the Riverside Corridor? (25 responses)*



PUBLIC ENGAGEMENT

Q12. *What other improvement(s) would you invest in for the Riverside Corridor? (7 responses)*

Responses

A bus stop with a consistent service

Planning that allows for future outer green "beltway" that would eventually connect to Pilot Hill is important

It would be great to be able to use the green belt to access roads further south without having to go through the i-80/287 interchange.

Include crossing across 287

Superior connection between Skyline and 287

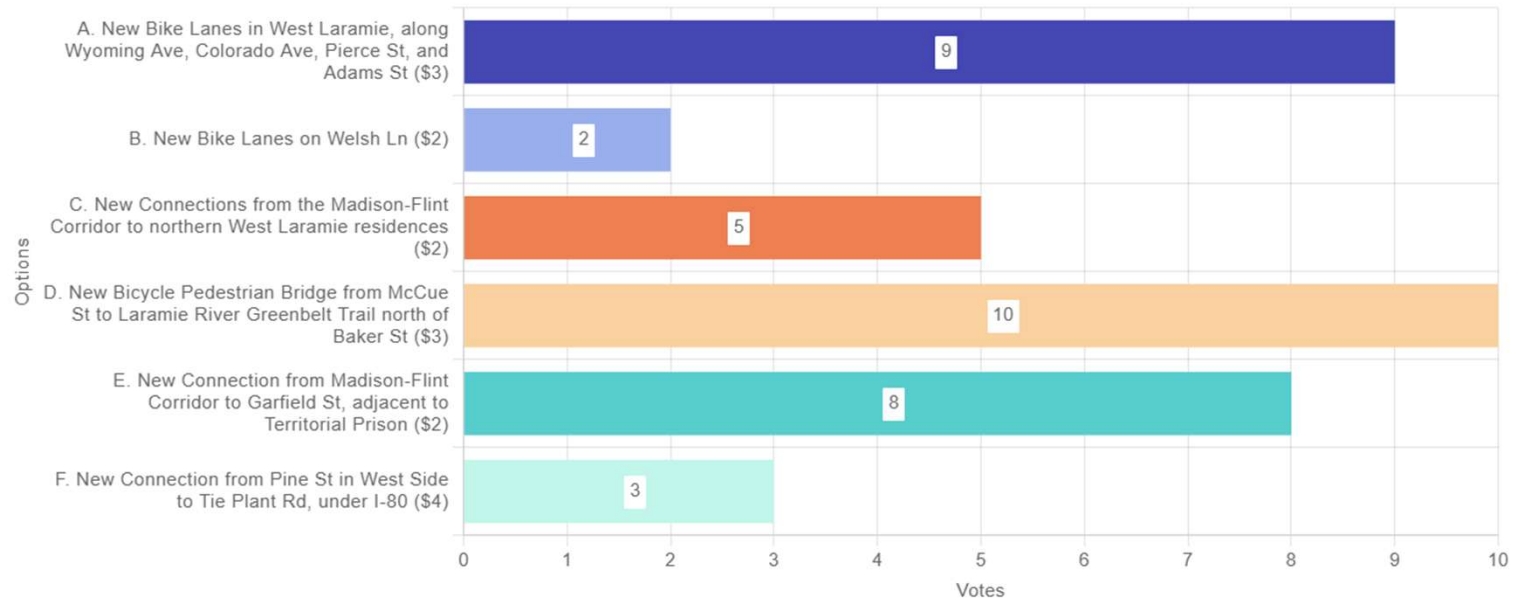
Lighting , safety improvements

Spend the money on improving rainwater run-off.



PUBLIC ENGAGEMENT

Q13. *If you only had \$10 to spend, which off-corridor improvements would you invest in? (15 responses)*



PUBLIC ENGAGEMENT

Q14. *What other off-corridor improvement(s) would you invest in? (8 responses)*

Responses

A bus stop with a consistent service

Dedicated pedestrian phase signals in places where it makes sense - I have been nearly mowed over by cars turning left on solid greens without yielding too much

Dust pollution from Dirt Streets in West Laramie. We all breathe it everyday. Smoke from Fires is not as severe as the daily intake of breathing this dust. Daily, multiple times a day I use a leaf blower to remove dust from patio furniture. I would love to hear from you and discuss further. Riding bike and walking in dust pollution at the levels we experience is NOT HEALTHY i

None. We want clean water, good streets and emergency services

adding bike lanes ON Snowy Range Rd and Hwy 230 from the West side to the west boundary of town.

Roads

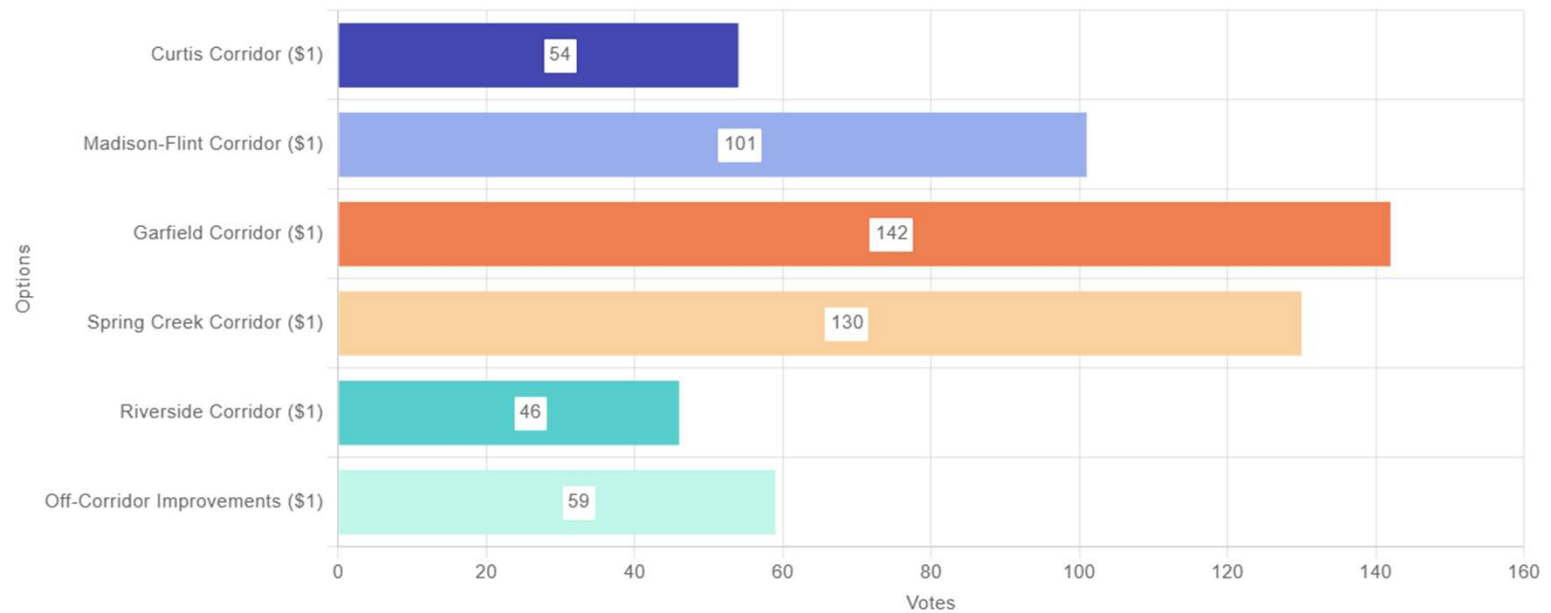
Spend the money on improving rainwater run-off.

No more bike lanes



PUBLIC ENGAGEMENT

Q14. *If you only had \$10 to spend, where in Laramie would you invest? Select any corridor more than once to spend the full budget! (\$10) (58 responses)*



PUBLIC ENGAGEMENT

Section 3: Final Thoughts?

Q16. *What is your “can’t miss” opportunity related to the Reconnecting West Laramie Plan that the City should invest in? (7 responses)*

Location Description	Please describe your opportunity:
Boulder Dr and E Garfield St	<i>Start on 1st street and end on Boulder Dr.</i>
S Pierce St and Monroe St	<i>Can we make one of the roads parallel to Snowy Range in West Laramie pedestrian friendly, kind of like Iverson is by the University?</i>
McCue St and Snowy Range Rd	<i>Improving pedestrian & bicycle access along this stretch of Snowy Range (west of interstate to Garfield) is a must.</i>
S 1 st St and Russel St	<i>A road (for vehicles) connection in the south so that i-80 doesnt have to be used by commuters</i>
Soldier Springs Rd, south of Budget Inn	<i>A connection to skyline for traffic from west Laramie for vehicle/pedestrian/bike would be fantastic. Currently impassible for pedestrians and bikes and even getting across that area coming off I80 in west Laramie to cross over to sky line is sketchy at best coming off the off ramp and navigating across 287</i>
I-80 and Madison St	<i>Use over pass</i>
Location near proposed Riverside corridor crossing, west of railroad	<i>Connecting trail</i>



PUBLIC ENGAGEMENT

Q17. *Where would you want to build a foot/bike bridge over the railroad tracks? (60 responses)*



PUBLIC ENGAGEMENT

Scoring Methodology

Public Support scoring is based off of Question 15 of the survey. Participants were asked how they would invest \$10 among the corridors, with the option to allocate funds multiple times. Each corridor's share of total votes (580 total) was compared, and scores were assigned on a 1-3 scale, where the top two (Garfield and Spring Creek) received a score of 3, the next two received a score of 2 (Madison-Flint and Off-Corridor), and the bottom 2 received a score of 1 (Curtis and Riverside).

Corridor	Votes	% of Total (580)	1-3 Score
Curtis	54	9%	1
Madison-Flint	101	17%	2
Garfield	142	24%	3
Spring Creek	130	22%	3
Riverside	46	8%	1
Off-Corridor	59	10%	2
Total Responses: 58			



PUBLIC ENGAGEMENT

WyoTech Car Show 06/07/2025

The WyoTech Car Show took place on June 7, 2025, at the WyoTech Campus. Outreach was led by city staff and the consultant team, engaging approximately 50 attendees. The team used two methods of engagement including a pom-pom jar for a voting activity as well as maps displaying all corridor strategies, allowing people to place a sticker on each strategy and allowing for the strategy to be ranked low-high priority. The ranking activity only received 10 responses, so the PomPom jar activity was used for the scoring methodology. The PomPom Jar activity had three options for people to choose from: (A) A bridge between Snowy Range Road and the existing Garfield Footbridge, (B) A crossing on the southern edge of town, north of the interstate, connecting the Greenbelt Trail to the Spring Creek Trail, or (C) No crossing: allocate funds to other priority projects.

A total of 30 votes were cast, evenly split between options A and B. In addition, participants used stickers on display boards to rank specific strategies by priority. Project team members distributed Survey #2 flyers during the event.



PUBLIC ENGAGEMENT

Scoring Methodology

During the outreach activity, participants voted on preferred bridge options- Option A (north of the Garfield Footbridge, including Curtis and Madison-Flint), and Option B (south of the existing bridge), including Spring Creek and Riverside). Each option received an equal share of total votes and votes were divided evenly among bridges. Because both options received similar levels of support, the bridges were each assigned a score of 2 on the 1-3 scale. Garfield and Off-Corridor locations were not included in this activity.

Bridge	Option	Votes	% of Total (30)	Score
Curtis	Option A	15	50%	2
Madison-Flint	Option A	15	50%	2
Garfield	not included	—	—	2*
Spring Creek	Option B	15	50%	2
Riverside	Option B	15	50%	2
Off-Corridor	Not included	—	—	2*
Total Responses: 30	<i>*Off-Corridor and Garfield did not appear in this activity but were assigned a neutral score of 2 since both were mentioned in general participants feedback, ensuring they were accounted for in the total scoring.</i>			



PUBLIC ENGAGEMENT

CURTIS CORRIDOR

Potential Corridors
 - Potential Corridors
 - Existing Shared Use Path
 - Existing Bike Lane

1. EXTEND MULTI-USE PATH ON CURTIS, WEST TO WELSH
COST: \$\$ COMPLEXITY: VERY LOW
 Extends the Curtis shared-use path from Pierce St. to Welsh Lane, improving future westward connectivity.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

2. I-80 INTERSECTION IMPROVEMENTS
COST: \$ COMPLEXITY: LOW
 Work with WYDOT to improve overpass safety for bikes and pedestrians with better warning signs and safe crossings.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

3. ADD BIKE LANES ON MCCUE FROM CURTIS TO LYONS
COST: \$ COMPLEXITY: LOW
 Extends McCue St. bike lanes from Lyons St. to Curtis, connecting users to the proposed Curtis corridor.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

4. ADD CROSSINGS ON CURTIS/CEDAR INTERSECTION
COST: \$\$ COMPLEXITY: VERY LOW
 Adds pedestrian crossings at Curtis and Cedar to improve safety for Mitchell St. residents.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

5. ADD PROTECTED INTERSECTIONS AND CONNECT TO BIKE LANES
COST: \$\$\$ COMPLEXITY: MEDIUM
 Extends the Reynolds shared-use path east, with a focus on safety at Curtis and 4th, and Curtis and 3rd intersections.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

6. IMPROVE AND EXTEND BIKE LANES ON REYNOLDS
COST: \$\$\$ COMPLEXITY: LOW
 Improves bike lanes on Reynolds, improving access to destinations like Slade Elementary and the Cirrus Sky Trail system.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

Priority scale: Low Priority (blue dot) to High Priority (red dot)



PUBLIC ENGAGEMENT

GARFIELD CORRIDOR

Potential Corridors
 - Potential Corridors (Yellow arrow)
 - Existing Shared Use Path (Green line)
 - Existing Bike Lane (Black line)

1. BIKE LANES OR MULTI-USE PATHWAY ALONG SNOWY RANGE RD.
COST: \$\$\$ COMPLEXITY: LOW-HIGH
 Adds bike lanes to Snowy Range, Morrison, or Harrison St., plus new crossings at Jackson Square. Together these improvements make West Laramie an easier place to walk and bike.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

2. I-80 INTERSECTION IMPROVEMENTS
COST: \$\$\$\$ COMPLEXITY: HIGH
 Elevates the need for pedestrian and bike safety at this intersection and explores extending the shared-use path south on Garfield.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

3. GARFIELD IMPROVEMENTS FROM SNOWY RANGE TO RAILROAD
COST: \$\$-\$\$\$\$ COMPLEXITY: LOW
 Considers a traffic signal at Snowy Range, a roundabout at Clark, and streetscape improvements along Garfield to improve pedestrian flow and continuity with the footbridge.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

4. GARFIELD BRIDGE LANDING IMPROVEMENTS
COST: \$ COMPLEXITY: VERY LOW
 Improves landings, lighting, and infrastructure at the existing footbridge to maintain and enhance accessibility. Could include enhanced crossings, pathways, and winter-proofing.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

5. ADDING A SHARED BIKE LANE (SHARROW) ALONG GARFIELD
COST: \$ COMPLEXITY: MEDIUM
 Adds a sharrow (shared roadway for cars and bikes) from the footbridge to 15th St., making Garfield more bike-friendly.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

Priority scales for each project: 1 (Low to High), 2 (Low to High), 3 (Low to High), 4 (Low to High), 5 (Low to High).



PUBLIC ENGAGEMENT

MADISON-FLINT CORRIDOR

Potential Corridors
 - Potential Corridors
 - Existing Shared Use Path
 - Existing Bike Lane

1. SHARED-USE PATH EXTENDING WEST ALONG SNOWY RANGE
COST: \$\$\$ COMPLEXITY: LOW
 Adds a shared-use path extending west to the airport and Welsh Lane, offering longer walking and biking routes.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.
 Low Priority High Priority

2. EXTEND SHARED-USE PATH ON MADISON WEST
COST: \$\$ COMPLEXITY: MEDIUM
 Builds a new path west from W Madison St. to Welsh Lane, creating another route to far west Laramie.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.
 Low Priority High Priority

3. IMPROVE TRAILHEAD CAPACITY AND ACCESS FROM FLINT
COST: \$\$\$ COMPLEXITY: MEDIUM
 Improves Greenbelt Trail access near the historic bridge and adds a signalized crossing at Flint and Snowy Range.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.
 Low Priority High Priority

4. NEW RAILROAD CROSSING OR IMPROVE BRIDGE CONNECTION
COST: \$\$\$\$ COMPLEXITY: LOW-HIGH
 Explores safe routes through West Side, including a possible new railroad crossing or enhancing connection to the Snowy Range bridge, plus landscaping and streetscape improvements. Complexity and cost will vary based on the approach chosen.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.
 Low Priority High Priority

5. BIKE AND PED IMPROVEMENTS ACROSS 3RD (LEWIS/CLARK)
COST: \$\$ COMPLEXITY: LOW
 Improves crossings at US 287 for Lewis and/or Clark and extends bike lanes east to support a continuous pedestrian corridor if a new bridge is chosen.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.
 Low Priority High Priority

6. BIKE AND PED IMPROVEMENTS ACROSS 3RD (HARNEY)
COST: \$\$ COMPLEXITY: LOW
 Improves crossings at US 287 for Harney and improves bike lanes east to link with Snowy Range pedestrian enhancements if that route is chosen.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.
 Low Priority High Priority



PUBLIC ENGAGEMENT

SPRING CREEK AND RIVERSIDE CORRIDOR

Potential Corridors

- Potential Corridors
- Existing Shared Use Path
- Existing Bike Lane

In a hurry? Have friends who couldn't make it? Give us more feedback by taking the online survey. Scan the QR code below.

1. VENTURE DRIVE BIKE LANES, SIDEWALKS, AND CROSSINGS
COST: \$ **COMPLEXITY: VERY LOW**
 Adds bike lanes and sidewalks to both sides of Venture Dr., with a crosswalk at Venture Dr. and Adams St. This project has already been designed and just requires funding to complete.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

2. COMMERCE STREET CONNECTION TO GREENBELT TRAIL
COST: \$ **COMPLEXITY: VERY LOW**
 Extends the Greenbelt Trail with an on-street path along Commerce Dr. to Adams St., improving trail access from Adams and nearby Venture Dr. This project connects two existing shared-use paths.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

3. RAILROAD CROSSING AND CONNECTION TO SPRING CREEK
COST: \$\$\$\$ **COMPLEXITY: VERY HIGH**
 Explores a new railroad crossing between Venture Dr. and Bill Nye linking the Greenbelt and Spring Creek Trails, improving connectivity in the southern part of town.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

TRAIL EXPANSION SOUTH OF WYOTECH
COST: \$\$ **COMPLEXITY: VERY LOW**
 Formalizes and extends the shared-use path south of the Wyotech campus, behind the homes on Riverside Dr. This project would also connect to Commerce Dr.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

5. LARAMIE RIVER CROSSING AND CONNECTION TO THE PLANT
COST: \$\$\$ **COMPLEXITY: VERY HIGH**
 Improves trail access from Chimney Lamp and Tie Plant Roads, including a new or upgraded bridge over the Laramie River.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.

6. RAIL CROSSING AND CONNECTION THROUGH THE PLANT TO 287
COST: \$\$\$ **COMPLEXITY: VERY HIGH**
 Extends the existing US 287 path west to Tie Plant Rd. via Blackfoot St., adding a safer railroad crossing for bikes and pedestrians. This strengthens the connection between US 287 and the Greenbelt Trail and could add an additional roadway connection.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.



PUBLIC ENGAGEMENT

Pride in the Park 06/14/2025

City of Laramie staff attended Pride in the Park, tabling for the Reconnect West Laramie project. Staff distributed Survey #2 flyers and were available to receive project feedback and answer project questions.



PUBLIC ENGAGEMENT

Farmers Markets

June 20

Outreach was led by city staff and the consultant team, engaging with approximately 70-80 attendees. The team used pompom jars for a voting activity on three options: (A) A bridge between Snowy Range Road and the existing Garfield Footbridge, (B) A crossing on the southern edge of town, north of the interstate, connecting the Greenbelt Trail to the Spring Creek Trail, or (C) No crossing: allocate funds to other priority projects.

A total of 93 votes were cast, 33 choosing Option A, 51 choosing Option B, and 12 choosing Option C. The project team distributed Survey #2 flyers during the event.

Scoring Methodology

In this activity, votes were divided evenly among the bridges, within each option. Option A included Curtis and Madison-Flint, while Option B included Spring Creek and Riverside. Each bridge's share of the total 93 votes was compared, and bridges with higher percentages (Spring Creek and Riverside) received a score of 2.

Bridge	Option	Votes	% of Total (93)	Score
Curtis	Option A	33	35%	2
Madison-Flint	Option A	33	35%	2
Garfield	not included	—	—	2*
Spring Creek	Option B	51	55%	3
Riverside	Option B	51	55%	3
Off-Corridor	Not included	—	—	2*
Total Responses: 93	<i>*Off-Corridor and Garfield did not appear in this activity but were assigned a neutral score of 2 since both were mentioned in general participants feedback, ensuring they were accounted for in the total scoring.</i>			



PUBLIC ENGAGEMENT

Farmers Markets

June 27

City of Laramie planning staff tabled at the June 27th, 2025 Farmers Market. During the event, staff distributed Survey #2 flyers leading to the survey and answered questions from residents on the project.



PUBLIC ENGAGEMENT

Farmers Markets

September 12

On September 12, the consultant team and city staff engaged approximately 60 individuals at the farmers market, gathering feedback on project area priorities. Individuals could vote on their favorite concepts and strategies.

Concept	Corridor	Votes	Other Comments
Roadway Bridge from 2 nd Street to Venture Avenue	SC	34	<i>Continue Bill Nye Street connection</i>
Pedestrian Bridge from 2 nd Street to Laramie River Greenbelt Trail	SC	32	
Pedestrian Space and Plaza at Garfield Bridge in West Laramie	GAR	23	<i>Raised crosswalk concept for pedestrian space and plaza at Garfield Street</i>
Pedestrian and Bike Improvements to Curtis and Reynolds Street and 4 th and 3 rd Street with Existing Alignment	MF	23	<i>Extend bike lanes through school zones with improved traffic control</i> <i>Focus on Mitchell Street for both bike and vehicle traffic</i> <i>Desire for more greenery near protected intersections</i>
Pedestrian Space and Plaza at Garfield Bridge and 1 st Street	GAR	20	<i>Flooding concerns on 1st Street</i> <i>Interest in making this section pedestrian-only and converting one block of Grand Avenue to one-way traffic.</i>
Trailhead to Laramie Greenbelt at Flint Road and Intersection Improvements	MF	15	<i>Suggestion to add Clark Street Bridge with directional access (Clark east-only, Snowy Range west-only)</i>
Improve Bike and Pedestrian Crossing at Curtis Street and I-80	CUR	5	
Future Phase: Re-Align Curtis Street and Reynolds Street at 4 th Street	CUR	4	



PUBLIC ENGAGEMENT

Additional In-Scope Comments

- A few community members expressed strong support for Riverside corridor, specifically community members living in West Laramie near the proposed corridor
- Better crossings on Harney Street

Comments Outside of Project Scope

- Request for the following locations to be included in the public transportation plan: laundry facilities, mental health facilities,
- Albany Community Health Clinic, along 1st Street, connection to Washington Park area; Bus stops along all parks, having an app to track the bus.

Other requests

- Area around Walmart, request for better bicycle infrastructure getting to the store
- More bike parking on Grand Street, bike parking close to FedEx
- Safer crossings on 3rd Street near Undine Park
- Need crosswalk on Custer and 3rd Street
- Request to narrow Ivinson St
- Better crossings across Harney Street
- Request to continue Laramie Green Belt Trail further north



PUBLIC ENGAGEMENT

Jubilee Days

The City of Laramie engaged the community during Laramie's Jubilee Days including the following events:

- Freedom Has a Birthday July 4
- Pancake Breakfast July 11
- Laramie Brew Fest July 12

Survey flyers for Survey #2 were distributed during the events and staff were available to answer questions and receive project feedback.



PUBLIC ENGAGEMENT

Albany County Fair 07/31/2025

City staff and the consultant team participated in the Albany County Fair Family Night on July 31. The team engaged with approximately 20 individuals. Several individuals expressed stronger support for the three central corridors, Madison, Garfield, and Spring Creek, with particular interest in Spring Creek as a potential southern pedestrian and bicycle connection. There was also notable support for enhancing access to the Garfield footbridge. The project team distributed flyers for Survey #2 during the event.



PUBLIC ENGAGEMENT

Community Bike Ride 09/12/2025

Approximately 15 participants, including three project team members, joined the community bike ride on Friday, September 12. The group met at the Laramie Farmer's Market near the Garfield Footbridge and rode a route highlighting key project strategy locations. Stops included the east side of the Garfield Footbridge, west landing area of the Garfield Footbridge, the Laramie Greenbelt Trail (near the proposed location of the Spring Creek corridor), and the Flint Avenue Trailhead and crossing. The ride provided participants with an opportunity to share feedback on proposed site improvements and ask questions about the project



PUBLIC ENGAGEMENT

Project Area Feedback	
Location	Feedback
East Side Garfield Footbridge	<ul style="list-style-type: none"> • Refine bus stop/bridge ramp landing to ensure comfort and safety of cyclists as they depart the ramp • Strong support for expanded pedestrian walkways and expanded plazas • Consider formalizing 1st Street's (currently informal) 2-way traffic for bicycles, 1 way traffic for cars. • Sight Triangles • Bush shelter; can bus move? • Crossing intersection of 1st Street and Grand Ave
West Side Garfield Footbridge	<ul style="list-style-type: none"> • Ensure plaza design accommodates downhill bike speed and navigation off ramp. ("Keep it fun!")
Laramie Greenbelt Trail near Spring Creek Corridor	<ul style="list-style-type: none"> • "Complete Street" option seems too large and costly; will require significant investment and additional study • Strong support for bike/pedestrian bridge option • Maintain option to study a direct connection from existing pathways directly across 3rd street along with current proposed re-route to future Bill Nye traffic signal. • Bike/ped connection on South 2nd Street • Optional Park, pave parking lots • Beware of the right turn lane and bike/ped
Flint Avenue Trailhead and Crossing	<ul style="list-style-type: none"> • Crossing should prioritize where residents cross more often • Direct crossing at Flint Street is important as safe route to Cedar is very 'out of the way' leading to unsafe crossings for convenience • Garfield and Snowy Range Road intersection should be a prioritized crossing; there are existing speed concerns at this intersection • Wayfinding will be important to access city parcel behind private drives. • Garfield and Clark Option • Bike/ped bridge over Snowy Range



STRATEGY EVALUATION

Photo





RECONNECT WEST LARAMIE: TASK 4/5 – STRATEGY EVALUATION MEMO



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INTRODUCTION

Project Overview

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

Project Objectives



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

Objective

Several physical barriers separate West Laramie and West Side 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 and West Side also face obstacles including sidewalk and bicycle facility gaps, challenging roadway crossings, limited wayfinding and transit connectivity.

Building from the existing conditions report, input from stakeholder input, and the visioning and strategies memo, this memo evaluates and prioritizes a range of potential strategies for improving Laramie’s multimodal transportation network. The prioritized strategies are paired with conceptual designs for more complex strategies. Ultimately, the strategies are tiered into prioritization groups based upon cost, feasibility, and community impact. The strategies are categorized by the five opportunity corridors (Figure 1) established during the existing conditions analysis.





Figure 1: Project Area Opportunity Corridors

STRATEGY DEVELOPMENT PROCESS

Process Overview

The strategy development process for **Reconnect West Laramie** follows a six-step course of action to develop recommendations to improve connectivity and accessibility between West Laramie, the West Side, and East Laramie. Infrastructure strategies include a mix of pedestrian, bicycle, transit, and vehicular strategies intended to improve access for all residents regardless of their mode of transportation.

This memo documents steps five and six in Figure 2 below, evaluating and recommending a set of preferred strategies initially developed through a visioning process and advanced based on feedback from the Laramie community. The community's feedback has been vital in ensuring that recommended strategies reflect improvements Laramie residents would like to see to enhance connectivity in their city. Following evaluation and recommendation of preferred strategies, the Reconnect West Laramie Final Report will be developed.

Strategies were initially established using an analysis of existing conditions, past efforts, and prior public engagement. These are categorized into the five opportunity corridors, with additional strategies classified as off-corridor strategies. Building on prior analyses and engagement, the initial 39 strategies were identified to improve connectivity and access to and from West Laramie. These strategies range from small treatments such as new crosswalks and sidewalk connections, to transformative investments, such as a new overpass over the existing Union Pacific corridor.

Through additional community input and refinement, the strategies have been consolidated to 37 strategies. Most strategies are standalone treatments located throughout the city; but a few strategies include potential alternatives in the same location. Because of this, the evaluation process weighs the several factors from one strategy to another, noting available funding as the greatest barrier to implementation. While funding will ultimately shape the pace of implementation, the strategies identified collectively illustrate how east–west connectivity and mobility could be maximized across Laramie.

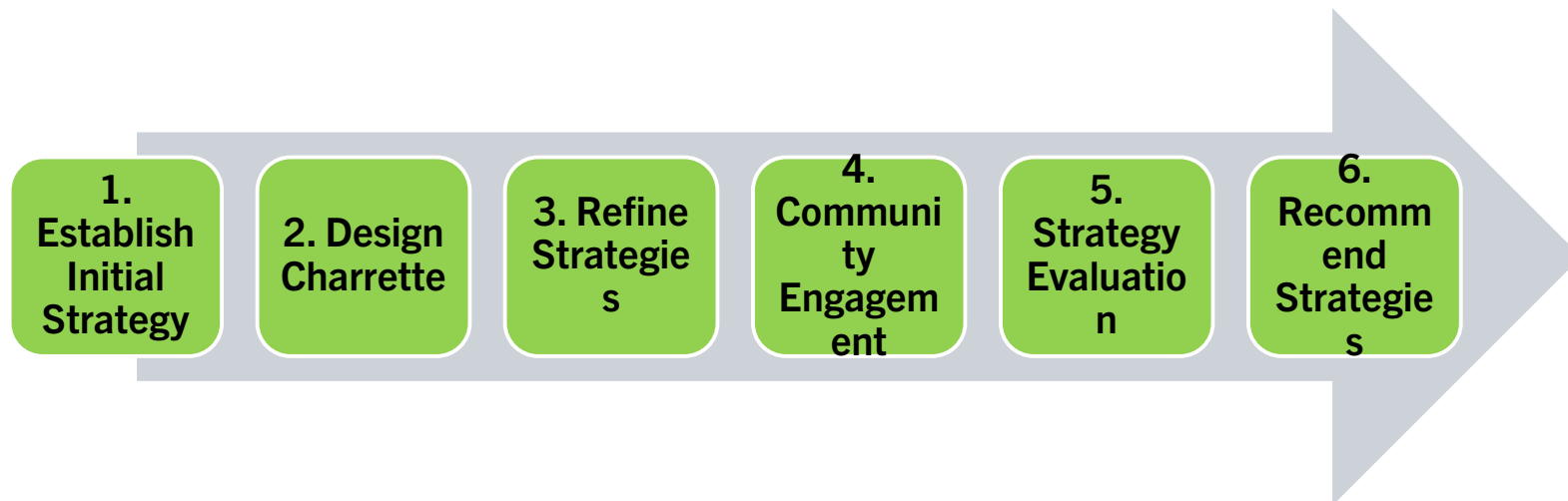


Figure 2: Reconnect West Laramie Strategy Development Process

Transportation Design Treatment Toolbox

The following treatments represent standard bicycle and pedestrian design elements referenced throughout the strategies in this plan. They illustrate the types of facilities and safety enhancements proposed to improve multimodal connectivity and accessibility.

Shared-Use Path



An off-street facility designed for use by multiple non-motorized users, typically pedestrians and bicyclists. It is physically separated from motor vehicle traffic and usually paved.

Conventional Bike Lane



A striped on the roadway designated for exclusive use by bicyclists. It is typically located adjacent to the curb or parking lane and marked with bike symbols and directional arrows.

Painted Bike Lane



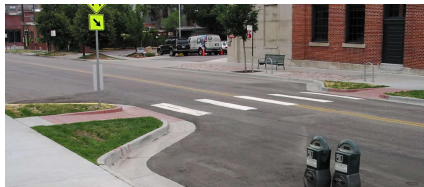
An on-street bicycle facility marked by pavement striping and bike symbols to designate space for bicyclists.

Bicycle Boulevard/ Sharrows



A low-speed, low-volume street optimized for bicycle travel. Motor vehicle access is allowed, but traffic calming measures, signage, and pavement markings prioritize bicycles.

Pedestrian Bulbout/Curb Extensions



A sidewalk extension into the parking lane at intersections or mid-block crossings. It shortens pedestrian crossing distance, improves visibility between pedestrians and drivers, and can provide space for amenities like seating or landscaping.

Mid-Block Crossing



A pedestrian crossing located between intersections rather than at a corner. It provides a designated point for pedestrians to cross the street where destinations or walking routes do not align with intersections. These crossings improve connectivity and reduce out-of-direction travel for pedestrians.

Pedestrian Hybrid Beacon (PHB)



A traffic control device used at mid-block or uncontrolled crossings. It remains dark until activated by a pedestrian, then displays a sequence of flashing solid red lights to stop traffic and allow pedestrians to cross safely. This treatment is commonly installed on high-speed or multi-lane roads where a full stop is necessary for pedestrian safety.

Rectangular Rapid Flashing Beacon (RRFB)



A user-activated warning device installed at pedestrian crossings. It uses high-intensity, rapidly flashing yellow lights mounted below pedestrian crossing signs to alert drivers of pedestrians waiting to cross. RRFBs are typically used at lower speed, uncontrolled crossings to improve visibility and driver yielding.

STRATEGIES

Strategies Along Opportunity Corridors

The five project opportunity corridors (Figure 1) would provide direct east-west opportunities to better connect West Laramie to West Side and East Laramie. The presence and condition of existing multimodal transportation infrastructure within each of the corridors varies. Each corridor has an identified set of potential multimodal improvements that would enhance network accessibility and connectivity. “Off-corridor” strategies are also identified. The off-corridor strategies focus on making short north-south connections to one or more of the five primary east-west corridors. The benefits and constraints of each corridor are described below. The location of all 37 strategies is shown in Figure 4. All strategies are rated and to be pursued in a prioritized order, as outlined in the methodology described in the *Strategy Prioritization* section.

Curtis Corridor (Forest Green)

The Curtis Corridor is the northernmost opportunity corridor. This corridor is located at the northern boundary of West Laramie and follows the existing alignments of 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. **There are 6 strategies identified for this corridor, including a mix of pedestrian/bicycle infrastructure and safety treatments.**

Madison-Flint Corridor (Lime Green)

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 the UPRR corridor. This opportunity corridor would utilize the existing Madison Street undercrossing of I-80 and the Laramie River Trestle Bridge via the Hans Peak Railroad alignment. Concurrent to the Reconnect West Laramie project, the West Laramie Connector Project, led by the City of Laramie Parks and Recreation Department, includes preliminary plans for a shared-use pathway between Madison St to Snowy Range Road at Flint St. **There are seven strategies identified for this corridor, including new multimodal access corridors highlighted by a potential new overpass across the UPRR railyard.** While this overpass was considered during planning, it was not valued as highly as the southern overpass option and is therefore a lower priority for implementation.

Garfield Corridor (Beige)

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 existing Garfield Footbridge east of that intersection. The footbridge exists today as the sole multimodal connection 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. **There are seven strategies identified for this corridor, including new multimodal access on existing streets and new amenities at the existing footbridge.** Strategies do not include a bridge reconstruction. The structure itself will remain as is, with improvements focused on approaches, wayfinding, seating, and landscaping to improve user experience.



Figure 3: UPRR Train Passing By Laramie Farmers Market

Spring Creek Corridor (Light Blue)

The Spring Creek Corridor is generally located along Venture Drive in West Laramie, parallel to I-80 between the Laramie River and 3rd Street, and along Spring Creek in East Laramie. This opportunity corridor aims to establish a new 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 I-80, the Laramie River, and the UPRR corridor. **There are six strategies identified for this corridor, including conceptual opportunities to connect the southern portion of West Laramie to 3rd Street via a new roadway or new multi-use pathway.**

Riverside Corridor (Dark Blue)

The Riverside Corridor is a future opportunity corridor that could utilize an existing at-grade rail crossing via Blackfoot Street west of 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. **There are five strategies identified for this corridor, which combined could create a new vehicle and multimodal connection in southern Laramie.**

Off-Corridor Strategies (Orange)

Off-corridor strategies are a mix of north-south improvements that would enhance connectivity between the east-west opportunity corridors. All off-corridor strategies are new infrastructure improvements that would improve access to specific communities in West Laramie and West Side. **There are six off-corridor strategies.**

Details regarding the strategies proposed in each corridor are presented in the following pages.

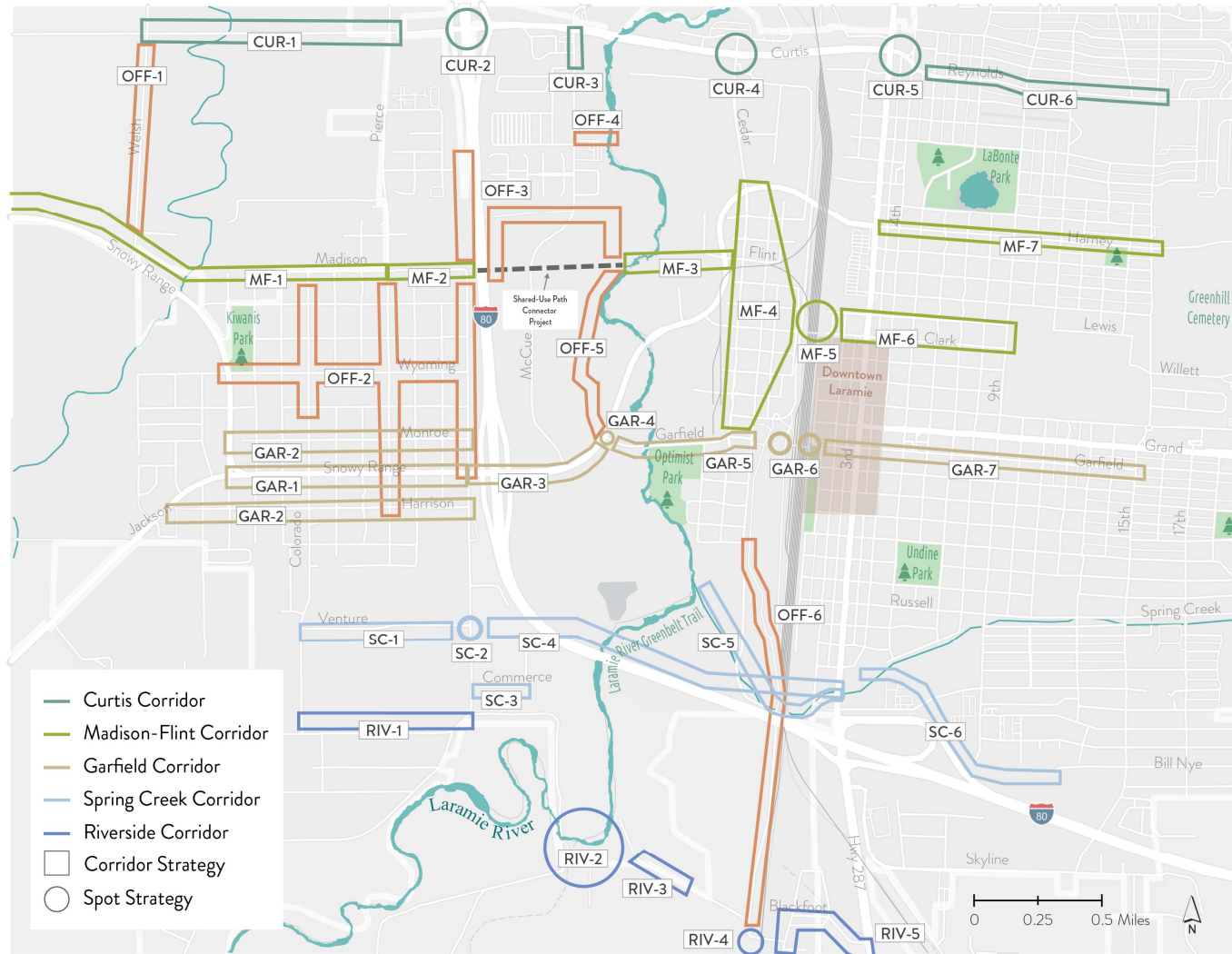


Figure 4: Reconnect West Laramie Strategies

CURTIS CORRIDOR

Strategy No.	Strategy Label	Strategy Name	Strategy Description
1	CUR-1	New Shared-Use Path on Curtis St from Welsh Ln to Pierce St	Extend the shared-use path on Curtis Street west to Welsh Lane, to be implemented in coordination with phased roadway upgrades transitioning the corridor from unpaved to paved conditions
2	CUR-2	Improved Crosswalks at I-80 On/ Off Ramps	Installation of safety improvements at the crossings of I-80 and on- and off-ramps on Curtis Street. At the on-ramp location, add a vertical barrier between the pathway and the travel lane west of the ramp, enhance crosswalk striping, and add a ped/bike crossing warning sign. At the off-ramp location, paint new stop bars at crossing approach, and convert pedestrian warning signs to stop signs. Investigate using an RRFB for the crossing for the off-ramp right turn lane in place of the stop sign.
3	CUR-3	New Bike Lanes on McCue St from Curtis St to Lyons St	Complete the on-street bike lanes on McCue Street by extending the northern terminus, currently at Lyons Street, to connect to the Curtis Street shared-use path.
4	CUR-4	New Crosswalks at Curtis St and Cedar St	Improve multimodal safety by installing crosswalks on the east, west, and south legs of Curtis Street at Cedar Street. Consider an RRFB or PHB for the crossings on Curtis Street.
5	CUR-5	New Protected Intersection at 3rd St & 4th Streets	Construct protected intersections on Curtis Street/ Reynolds Street at both 3rd and 4th Streets. Continue the shared-use path on the south side of Curtis Street from its existing terminus at 3rd Street heading east to 4th Street. Continue bicycle access on Reynolds St east of 4th Street through improved on-street dedicated bicycle lanes. Construct dedicated on-street bicycle lanes on 4th Street. Construct crosswalks at all 4 legs of both intersections, as well as at the right-turn slip lanes for 4th Street northbound and southbound traffic. Construct sidewalks adjacent to the roadway at all locations. Narrow roadway widths at Curtis St and 3 St to reduce traffic speeds and pedestrian crossing distances.
6	CUR-6	Improved Bike Lanes on Reynolds St	Improve the existing bike lanes on Reynolds Street from 4th Street to 15th Street by re-striping dedicated lanes with green paint, new bike lane markings, and bike signage/ wayfinding.

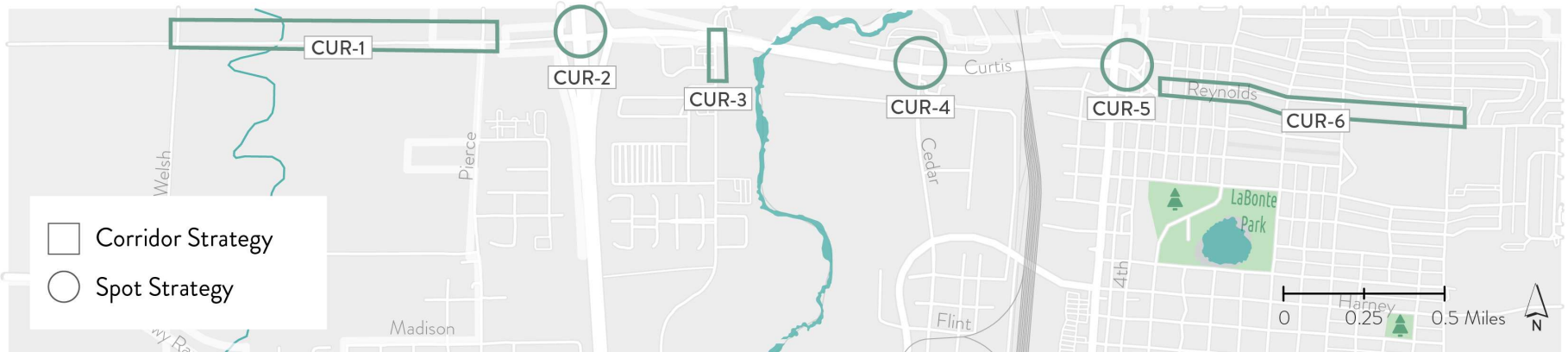


Figure 5: Curtis Corridor

MADISON-FLINT CORRIDOR

Strategy No.	Strategy Label	Strategy Name	Strategy Description
7	MF-1	New Shared-Use Path along Hans Peak Railroad Alignment between Airport and Pierce St	Construct an off-street shared-use path along the Hans Peak Railroad alignment, providing multimodal access to the airport and recreational amenities further west of Laramie.
8	MF-2	New Shared-Use Path on Madison St between Pierce St and Adams St	Construct a shared-use path on the northern edge of Madison Street from Pierce Street to Adams Street, which would serve as a connector to destinations throughout West Laramie and tie into the Laramie Shared Use Pathway Connector Project.
9	MF-3	New Accessibility to Laramie River and Crossing across Snowy Range Rd at Flint St	In the first phase of this strategy, construct a shared-use path and vehicle driveway from Snowy Range Road at Flint Street to the Laramie River. Construct a trailhead with a kiosk and seating near the connection to the Greenbelt Trail. Construct a hybrid pedestrian beacon on Snowy Range Rad on the southern leg with Flint Street. Construct crosswalks on the west and east legs of the intersection. In a later phase, construct a public vehicle driveway from Flint Street to the Laramie River, complete with parking and a vehicle turnaround. Further coordination with WYDOT will be necessary to ensure alignment with state transportation standards and permitting requirements.
10	MF-4	Improved Access and Wayfinding from Flint St to Railyard Bridges	Implement new access strategies between Flint Street to the Snowy Range Road overpass, the Garfield Pedestrian Footbridge, or the proposed Bike/ Pedestrian Bridge at Clark Street or Lewis Street. Access strategies include new dedicated on-street bike lanes with enhanced markings, improved multimodal signage/ wayfinding, and traffic calming features on Flint Street from Snowy Range Road to Cedar Street, Cedar Street from Snowy Range Road to Garfield Road. If MF-5 is implemented, expand this strategy on Lewis Street or Clark Street from Cedar Street to the new bridge approach.
11	MF-5	New Bike/ Pedestrian Bridge at Clark St or Lewis St	Construct a new multimodal bridge over the UPRR railyard at either Clark Street or Lewis Street. Would pair with Strategy MF-6. This strategy is not favored over SC-4 or SC-5. This strategy is not recommended if either SC-4 or SC-5 are adopted.
12	MF-6	Improved Bike/ Pedestrian Accessibility on Clark St or Lewis St	Improve the existing bike lanes on Lewis Street and improve pedestrian infrastructure from 2nd Street to 15th Street, and/or construct new bike lanes and improve pedestrian infrastructure on Clark Street from 2nd Street to 9th Street. For both streets, bicycle improvements include striping dedicated lanes with green paint, new bike lane markings, and bike signage/ wayfinding. Pedestrian improvements include new high visibility crosswalks at all intersections and revision of all sidewalk accessibility constraints. Would pair directly with Strategy MF-5.
13	MF-7	Improved Bike/ Pedestrian Accessibility on Harney St	Improve the existing bike lanes on Harney Street and improve pedestrian infrastructure from 4th Street to 15th Street, as well as construct new bike lanes between 3rd Street and 4th Street. Bicycle improvements include striping dedicated lanes with green paint, new bike lane markings, and bike signage/ wayfinding. Pedestrian improvements include new high visibility crosswalks at all intersections and revision of all sidewalk accessibility constraints.

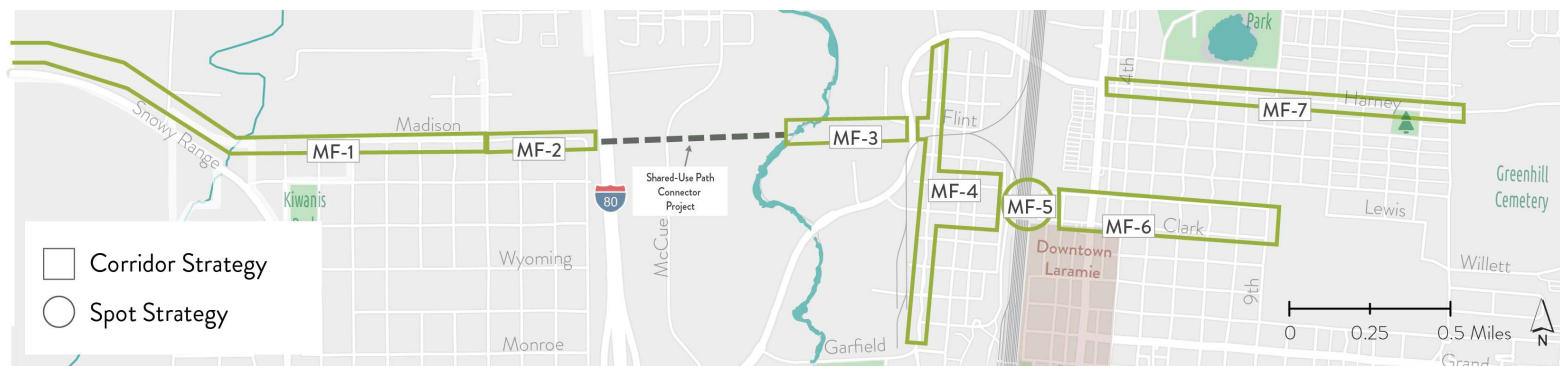


Figure 6: Madison-Flint Corridor

GARFIELD CORRIDOR

Strategy No.	Strategy Label	Strategy Name	Strategy Description
14	GAR-1	New Bike Lanes or Shared-Use Path on Snowy Range Rd between Hayes St and Adams St	Construct either a shared-use path or new dedicated bike lanes on Snowy Range Road from Hayes Street to Adams Street. To accommodate bike facilities, the roadway may require redesign, such as a reduction in lane width or total number of lanes. This strategy is not recommended if GAR-2 is adopted.
15	GAR-2	New Bike Lanes or Sharrows on Monroe St and Harrison St throughout West Laramie	Pave and construct new bike facilities with sidewalks on Monroe Street and Harrison Street throughout West Laramie, serving as the two east-west bicycle amenities in the neighborhood. The bike facility may either be dedicated striped bike lanes or sharrows, complete with bicycle-oriented wayfinding and other bike amenities.
16	GAR-3	New Shared-Use Path on Snowy Range Rd between Adams St and Garfield St	Construct a shared-use path on the southern edge of Snowy Range Road from Adams Street to Garfield Street, including the portion under I-80. Follow the plan established in the West Laramie / Snowy Range Road Corridor Pedestrian / Bicycle Feasibility Study (2016).
17	GAR-4	New Crossing across Snowy Range Rd at Garfield St	Construct a signalized intersection at Snowy Range Road at Garfield Road or PHB crossing on the southern leg of this intersection, which would provide enhanced multimodal access to the Territorial Prison.
18	GAR-5	Improved Bike/ Pedestrian Accessibility on Garfield St between Snowy Range Rd and Pine St	Construct a low-speed, bike/ped friendly road on Garfield Street. Bicycle improvements include striping dedicated lanes with green paint, new bike lane markings including a sharrow between Cedar Street and Pine Street, and bike signage/ wayfinding. Pedestrian improvements include new high visibility crosswalks at all intersections and revision of all sidewalk accessibility constraints. Construct a roundabout at Garfield Street and Cedar Street. Ensure safe connection to the Garfield Pedestrian Bridge landing.
19	GAR-6	Improved east and west landings of the Garfield Footbridge	Improvements of safety and accessibility to the east and west landings of the Garfield Pedestrian Bridge. At the east landing, construct a new pedestrian bulbout at the base of the bridge ramp and new bus waiting area. Narrow Garfield Street at 1st Street to create plaza space at the base of the bridge stairway. Reconfigure the parking area to accommodate more space for sidewalks along the outer perimeter of the parking area. On the west landing, construct a bulbout on Pine Street to create plaza space at the base of the bridge ramp. Construct new crosswalks to reach Garfield Street from the plaza. For both landings, construct kiosks, bike parking, seating, landscaping, and public art.
20	GAR-7	Improved Bike Lanes on Garfield St east of 1st St	Improve the existing bike lanes on Garfield Street east of 1st to 15th Street by re-striping dedicated lanes with green paint, new bike lane markings, and bike signage/ wayfinding. Ensure bike facility tie-in with bike facilities on 15th Street and Sheridan Street.

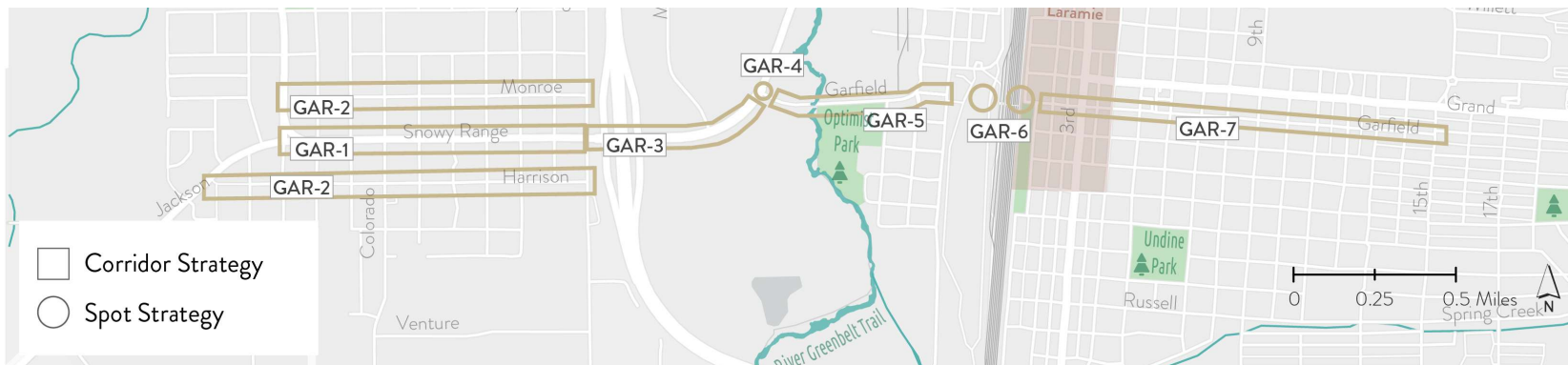


Figure 7: Garfield Corridor

SPRING CREEK CORRIDOR

Strategy No.	Strategy Label	Strategy Name	Strategy Description
21	SC-1	New Bike and Pedestrian Facilities on Venture Dr	Construct new bike lanes and sidewalks on both sides of Venture Drive. The new bike lanes include striping dedicated lanes with green paint, new bike lane markings, and bike signage/ wayfinding. Further coordination with WYDOT will be necessary to ensure alignment with state transportation standards and permitting requirements.
22	SC-2	New Crossing across Adams Ave at Venture Dr to existing Adams Shared-Use Path	Improve multimodal safety by reevaluating traffic control of the intersection of Adams Street and Venture Drive, and installing a crosswalks on the north and south legs of the intersection. Consider traffic calming treatments strategies for Adams Street to pair with new crossings. The strategy would pair with SC-4.
23	SC-3	New Shared-Use Path on Commerce Dr between Adams Shared-Use Path and Laramie River Greenbelt Trailhead	Construct a shared-use path on the northern edge of Commerce Drive from Adams Street to the Greenbelt Trailhead, completing the link between two off-street multimodal facilities. Consider a mid-block crossing across Industry Drive to complete the connection.
24	SC-4	New Vehicle Crossing of I-80 and Railyard between Venture Dr and 3rd St	Construct a vehicular bridge over the UPRR railyard and under I-80 from 3rd Street at Palmer Drive to the Adams Street and Venture Drive. Include a shared-use path on the southern end of the new connection. Connect the shared-use path to the Greenbelt Trail. Construct a new vehicle access from 3rd Street to 2nd Street south of the approach ramp. This strategy is not recommended if SC-5 is adopted.
25	SC-5	New Bike/ Pedestrian Crossing over Railyard between Laramie River Greenbelt Trail and 3rd St	Construct a shared-use path over the UPRR railyard from 3rd Street at Palmer Drive to the Greenbelt Trail generally following Spring Creek. This strategy is not recommended if SC-4 is adopted.
26	SC-6	New Bill Nye Ave Extension eastward from 3rd St	Construct a vehicular extension of Bill Nye Avenue from its existing western terminus to 3rd Street at Palmer Drive. Continue to develop this extension through the Bill Nye Avenue West Corridor Study. This strategy would pair with SC-4 or SC-5.

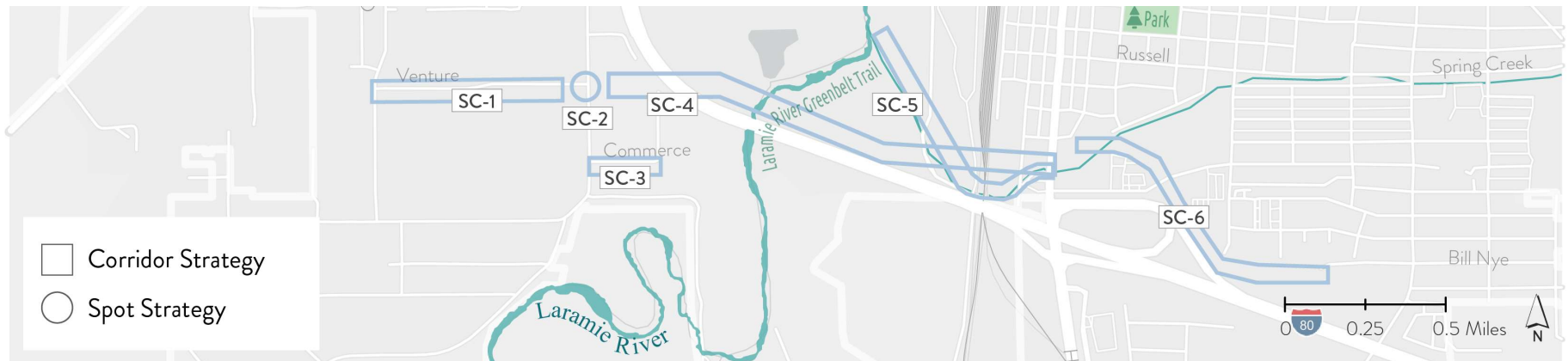


Figure 8: Spring Creek Corridor

RIVERSIDE CORRIDOR

Strategy No.	Strategy Label	Strategy Name	Strategy Description
27	RIV-1	New Shared-Use Path between Colorado St and Adams St/ Riverside Dr	Construct a shared-use path between Colorado Avenue and Adams Street, just north of the residential properties on Riverside Drive, which would bridge the gap between the Adams Street and Colorado Street shared-use paths.
28	RIV-2	New or Rehabilitated Bridge across Chimney Lamp Rd	Rehabilitate the existing bridge on Chimney Lamp Road or construct a new bridge across the Laramie River to accommodate increased multimodal traffic.
29	RIV-3	New Shared-Use Path between Laramie River Greenbelt Trail Loop and Tie Plant Rd	Improve access via shared-use path by connecting the Greenbelt Trail Loop to Tie Plant Road, the most likely road in the Riverside Corridor for increased multimodal use.
30	RIV-4	Improved Rail Crossing Accessibility at Tie Plant Rd	Improve the existing private at-grade rail crossing to accommodate an increase in multimodal traffic and make this crossing public.
31	RIV-5	New Shared-Use Path on Fort Sanders Rd/ Blackfoot St between Tie Plant Rd and US 287	Construct a shared-use path from Tie Plant Road to the shared-use path to 3rd Street, via Fort Sanders Road and Blackfoot Street.

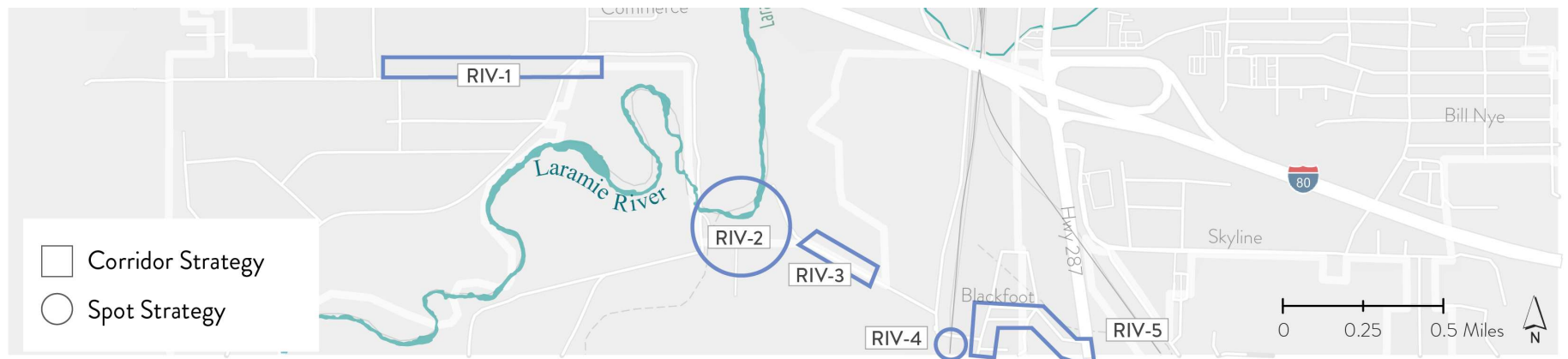


Figure 9: Riverside Corridor

OFF-CORRIDOR IMPROVEMENTS

Strategy No.	Strategy Label	Strategy Name	Strategy Description
32	OFF-1	New Bike Lanes on Welsh Ln	Construct new bike lanes on Welsh Lane. The new bike lanes include striping dedicated lanes with green paint, new bike lane markings, and bike signage/wayfinding. This strategy is to be implemented in coordination with phased roadway upgrades transitioning the corridor from unpaved to paved conditions
33	OFF-2	Improved Bike Accessibility in West Laramie	Improve bicycle accessibility within West Laramie by paving and constructing bicycle lanes or sharrows on key residential streets, including Wyoming Avenue from Snowy Range Road to Adams Street, Colorado Avenue from Madison Street to Jefferson Street, Pierce Street from Madison Street to Harrison Street, and Adams Street from Madison Street to Snowy Range Road. Consider a new crossing across Snowy Range Road at Adams Street to enhance connectivity between the north and south portions of West Laramie.
34	OFF-3	New Shared-Use Path from the Madison-Flint Corridor to northern West Laramie residences	Improve north-south multimodal access by constructing multimodal pathways from the Madison Flint-Corridor to West Laramie Residences on either side of I-80, which include Sunny Meadows Village and Mountain View Estates, with integrated wayfinding signage to support navigation and connectivity.
35	OFF-4	New Bike/ Pedestrian Bridge from McCue St to Laramie River Greenbelt Trail north of Baker St	Construct a multimodal bridge over the Laramie River connecting McCue Street to the Greenbelt Trail just north of Baker Street.
36	OFF-5	New Shared-Use Path from Madison-Flint Corridor to Garfield St, adjacent to Territorial Prison	Construct a new north south off-street shared-use trail between the Madison-Flint Corridor to Garfield Street, adjacent to the Territorial Prison, which would be most beneficial during flooding events that often closes the parallel portion of the Greenbelt Trail. This strategy would pair with GAR-4.
37	OFF-6	New Shared-Use Path from Pine St in West Side to Tie Plant Rd, under I-80	Construct a shared-use path between Pine Street in West Side and Tie Plant Road in southern Laramie, making use of UPRR ROW, and I-80 underpass, and an existing bridge over Spring Creek. This exploratory connection would have the most benefit if the Riverside Corridor is constructed.

OFF-CORRIDOR IMPROVEMENTS (cont'd)

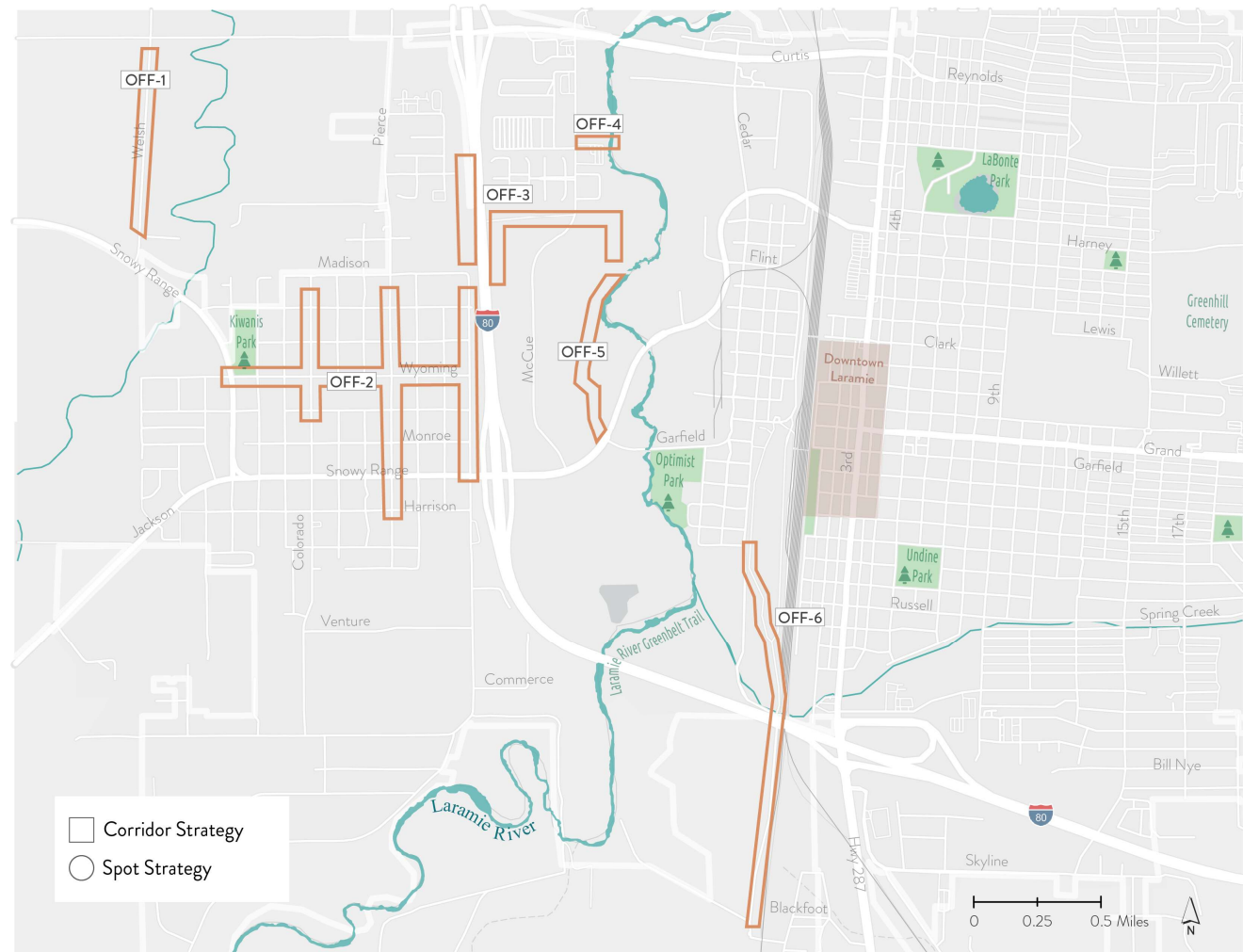


Figure 10: Off-Corridor Opportunity Areas

ENGAGEMENT RESULTS

IN-PERSON EVENT RESULTS

On September 12, 2025, two in-person community engagement events were held concurrently to gain public input on initial project strategies. The two events included a pop-up event at the Friday Farmers Market, and a community bike ride between key project sites throughout the community. The Farmers Market pop-up event was active from 3:30pm to 7:00pm; the community bike ride took place from 4:00pm to 6:30pm.

For both events, there was broad enthusiasm from the community for proposed improvements with relatively little concern expressed related to the strategies or project direction. There was clear support for a future bicycle/pedestrian or vehicle bridge in Spring Creek Corridor, as well as for improvements to the west and east landings to the Garfield Footbridge.

Laramie Farmers Market Pop-Up Event

The purpose of the Laramie Farmers Market pop-up event was to gain input on proposed project strategies from members of the community. The pop-up allowed project staff to “meet the community where they are.” For the event, project staff set up a tent and table with four project boards, as well as giveaway merchandise and candy.

Project staff spent time with community members to explain project purpose and walk through design concepts for key project sites. Overall, project sentiment was positive, and most contributors were happy this project was happening. Contributors had the opportunity to mark stickers on boards what they felt was a “good idea” and write in suggestions on what needs improvement.

Due to the broad community support, most initial strategies were met with positive feedback with no clear winner on any one strategy. However, respondents did slightly favor a railyard crossing that supported vehicles compared to a bicycle/pedestrian only bridge just north of I-80.



Community Bike Ride

The purpose of the Community Bike Ride was to give members of the community the opportunity to visit key project sites and provide their feedback on concepts directly at project locations. Biking through the community also gave first-hand experience to project staff and community members on existing bike conditions and level of stress, similar to a bike audit.

About 15 participants, including project team members, attended the community bike ride. Bike ride stops included the east and west landings of the Garfield Footbridge, the Laramie River Greenbelt Trail near where the Spring Creek bridge strategy would be located, and Flint Avenue at Snowy Range Road.

For the east Garfield Footbridge landing, participants expressed support for a widened bridge landing to ensure comfort and safety for cyclists as they depart the ramp. There was also strong support for expanded pedestrian plazas, and clear definition of the multiple modes in the area.

For the west Garfield Footbridge Landing, participants noted that the landing should be enlarged to accommodate downhill bicycle speeds, and the landing should generally keep a fun feel.

The Spring Creek bridge discussion focused on maintaining a bike/pedestrian bridge option to pursue, as the complete street options may seem too large of a project to pursue, in terms of investment and additional study. For either selected bridge option, the connection to 3rd Street should connect directly to the proposed future Bill Nye Avenue intersection.

The discussion at Flint Street focused on prioritizing crossings on Snowy Range Road, both at Flint Street and Garfield Street. These new access points should be paired with wayfinding. Current conditions lead to potential unsafe crossings given vehicle speeds on Snowy Range Road.



Figure 11: Photos from the September 12 Farmers Market and Community Bike Ride

ENGAGEMENT RESULTS

ONLINE SURVEY RESULTS

An online survey was administered to receive public input on the initial group of project strategies. The survey was hosted on Maptionnaire.com from June 6, 2025 through August 13, 2025. The “geobudgeting” survey asked a series of questions regarding public sentiment on strategies most worthy of investment, while factoring in potential project cost as a factor. In total, 90 individual respondents participated in the survey. Among the five opportunity corridors and off-corridor strategies, respondents were most interested in providing feedback on the Garfield Corridor, followed closely by the Madison-Flint Corridor and the Spring Creek Corridor.

Curtis Corridor

Survey respondents favored investing in protected intersections at 3rd Street and 4th Street (CUR-5). Improved bike lanes on Reynolds Street (CUR-6) and a new shared-use path on Curtis Street from Welsh Lane to Pierce Street (CUR-1) were also favored. Respondents were least interested in the new bike lane connection on McCue Street south of Curtis Street.

Madison-Flint Corridor

Survey respondents were most in favor of investing in a new pedestrian/bicycle bridge at Clark Street or Lewis Street (MF-5), followed by improving active transportation accessibility in West Side (MF-3 & MF-4). However, respondents least favored new bicycle and pedestrian safety improvements on Clark Street and/or Lewis Street in East Laramie.

Garfield Corridor

Respondents were split on their most favored strategies to invest in, with improvements to the east/west landings of the Garfield Footbridge (GAR-6) receiving one more vote than creation of a multi-use path on Snowy Range Road between Adams Street and Garfield Street (GAR-3). Respondents also were interested in a new crossing across Snowy Range Road at the Garfield Street intersection (GAR-4). Respondents were least interested in improved bike lanes on Garfield Street east of 1st Street.

Spring Creek Corridor

Respondents were generally split across the board on their most favored strategies for investment, with the top four separated by 4 votes. Notably, nearly double the respondents favored a bike/ped only crossing over the railyard (SC-5), compared to the vehicle, bicycle, and pedestrian bridge over the railyard (SC-4). Other popular strategies for investment were the new crossing on Adams Ave at Venture Drive (SC-2), a new connection between Spring Creek Drive and Bill Nye Avenue (SC-6), and new bicycle and pedestrian facilities on Venture Drive (SC-1).

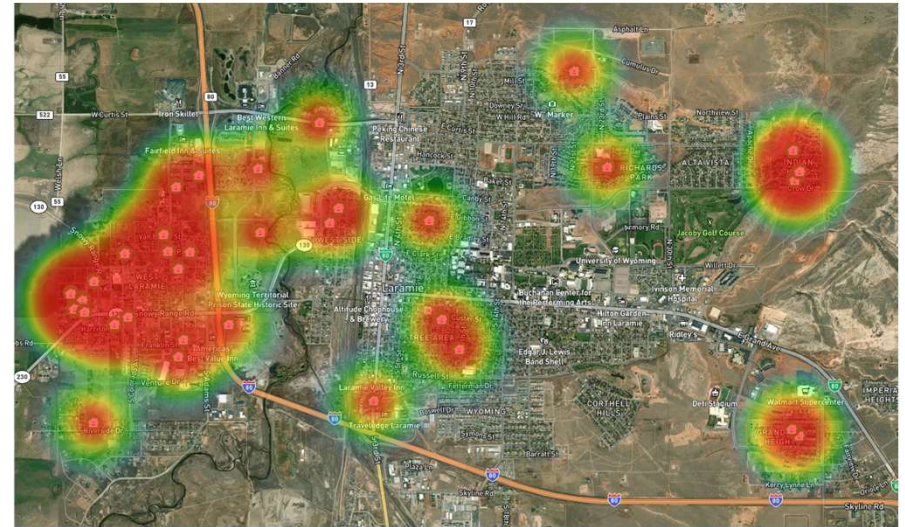


Figure 12. Survey Heatmap of Respondent Neighborhood Location
 The southernmost corridor, though all strategies would most likely need to be implemented in unison to be successful, respondents do favor extending the shared-use pathway on US 287 to the west on Fort Sanders Road/ Blackfoot Road to Tie Plant Road (RIV-5). Beyond that strategy, respondents would like to see investment in a new bicycle/pedestrian connection between Tie Plant Road and the Laramie River Greenbelt (RIV-3).

Off-Corridor Strategies

Respondents most favored investing in a new bike/ped bridge from McCue Street to the Laramie River Greenbelt Trail just north of Baker Street (OFF-4). New bike lanes in West Laramie, on Wyoming, Colorado, Pierce, and Adams Streets were also highly favored for investment (OFF-1). A new connection from Pine Street in West Side to Tie Plant Road (OFF-6) along with the new bike lane on Welsh Lane (OFF-2) were least favored among the off-corridor strategies.

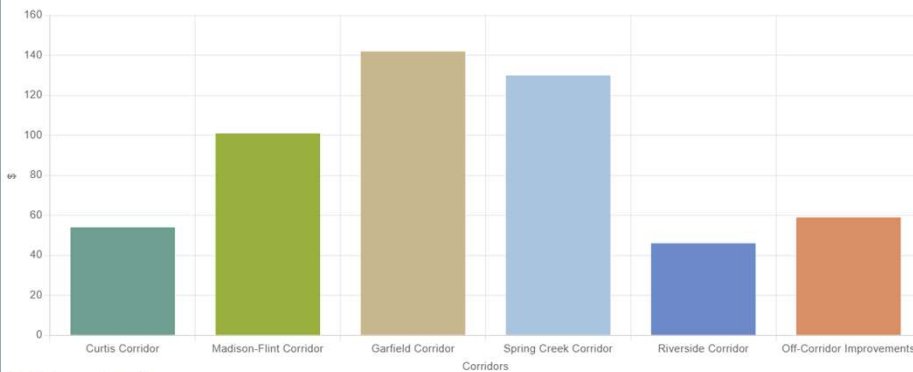
ENGAGEMENT RESULTS

ONLINE SURVEY RESULTS (cont'd)

Among all corridors, respondents were asked where in Laramie would they most like to invest. Respondents were each given a sample \$10 budget to use to amongst the five corridors in addition to the off-corridor strategies. The results of the survey question are shown below, with Garfield Corridor receiving the most requested investment, followed by the Spring Creek Corridor and the Madison-Flint Corridor.

One of the key aspects of the Reconnect West Laramie project is to identify the most beneficial railway crossing(s) location(s), (if any), to best connect West Laramie to the rest of the city. Respondents were directly asked to choose where they would want to build a foot/bike bridge over the rail tracks. Respondents preferred a new crossing on the southern edge of town north of I-80. Outside of that preference, the remainder of respondents were split between locating a new crossing between Snowy Range Road and the Garfield Footbridge and investing elsewhere entirely with no new crossing option. The results of the survey question are shown below.

If you only had \$10 to spend, where in Laramie would you invest? Select any corridor more than once to spend the full budget!

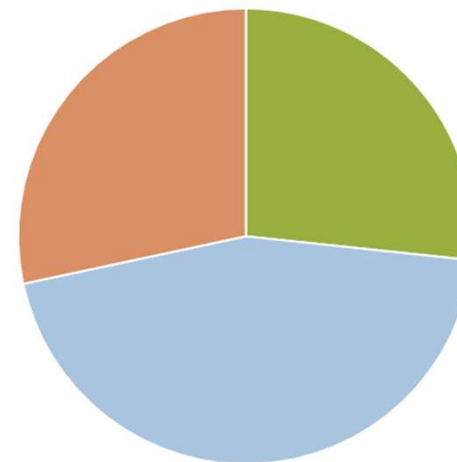


Submitted respondents: 56
Total respondents: 58

Figure 13: Respondent Preference of Corridor Investment

Where would you want to build a foot bike bridge over the railroad tracks?

- Between Snowy Range Road and Garfield Footbridge
- On the southern edge of town, north of I-80
- No crossing is needed; invest elsewhere



Submitted respondents: 60
Total respondents: 60

Figure 14: Respondent Preference in New Railyard Overpass Location

STRATEGY PRIORITIZATION

Methodology

After identification of potential strategies, the next process step involves establishing a structured methodology to evaluate and prioritize each strategy. This process begins by defining clear criteria that reflect the project goals and community values.

In total, six criteria were used to assign the strategies into three tiers, establishing a proposed priority for implementation. Each criterion was assigned a maximum of 1 point if applicable, except for Public Support, which ranged from 1 to 3 points. These criteria are as follows:

Gap Closure

- Safety Issue Addressed

- Leverage Near Term City Investment
- Alignment with Core Project Goals

A gap is defined as a barrier to active transportation where no transportation infrastructure currently exists, or where an existing rail or vehicle corridor creates a significant barrier for people traveling by foot or by bike. A gap closure is typically new multimodal infrastructure, either on-street or off-street, that would resolve a critical gap in the transportation network to create contiguous and accessible corridors. Implementing strategies that address gaps ultimately would benefit West Laramie residents by providing better access to their desired destinations.

Safety Issue Addressed

A safety issue is an existing network constraint that creates a potentially heightened risk of injury to drivers, pedestrians, or bicyclists. An addressed safety issue resolves these traffic safety constraints through the addition of safe, separated, or otherwise clearly delineated transportation facilities either along roadways or at intersections. Implementing strategies that address safety issues improves multimodal facility comfort, benefiting multimodal use while reducing the frequency and severity of collisions.

Improved Bike/ Ped Comfort or Wayfinding

Bicycle and pedestrian comfort can be measured through level of traffic stress (LTS), with low LTS representing conditions and facilities favorable for all ages and abilities. Bicycle and pedestrian-oriented wayfinding cleared defines routes and destinations, minimizing conflicts with vehicles and encouraging more people to choose active transportation. Improved active transportation comfort or wayfinding is a unifying theme among all strategies.



The city is actively pursuing and planning for other transportation investments in the project area. In addition to funded Capital Improvement Projects, other projects are identified in the Forge Laramie Comprehensive Plan 2045, the West Side Vision Study, the Parks and Recreation Master Plan, and the Snowy Range Road Corridor Feasibility Study. Ongoing projects include the West Laramie/ West Side Shared-Use Pathway Connector Project, the Public Transportation Study, and the Bill Nye Avenue West Corridor Study. Strategies that leverage near term city investments (likely to be implemented in the next 5 years) and previously planned/ ongoing efforts help to maximize future connectivity in Laramie.

Alignment with Core Project Goals

The core goal of the Reconnect West Laramie Project is to improve existing transportation corridors and establish new corridors east-west across Laramie to reduce barriers created by the UPRR railyard, the Laramie River, and Interstate 80. Implementing strategies that advance this core project goal ultimately enhance accessibility and connectivity for West Laramie residents to better reach their destinations.

Public Support

Public engagement has been a focal point throughout the planning process. The project team has hosted numerous in-person pop-up events, stakeholder sessions, and administered two map-based surveys to get a sense from Laramie residents of where improvements are most needed in the City. Based upon results from public engagement efforts, opportunity corridors that align with where residents would most like to see investment are prioritized.

STRATEGY PRIORITIZATION

Methodology

The six scoring criteria are used to score the 37 strategies, shown in the prioritization matrix on Page 20. The first five scoring criteria, Gap Closure, Safety Issue Addressed, Improved Bike/ Ped Comfort or Wayfinding, Leverage Near Term City Investment, and Alignment with Core Project Goals are individually analyzed for each strategy to decide if they meet the criteria or do not meet the criteria. If a strategy meets a criterion, it is given a score of 1 for that criterion and is represented as a check mark (✓); if a strategy it does not meet the criterion, it is given a score of 0 for that criterion and is represented with a blank. Between these five scoring criteria, the maximum score is five (5) if a strategy meets all five scoring criteria, and the minimum score is zero (0) if a strategy does not meet any of the five criteria. See Page 18 for more detail on the definition and importance of each scoring criterion.

The sixth and final scoring criterion is Public Support, graded on a corridor-by-corridor basis. The corridor-by-corridor scoring for public support was chosen due the concept that one strategy alone is incomplete to enhance east-west activity, but a contiguous corridor represents a full user's trip from origin to destination. A corridor-by-corridor evaluation also helps to address the varied amount of exposure to individual strategies for the public through the engagement events.

The corridors that the public most highly value for future investment based upon in-person, stakeholder meeting, and survey results, are the Garfield Corridor and the Spring Creek Corridor. These two corridors were given scores of 3, with 3 being the highest value. The two next highest ranked corridors, the Madison-Flint Corridor and Off-Corridor strategies, were given scores of 2. The Curtis Corridor and the Riverside Corridor, were least mentioned as top priorities by the community, and were given scores of 1. These Public Support scores are added to the scores from the first five criteria to give a Total Score for each strategy. Please see Page 15 through Page 17 for more information on engagement results. See Page 18 for more detail on the definition and importance of each scoring criteria.

The maximum Total Score featuring all six scoring criteria is 8, with a minimum score of 1. The strategies are prioritized based upon their Total Score and a grouped into three (3) Tier categories. Strategies with a Total Score of 7 or 8 are designated as a Tier 1 strategy. Strategies that scored 5 or 6 are classified as a Tier 2 strategy. All remaining strategies, those that scored between 1 and 4, are categorized as a Tier 3 strategy. All 37 strategies are placed in one of the three tiers.

The three tiers are generally described as follows:

Tier 1: The most community-supported strategies for multimodal connectivity to and from West Laramie that are relatively easy to implement, and where the City controls implementation (aside from those on Snowy Range Road).

Tier 2: Supporting strategies to Tier 1 that provide additional benefit to connectivity and safety to and from West Laramie. Tier 2 strategies may be more complicated in terms of design and may require coordination with other entities such as WYDOT and UPRR. These strategies may also be dependent on Tier 1 improvements for implementation.

Tier 3: Strategies that are generally considered after Tier 1 and Tier 2 strategies have been implemented. These may also be pursued when opportunities arise, such as in conjunction with another project or due to development activity. Tier 3 strategies often have a longer-term horizon, may have less public support, or are located in areas planned for future growth.

In addition to prioritizing and tiering the recommended strategies, each strategy is accompanied by non-scoring attributes, including planning-level project cost, coordination with other agencies required, and if design & cost estimates were developed.

Planning-level project cost range was applied to each strategy and assigned on a three-point scale as either Low, Moderate, or High. A low planning-level project cost is estimated for project that would cost \$500,000 or less to implement. A moderate cost is defined as a strategy anticipated to have a construction cost between \$500,000 to \$2 million. Lastly, a high project cost is designated for a strategy anticipated to cost greater than \$2 million. These cost ranges better position the City of Laramie to pursue discretionary grant funding opportunities that commonly align with these ranges.

Coordination with other agencies is a potential indicator of the complexity and implementation timeline of any project. Other agencies may include the Union Pacific Railroad, WYDOT, Albany County, the State of Wyoming including Wyoming State Parks for strategies near the Territorial Prison and Wyoming State Geological Survey for Laramie River crossings.

At the direction of city staff, six strategies were selected to be drafted. These six strategies were selected due to their complexity and the presence of unique design elements. Visuals of the Initial concepts were presented to the community in the later rounds of public engagement. The conceptual designs for the six strategies begin on Page 24.

This scoring process creates a list of prioritized, actionable projects that balance technical feasibility with achieving community-driven outcomes. Tiering and prioritizing strategies helps the city better select projects for implementation. The table of strategies and their assigned tiers are shown on Page 20. The full matrix showcasing project name, tier, order-of-magnitude cost, scoring criteria, Total Score, and non-scoring criteria is presented in Appendix A.

STRATEGY PRIORITIZATION

Methodology

Methodology Overview

The six scoring criteria are used to score the 37 strategies, shown in the prioritization matrix on [Page 20](#).

Scoring Criteria

Five Technical Criteria

Each Strategy is assessed against the following five criteria:

1. **Gap Closure**
2. **Safety Issue Addressed**
3. **Improved Bike/Ped Comfort or Wayfinding**
4. **Leverages Near-Term City Investment**
5. **Alignment with Core Project Goals**

- If a strategy meets a criterion, it receives a score of **1** (✓)
- If a strategy it does not meet the criterion, it receives a score of **0** (blank)
- Maximum score from these five criteria: **5**
- Minimum score: **0**

More detail on each criterion is available on [Page 18](#).

Public Support (6th Criterion)

This criterion is scored **by** corridor, capturing the idea that strategies work best when implemented as part of a full corridor rather than in isolation.

Public support scores are based on feedback from:

- In-person events
- Stakeholder meetings
- Surveys

Corridor Scores

- **3 points:** Garfield Corridor, Spring Creek Corridor (most supported)
- **2 points:** Madison-Flint Corridor, Off-Corridor strategies
- **1 point:** Curtis Corridor, Riverside Corridor (least mentioned)

These scores are added to the technical scores to calculate the **Total Score** for each strategy

Total Score & Tier Assignment

- **Maximum Total Score:** 8
- **Minimum Total Score:** 1

Strategies are grouped into three tiers based on their **Total Score**:

- **Tier 1 (Score 7-8)**
The most community-supported strategies for multimodal connectivity to and from West Laramie that are relatively easy to implement, and where the City controls implementation (aside from those on Snowy Range Road).
- **Tier 2 (Score 5-6)**
Supporting strategies to Tier 1 that provide additional benefit to connectivity and safety to and from West Laramie. Tier 2 strategies may be more complicated in terms of design and may require coordination with other entities such as WYDOT and UPRR. These strategies may also be dependent on Tier 1 improvements for implementation.
- **Tier 3 (Score 1-4)**
Strategies that are generally considered after Tier 1 and Tier 2 strategies have been implemented. These may also be pursued when opportunities arise, such as in conjunction with another project or due to development activity. Tier 3 strategies often have a longer-term horizon, may have less public support, or are located in areas planned for future growth.

Additional Attributes (Non-Scoring)

Each strategy also includes:

- **Planning-Level Cost Estimate**
 - **Low:** ≤ \$500,000
 - **Moderate:** \$500,000-\$2 million
 - **High:** > \$2 million

These ranges align with common grant funding thresholds

- **Agency Coordination Needs**
May involve WYDOT, UPRR, Albany County, Wyoming State Parks, or the Wyoming State Geological Survey
- **Design Concepts**
Six strategies were selected for conceptual design due to their complexity. These visuals were shared during public engagement and begin on [Page 24](#)

Purpose of Scoring

This scoring and tiering process helps the City of Laramie prioritize actionable, community-supported projects that balance feasibility and impact. The full strategy table is on [Page 20](#), and the detailed matrix is in [Appendix A](#).

STRATEGY TIERS

Count	Strategy No.	Corridor	Strategy Name	
9	MF-3	Madison-Flint	New Accessibility to Laramie River and Crossing across Snowy Range Rd at Flint St	Tier 1
14	GAR-1	Garfield	New Bike Lanes or Shared-Use Path on Snowy Range Rd between Hayes St and Adams St	
15	GAR-2	Garfield	New Bike Lanes or Sharrows on Monroe St and Harrison St throughout West Laramie	
16	GAR-3	Garfield	New Shared-Use Path on Snowy Range Rd between Adams St and Garfield St	
17	GAR-4	Garfield	New Crossing across Snowy Range Rd at Garfield St	
18	GAR-5	Garfield	Improved Bike/ Pedestrian Facilities on Garfield St between Snowy Range Rd and Pine St	
19	GAR-6	Garfield	Improved east and west landings of the Garfield Footbridge	
21	SC-1	Spring Creek	New Bike and Pedestrian Facilities on Venture Dr	
22	SC-2	Spring Creek	New Crossing across Adams Ave at Venture Dr to existing Adams Shared-Use Path	
23	SC-3	Spring Creek	New Shared-Use Path on Commerce Dr between Adams Shared-Use Path and Laramie River Greenbelt Trail	
4	CUR-4	Curtis	New Crosswalks at Curtis St and Cedar St	Tier 2
5	CUR-5	Curtis	New Protected Intersection at 3rd St & 4th Streets	
8	MF-2	Madison-Flint	New Shared-Use Path on Madison St between Pierce St and Adams St	
10	MF-4	Madison-Flint	Improved Access and Wayfinding from Flint St to Railyard Bridges	
11	MF-5	Madison-Flint	New Bike/ Pedestrian Bridge at Clark St or Lewis St	
20	GAR-7	Garfield	Improved Bike Lanes on Garfield St east of 1st St	
24	SC-4	Spring Creek	New Vehicle Crossing of I-80 and Railyard between Venture Dr and 3rd St	
25	SC-5	Spring Creek	New Bike/ Pedestrian Crossing over Railyard between Laramie River Greenbelt Trail and 3rd St	
26	SC-6	Spring Creek	New Bill Nye Ave Extension eastward from 3rd St	
33	OFF-2	Off-Corridor	Improved Bike Accessibility in West Laramie	
34	OFF-3	Off-Corridor	New Shared-Use Path from the Madison-Flint Corridor to northern West Laramie residences	Tier 3
36	OFF-5	Off-Corridor	New Shared-Use Path from Madison-Flint Corridor to Garfield St, adjacent to Territorial Prison	
1	CUR-1	Curtis	New Shared-Use Path on Curtis St from Welsh Ln to Pierce St	
2	CUR-2	Curtis	Improved Crosswalks at I-80 On/ Off Ramps	
3	CUR-3	Curtis	New Bike Lanes on McCue St from Curtis St to Lyons St	
6	CUR-6	Curtis	Improved Bike Lanes on Reynolds St	
7	MF-1	Madison-Flint	New Shared-Use Path along Hans Peak Railroad Alignment between Airport and Pierce St	
12	MF-6	Madison-Flint	Improved Bike/ Pedestrian Accessibility on Clark St or Lewis St	
13	MF-7	Madison-Flint	Improved Bike/ Pedestrian Accessibility on Harney St	
27	RIV-1	Riverside	New Shared-Use Path between Colorado St and Adams St/ Riverside Dr	
28	RIV-2	Riverside	New or Rehabilitated Bridge across Chimney Lamp Rd	
29	RIV-3	Riverside	New Shared-Use Path between Laramie River Greenbelt Trail Loop and Tie Plant Rd	
30	RIV-4	Riverside	Improved Rail Crossing Accessibility at Tie Plant Rd	
31	RIV-5	Riverside	New Shared-Use Path on Fort Sanders Rd/ Blackfoot St between Tie Plant Rd and US 287	
32	OFF-1	Off-Corridor	New Bike Lanes on Welsh Ln	
35	OFF-4	Off-Corridor	New Bike/ Pedestrian Bridge from McCue St to Laramie River Greenbelt Trail north of Baker St	
37	OFF-6	Off-Corridor	New Shared-Use Path from Pine St in West Side to Tie Plant Rd, under I-80	

Figure 15: Strategies by Tier

STRATEGY MAPS

TIER 1

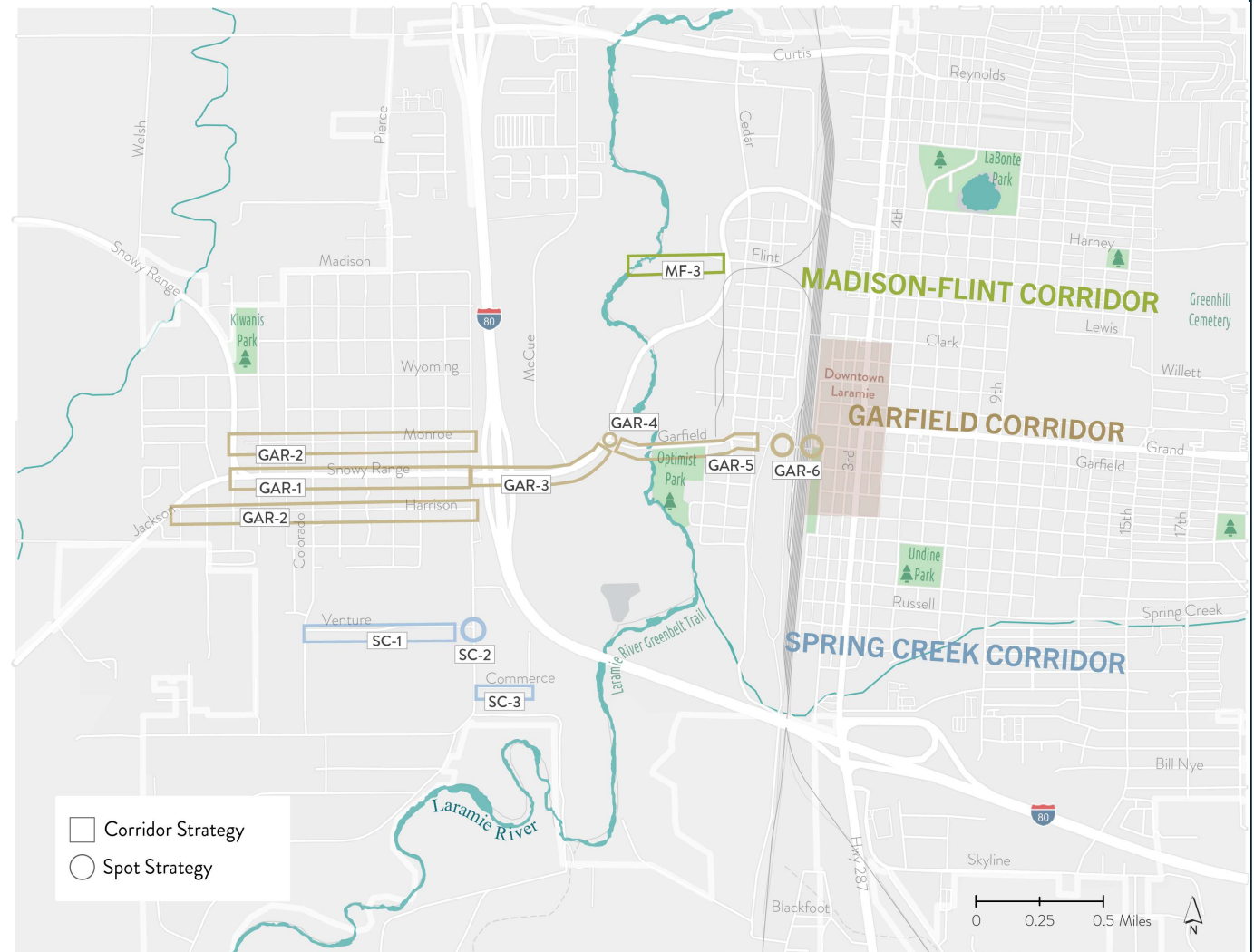


Figure 16: Tier 1 Strategies

STRATEGY MAPS

TIER 2

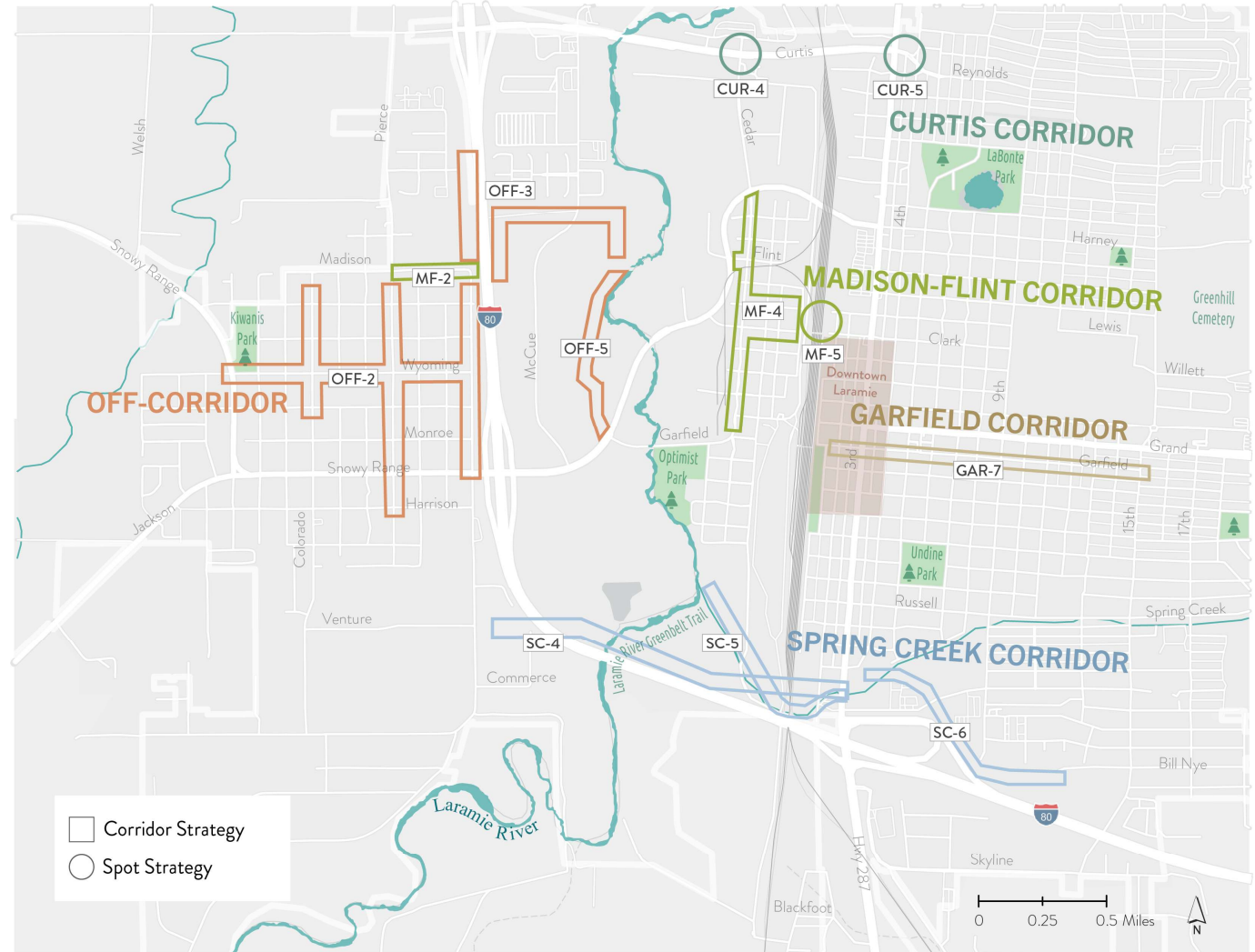


Figure 17: Tier 2 Strategies

STRATEGY MAPS

TIER 3

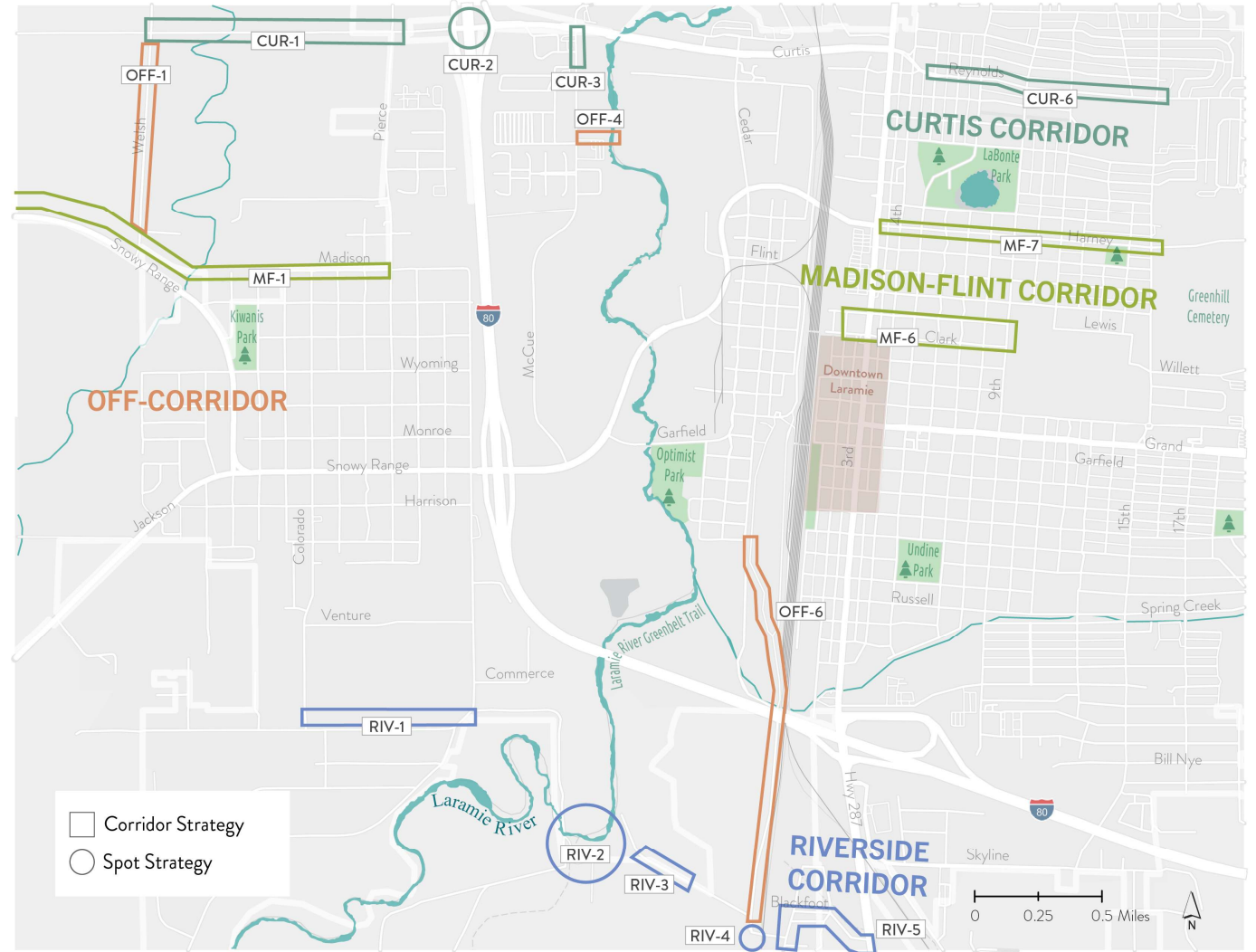


Figure 18: Tier 3 Strategies

SELECTED CONCEPTUAL DESIGNS & COSTS

CUR-2: Improved Crosswalks at I-80 On/ Off Ramps

Cost: \$

Strategy Description:

Installation of safety improvements at the crossings of I-80 and on- and off-ramps on Curtis Street. At the on-ramp location, add a vertical barrier between the pathway and the travel lane west of the ramp, enhance crosswalk striping, and add a ped/bike crossing warning sign. At the off-ramp location, paint new stop bars at crossing approach, and convert pedestrian warning signs to stop signs. Investigate using an RRFB for the crossing for the off-ramp right turn lane in place of the stop sign.

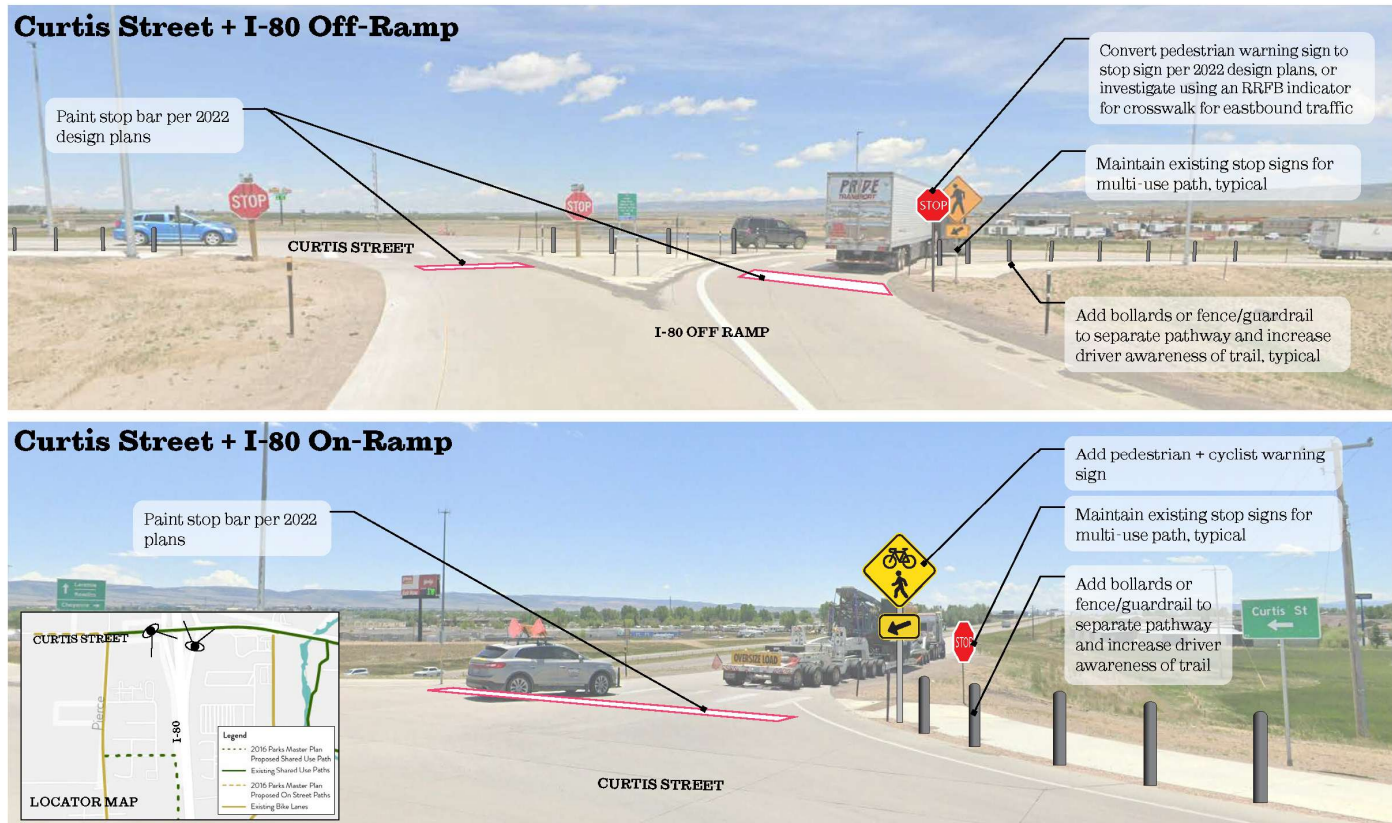


Figure 19: CUR-2 Concept Design



Preliminary Concepts | Curtis Street + I-80 Interchange

On- and Off-ramp crossing improvements for multi-use path

SE GROUP
10/6/25

SELECTED CONCEPTUAL DESIGNS & COSTS

CUR-5: New Protected Intersections at 3rd St & 4th Streets

Cost: \$\$\$

Strategy Description:

Construct protected intersections on Curtis Street/ Reynolds Street at both 3rd and 4th Streets. Continue the shared-use path on the south side of Curtis Street from its existing terminus at 3rd Street heading east to 4th Street. Continue bicycle access on Reynolds St east of 4th Street through improved on-street dedicated bicycle lanes. Construct dedicated on-street bicycle lanes on 4th Street. Construct crosswalks at all 4 legs of both intersections, as well as at the right-turn slip lanes for 4th Street northbound and southbound traffic. Construct sidewalks adjacent to the roadway at all locations. Narrow roadway widths at Curtis St and 3 St to reduce traffic speeds and pedestrian crossing distances.

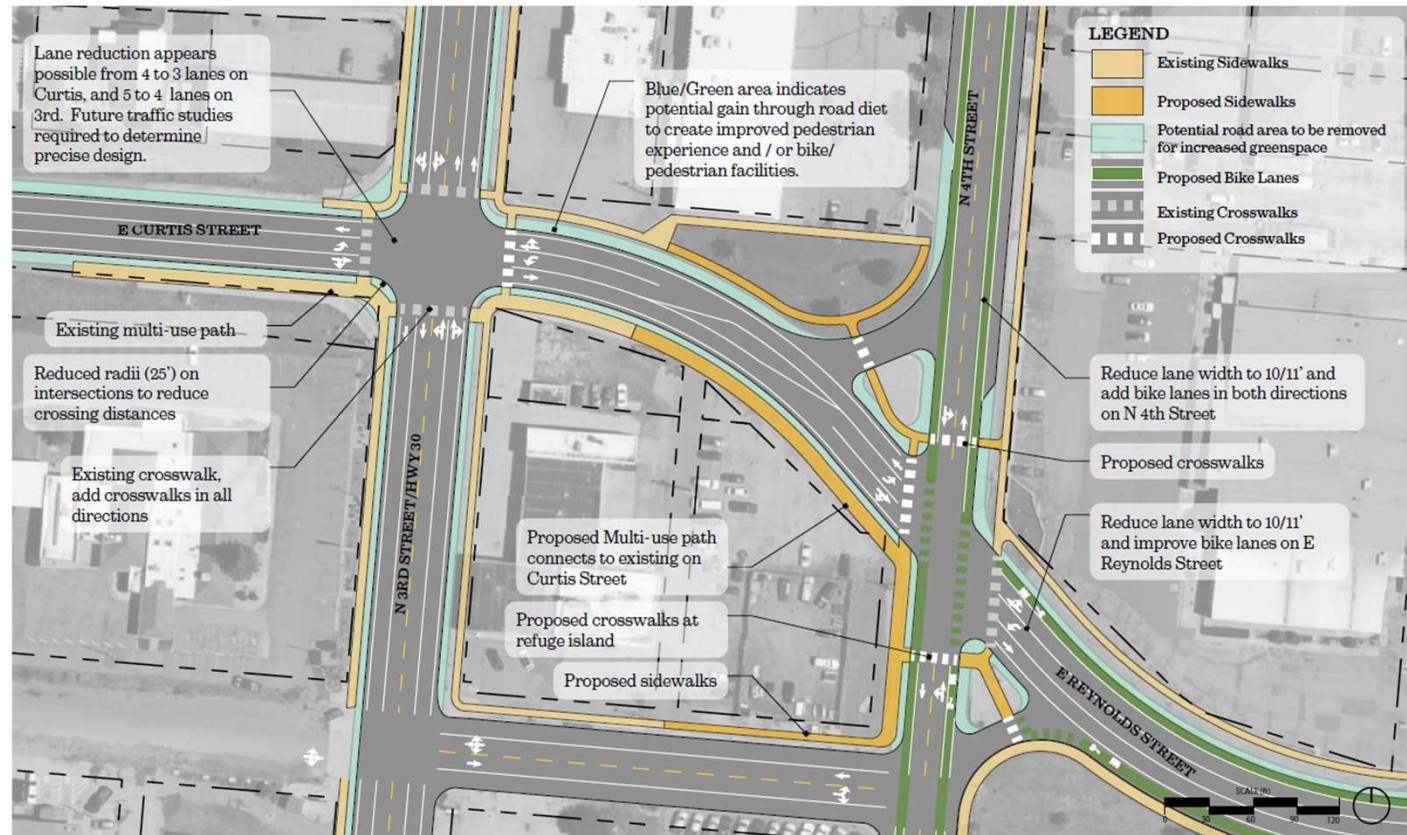


Figure 20: CUR-5 Concept Design **Preliminary Concepts | Curtis/Reynolds Street at 3rd and 4th**
Existing Geometry Improvements

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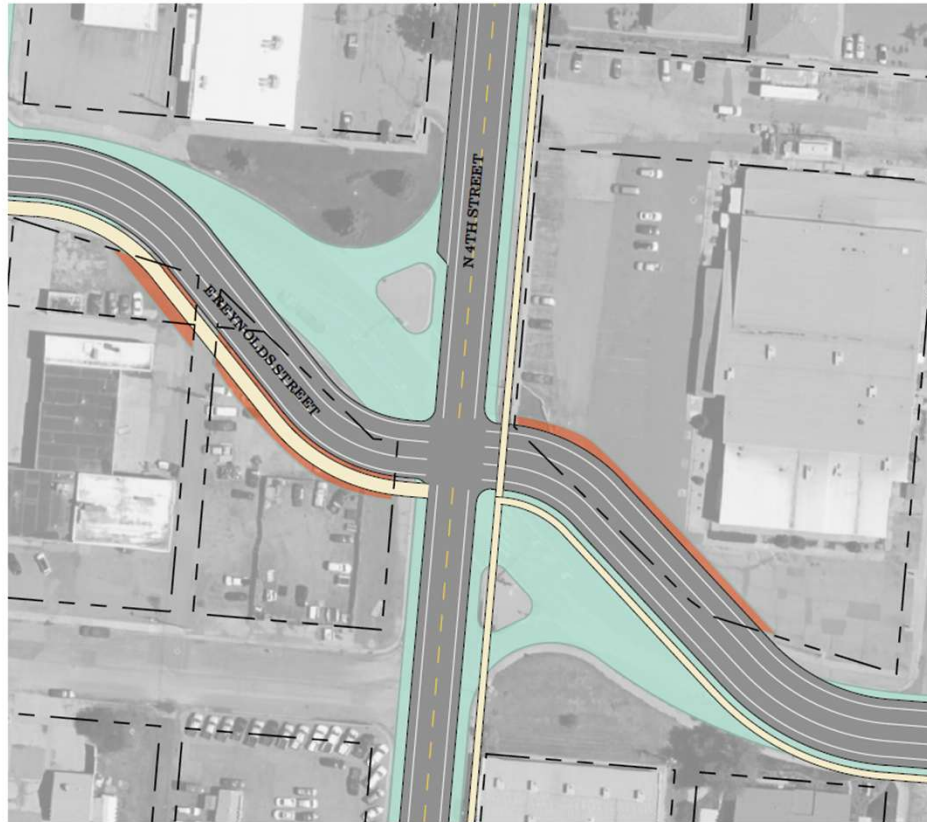
SELECTED CONCEPTUAL DESIGNS & COSTS

CUR-5: New Protected Intersection at 3rd St & 4th Streets

Cost: \$\$\$

Strategy Description:

Construct protected intersections on Curtis Street/ Reynolds Street at both 3rd and 4th Streets. Continue the shared-use path on the south side of Curtis Street from its existing terminus at 3rd Street heading east to 4th Street. Continue bicycle access on Reynolds St east of 4th Street through improved on-street dedicated bicycle lanes. Construct dedicated on-street bicycle lanes on 4th Street. Construct crosswalks at all 4 legs of both intersections, as well as at the right-turn slip lanes for 4th Street northbound and southbound traffic. Construct sidewalks adjacent to the roadway at all locations. Narrow roadway widths at Curtis St and 3 St to reduce traffic speeds and pedestrian crossing distances.



E REYNOLDS ST IS RE-ALIGNED TO INTERSECT WITH N 4TH ST. AT A 90 DEGREE ANGLE,

- Changing the intersection to a 90 degree allows for the removal of slip lanes, and narrower distances for pedestrians and cyclists to cross, making a safer intersection
- Impacts Laramie collision center overflow lot
- Removes parking space and through-circulation for Goodwill plaza, though access from E Curtis Street, and 5th St. means through-circulation not required
- Opportunity to create public space on south side of Northridge Liquors plaza
- Maintains straight alignment of N 4th St to promote as N/S connector
- Focuses re-alignment on already curving E Reynolds Street, but may create challenges with sight distances between 3rd and 4th Street.
- Will require further study and evaluation of traffic and utility impacts

KEY

- EXISTING ROADWAY REMOVED, POTENTIAL TO BECOME PUBLIC SPACE
- IMPACTED AREAS OF PRIVATE PARCELS



Preliminary Concepts | Reynolds Street and N 4th Street
New Geometry Alternatives

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Figure 21: CUR-5 Concept Design Alternative

SELECTED CONCEPTUAL DESIGNS & COSTS

MF-3: New Accessibility to Laramie River and Crossing across Snowy Range Rd at Flint St

Cost: \$\$

Strategy Description:

In the first phase of this strategy, construct a shared-use path and vehicle driveway from Snowy Range Road at Flint Street to the Laramie River. Construct a trailhead with a kiosk and seating near the connection to the Greenbelt Trail. Construct a hybrid pedestrian beacon on Snowy Range Rad on the southern leg with Flint Street. Construct crosswalks on the west and east legs of the intersection. In a later phase, construct a public vehicle driveway from Flint Street to the Laramie River, complete with parking and a vehicle turnaround. Further coordination with WYDOT will be necessary to ensure alignment with state transportation standards and permitting requirements.

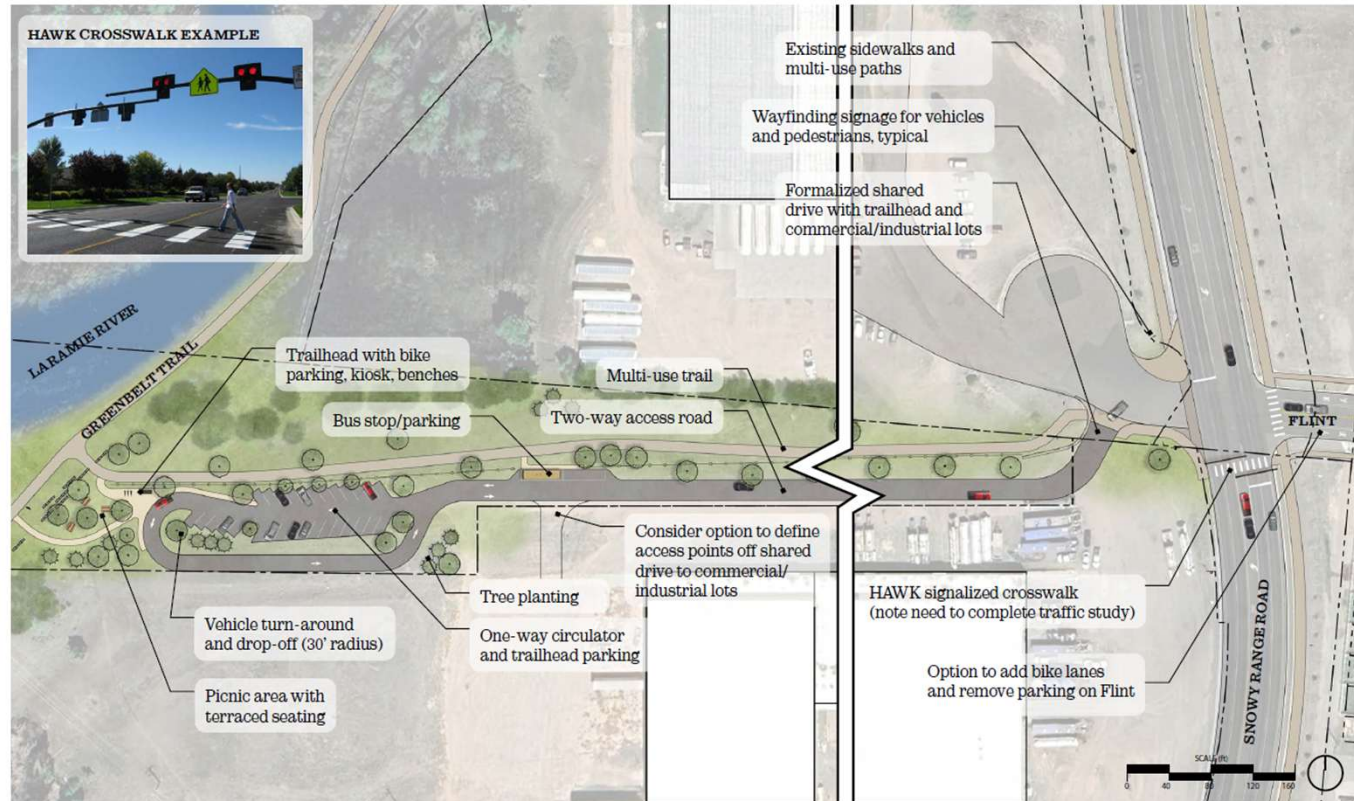


Figure 22: MF-3 Concept Design



Preliminary Concepts | W Flint Trailhead to Greenbelt Trail

Intersection improvements and new trailhead development



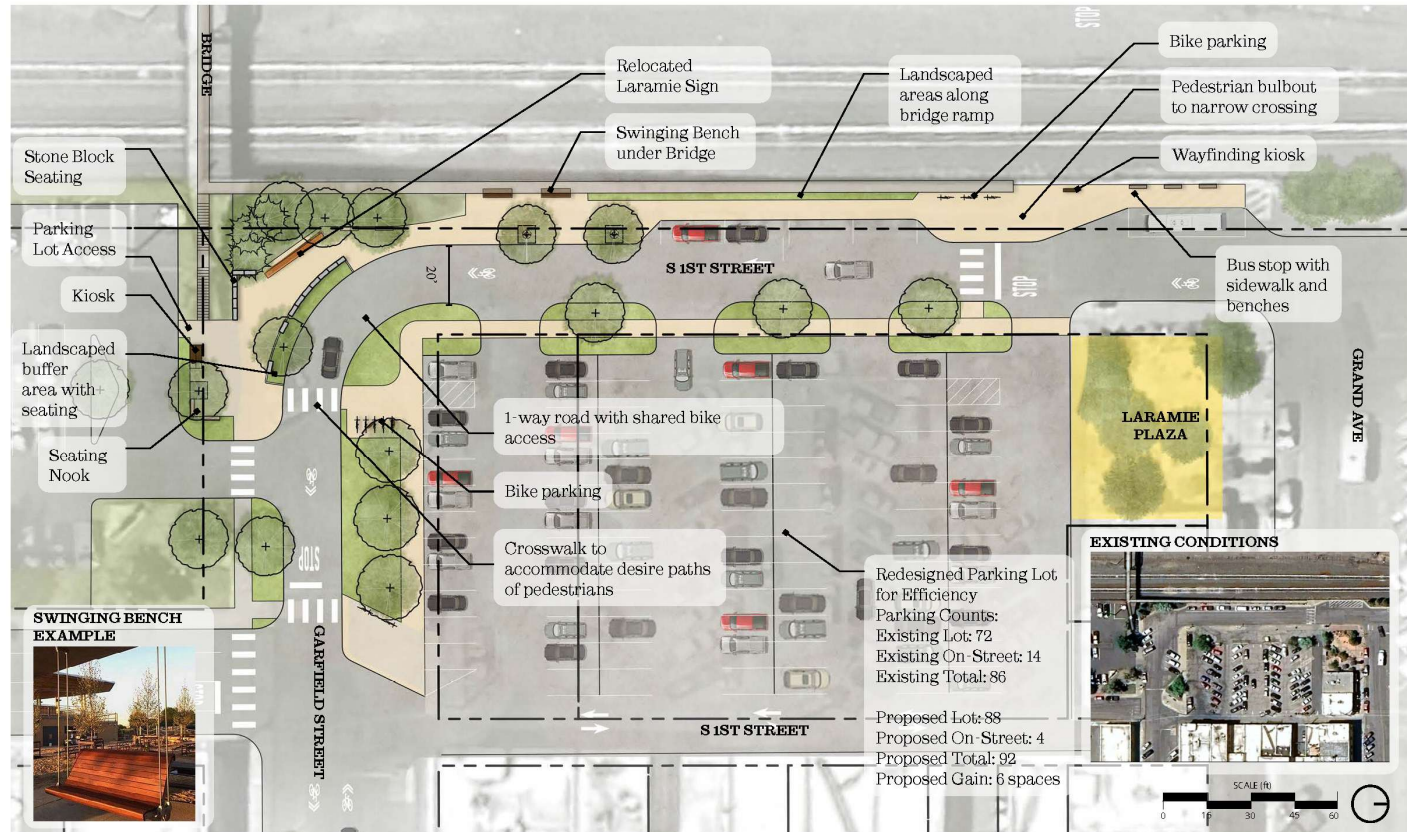
SELECTED CONCEPTUAL DESIGNS & COSTS

GAR-6: Improved east and west landings of the Garfield Footbridge

Cost: \$\$

Strategy Description:

Improvements of safety and accessibility to the east and west landings of the Garfield Pedestrian Bridge. At the east landing, construct a new pedestrian bulbout at the base of the bridge ramp and new bus waiting area. Narrow Garfield Street at 1st Street to create plaza space at the base of the bridge stairway. Reconfigure the parking area to accommodate more space for sidewalks along the outer perimeter of the parking area. On the west landing, construct a bulbout on Pine Street to create plaza space at the base of the bridge ramp. Construct new crosswalks to reach Garfield Street from the plaza. For both landings, construct kiosks, bike parking, seating, landscaping, and public art.



Preliminary Concepts | Garfield Bridge Landing Areas
East Side Plaza and Streetscape Improvements

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Figure 23: GAR-6 Concept Design

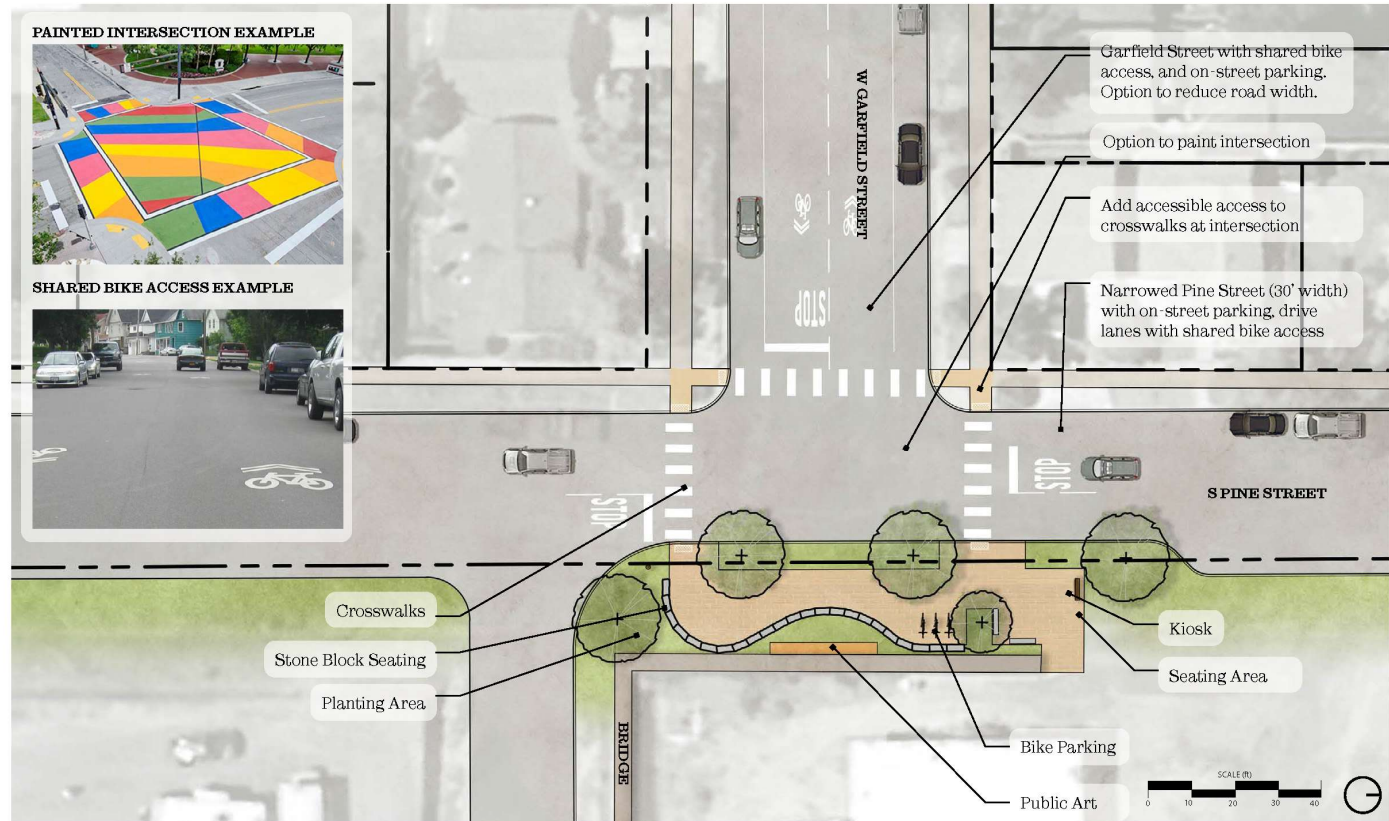
SELECTED CONCEPTUAL DESIGNS & COSTS

GAR-6: Improved east and west landings of the Garfield Footbridge

Cost: \$\$

Strategy Description:

Improvements of safety and accessibility to the east and west landings of the Garfield Pedestrian Bridge. At the east landing, construct a new pedestrian bulbout at the base of the bridge ramp and new bus waiting area. Narrow Garfield Street at 1st Street to create plaza space at the base of the bridge stairway. Reconfigure the parking area to accommodate more space for sidewalks along the outer perimeter of the parking area. On the west landing, construct a bulbout on Pine Street to create plaza space at the base of the bridge ramp. Construct new crosswalks to reach Garfield Street from the plaza. For both landings, construct kiosks, bike parking, seating, landscaping, and public art.



Preliminary Concepts | Garfield Bridge Landing Areas
West Side Plaza and Streetscape Improvements



Figure 24: GAR-6 Concept Design

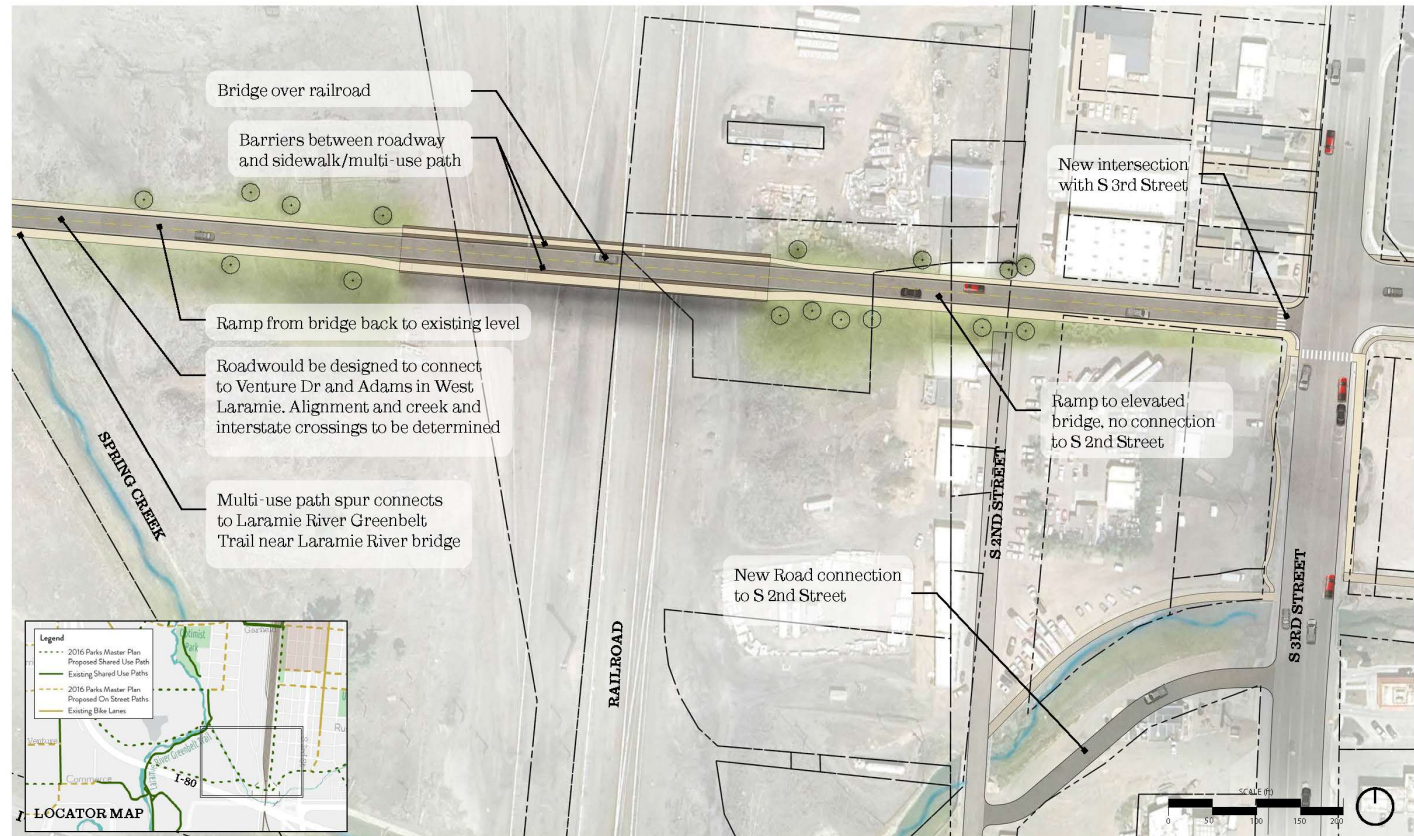
SELECTED CONCEPTUAL DESIGNS & COSTS

SC-4: New Roadway Crossing of I-80 and UPRR Corridor between Venture Dr and 3rd St

Cost: \$\$\$

Strategy Description:

Construct a vehicular bridge over the UPRR railyard and under I-80 from 3rd Street at Palmer Drive to the Adams Street and Venture Drive. Include a shared-use path on the southern end of the new connection. Connect the shared-use path to the Greenbelt Trail. Construct a new vehicle access from 3rd Street to 2nd Street south of the approach ramp. This strategy is not recommended if SC-5 is adopted.



Preliminary Concepts | Railroad Crossing at Spring Creek
Roadway Bridge Option

SE GROUP
10/16/25

Figure 25: SC-4 Concept Design

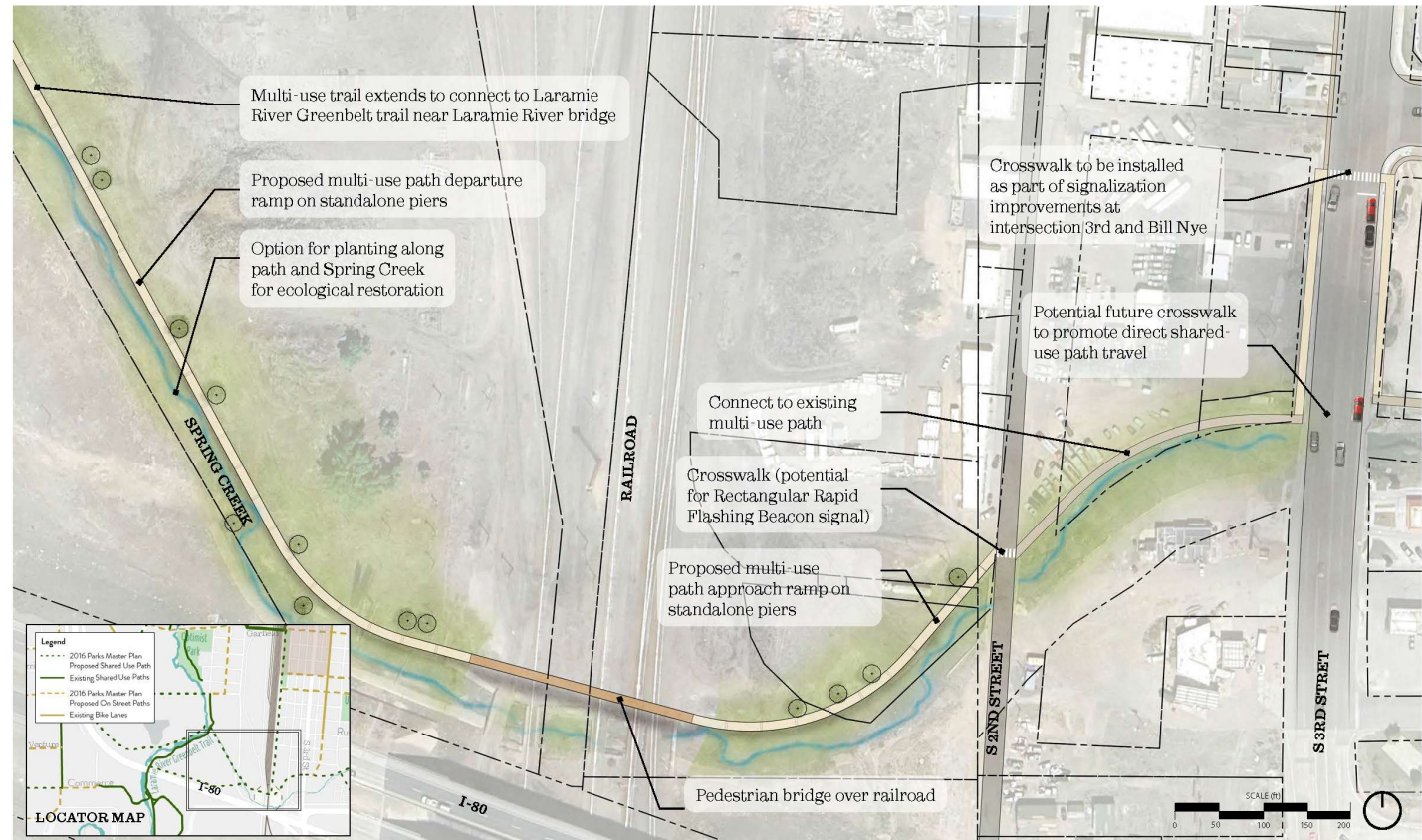
SELECTED CONCEPTUAL DESIGNS & COSTS

SC-5: New Bike/ Pedestrian Crossing over Railyard between Laramie River Greenbelt Trail and 3rd St

Cost: \$\$\$

Strategy Description:

Construct a shared-use path over the UPRR railyard from 3rd Street at Palmer Drive to the Greenbelt Trail generally following Spring Creek. This strategy is not recommended if SC-4 is adopted.



Preliminary Concepts | Railroad Crossing at Spring Creek
Pedestrian Bridge Option

SE GROUP
10/6/25

Figure 26: SC-5 Concept Design

NEXT STEPS

UPRR Engagement

The project team has initiated the process to coordinate with UPRR and will continue to engage with the Union Pacific Railroad to explore the feasibility of new potential rail crossings at the Spring Creek location. The team has requested guidance from UPRR on their requirements, constraints, and willingness to consider infrastructure improvements across their right-of-way, including whether any of the corridors would be viable future crossings of UPRR right-of-way.

Final Report

The Final Report is the next and final deliverable for the Reconnect West Laramie project. The Final Report will summarize all efforts completed throughout the project, including the existing conditions analysis, community engagement, project visioning, and strategy development through prioritization. The Final Report is anticipated to be completed in the Winter of 2025/26. After adoption of the Reconnect West Laramie Plan, the city would be well-positioned to competitively pursue local, state, and federal grants to assist in implementation of the strategies identified in the plan.



Figure 27: Community Bike Ride in Action

Appendix A

Full Prioritization Matrix, by Corridor

Strategy No.	Strategy Label	Corridor	Strategy Name	Tier	Cost	Scoring Criteria						Total Score	Coordination with Other Agencies Required	Design & Cost Estimates Developed
						Gap Closure	Safety Issue Addressed	Improve Bike/ Ped Comfort or Wayfinding	Leverage Near Term City Investment	Alignment with Core Project Goals	Public Support (3 is highest)			
1	CUR-1	Curtis	New Shared-Use Path on Curtis St from Welsh Ln to Pierce St	3	Low		✓	✓			1	3	Y	
2	CUR-2	Curtis	Improved Crosswalks at I-80 On/ Off Ramps	3	Low		✓	✓		✓	1	4	Y	Y
3	CUR-3	Curtis	New Bike Lanes on McCue St from Curtis St to Lyons St	3	Low	✓		✓			1	3		
4	CUR-4	Curtis	New Crosswalks at Curtis St and Cedar St	2	Low	✓	✓	✓		✓	1	5	Y	
5	CUR-5	Curtis	New Protected Intersection at 3rd St & 4th Streets	2	High	✓	✓	✓	✓	✓	1	6	Y	Y
6	CUR-6	Curtis	Improved Bike Lanes on Reynolds St	3	Moderate		✓	✓			1	3		
7	MF-1	Madison-Flint	New Shared-Use Path along Hans Peak Railroad Alignment between Airport and Pierce St	3	High		✓	✓			2	4		
8	MF-2	Madison-Flint	New Shared-Use Path on Madison St between Pierce St and Adams St	2	Low			✓	✓	✓	2	5		
9	MF-3	Madison-Flint	New Accessibility to Laramie River and Crossing across Snowy Range Rd at Flint St	1	Moderate	✓	✓	✓	✓	✓	2	7	Y	Y
10	MF-4	Madison-Flint	Improved Access and Wayfinding from Flint St to Railyard Bridges	2	Low			✓	✓	✓	2	5		
11	MF-5	Madison-Flint	New Bike/ Pedestrian Bridge at Clark St or Lewis St	2	High	✓	✓	✓		✓	2	6	Y	
12	MF-6	Madison-Flint	Improved Bike/ Pedestrian Accessibility on Clark St or Lewis St	3	Moderate		✓	✓			2	4		
13	MF-7	Madison-Flint	Improved Bike/ Pedestrian Accessibility on Harney St	3	Moderate		✓	✓			2	4		
14	GAR-1	Garfield	New Bike Lanes or Shared-Use Path on Snowy Range Rd between Hayes St and Adams St	1	High	✓	✓	✓		✓	3	7	Y	
15	GAR-2	Garfield	New Bike Lanes or Sharrows on Monroe St and Harrison St throughout West Laramie	1	Moderate	✓	✓	✓	✓	✓	3	8		
16	GAR-3	Garfield	New Shared-Use Path on Snowy Range Rd between Adams St and Garfield St	1	Moderate	✓	✓	✓	✓	✓	3	8	Y	
17	GAR-4	Garfield	New Crossing across Snowy Range Rd at Garfield St	1	Low	✓	✓	✓		✓	3	7	Y	
18	GAR-5	Garfield	Improved Bike/ Pedestrian Facilities on Garfield St between Snowy Range Rd and Pine St	1	Moderate	✓	✓	✓	✓	✓	3	8		
19	GAR-6	Garfield	Improved east and west landings of the Garfield Footbridge	1	Moderate		✓	✓	✓	✓	3	7		Y
20	GAR-7	Garfield	Improved Bike Lanes on Garfield St east of 1st St	2	Moderate		✓	✓			3	5		
21	SC-1	Spring Creek	New Bike and Pedestrian Facilities on Venture Dr	1	Low	✓	✓	✓		✓	3	7		
22	SC-2	Spring Creek	New Crossing across Adams Ave at Venture Dr to existing Adams Shared-Use Path	1	Low	✓	✓	✓		✓	3	7		
23	SC-3	Spring Creek	New Shared-Use Path on Commerce Dr between Adams Shared-Use Path and Laramie River Greenbelt Trailhead	1	Low	✓	✓	✓		✓	3	7		
24	SC-4	Spring Creek	New Vehicle Crossing of I-80 and Railyard between Venture Dr and 3rd St	2	High	✓		✓		✓	3	6	Y	Y
25	SC-5	Spring Creek	New Bike/ Pedestrian Crossing over Railyard between Laramie River Greenbelt Trail and 3rd St	2	High	✓		✓		✓	3	6	Y	Y
26	SC-6	Spring Creek	New Bill Nye Ave Extension eastward from 3rd St	2	High	✓		✓		✓	3	6	Y	Y
27	RIV-1	Riverside	New Shared-Use Path between Colorado St and Adams St/ Riverside Dr	3	Low			✓		✓	1	3	Y	
28	RIV-2	Riverside	New or Rehabilitated Bridge across Chimney Lamp Rd	3	Moderate			✓			1	2	Y	
29	RIV-3	Riverside	New Shared-Use Path between Laramie River Greenbelt Trail Loop and Tie Plant Rd	3	Moderate			✓			1	2	Y	
30	RIV-4	Riverside	Improved Rail Crossing Accessibility at Tie Plant Rd	3	Moderate		✓	✓		✓	1	4	Y	
31	RIV-5	Riverside	New Shared-Use Path on Fort Sanders Rd/ Blackfoot St between Tie Plant Rd and US 287	3	Moderate		✓	✓		✓	1	4	Y	
32	OFF-1	Off-Corridor	New Bike Lanes on Welsh Ln	3	Low			✓		✓	2	4	Y	
33	OFF-2	Off-Corridor	Improved Bike Accessibility in West Laramie	2	High			✓	✓	✓	2	5	Y	
34	OFF-3	Off-Corridor	New Shared-Use Path from the Madison-Flint Corridor to northern West Laramie residences	2	Moderate	✓		✓		✓	2	5	Y	
35	OFF-4	Off-Corridor	New Bike/ Pedestrian Bridge from McCue St to Laramie River Greenbelt Trail north of Baker St	3	Moderate	✓		✓		✓	2	4	Y	
36	OFF-5	Off-Corridor	New Shared-Use Path from Madison-Flint Corridor to Garfield St, adjacent to Territorial Prison	2	Moderate	✓		✓	✓	✓	2	6	Y	
37	OFF-6	Off-Corridor	New Shared-Use Path from Pine St in West Side to Tie Plant Rd, under I-80	3	High	✓		✓		✓	2	4	Y	

Figure A1: Full Prioritization Matrix, by Corridor

Appendix A

Full Prioritization Matrix, by Tier

Strategy No.	Strategy Label	Corridor	Strategy Name	Tier	Cost	Scoring Criteria						Total Score	Coordination with Other Agencies Required	Design & Cost Estimates Developed
						Gap Closure	Safety Issue Addressed	Improve Bike/Ped Comfort or Wayfinding	Leverage Near Term City Investment	Alignment with Core Project Goals	Public Support (3 is highest)			
9	MF-3	Madison-Flint	New Accessibility to Laramie River and Crossing across Snowy Range Rd at Flint St	1	Moderate	✓	✓	✓	✓	✓	2	7	Y	Y
14	GAR-1	Garfield	New Bike Lanes or Shared-Use Path on Snowy Range Rd between Hayes St and Adams St	1	High	✓	✓	✓	✓	✓	3	7	Y	
15	GAR-2	Garfield	New Bike Lanes or Sharrows on Monroe St and Harrison St throughout West Laramie	1	Moderate	✓	✓	✓	✓	✓	3	8		
16	GAR-3	Garfield	New Shared-Use Path on Snowy Range Rd between Adams St and Garfield St	1	Moderate	✓	✓	✓	✓	✓	3	8	Y	
17	GAR-4	Garfield	New Crossing across Snowy Range Rd at Garfield St	1	Low	✓	✓	✓	✓	✓	3	7	Y	
18	GAR-5	Garfield	Improved Bike/ Pedestrian Facilities on Garfield St between Snowy Range Rd and Pine St	1	Moderate	✓	✓	✓	✓	✓	3	8		
19	GAR-6	Garfield	Improved east and west landings of the Garfield Footbridge	1	Moderate	✓	✓	✓	✓	✓	3	7		Y
21	SC-1	Spring Creek	New Bike and Pedestrian Facilities on Venture Dr	1	Low	✓	✓	✓	✓	✓	3	7		
22	SC-2	Spring Creek	New Crossing across Adams Ave at Venture Dr to existing Adams Shared-Use Path	1	Low	✓	✓	✓	✓	✓	3	7		
23	SC-3	Spring Creek	New Shared-Use Path on Commerce Dr between Adams Shared-Use Path and Laramie River Greenbelt Trailhead	1	Low	✓	✓	✓	✓	✓	3	7		
4	CUR-4	Curtis	New Crosswalks at Curtis St and Cedar St	2	Low	✓	✓	✓	✓	✓	1	5	Y	
5	CUR-5	Curtis	New Protected Intersection at 3rd St & 4th Streets	2	High	✓	✓	✓	✓	✓	1	6	Y	Y
8	MF-2	Madison-Flint	New Shared-Use Path on Madison St between Pierce St and Adams St	2	Low	✓	✓	✓	✓	✓	2	5		
10	MF-4	Madison-Flint	Improved Access and Wayfinding from Flint St to Railway Bridges	2	Low	✓	✓	✓	✓	✓	2	5		
11	MF-5	Madison-Flint	New Bike/ Pedestrian Bridge at Clark St or Lewis St	2	High	✓	✓	✓	✓	✓	2	6	Y	
20	GAR-7	Garfield	Improved Bike Lanes on Garfield St east of 1st St	2	Moderate	✓	✓	✓	✓	✓	3	5		
24	SC-4	Spring Creek	New Vehicle Crossing of I-80 and Railway between Venture Dr and 3rd St	2	High	✓	✓	✓	✓	✓	3	6	Y	Y
25	SC-5	Spring Creek	New Bike/ Pedestrian Crossing over Railway between Laramie River Greenbelt Trail and 3rd St	2	High	✓	✓	✓	✓	✓	3	6	Y	Y
26	SC-6	Spring Creek	New Bill Nye Ave Extension eastward from 3rd St	2	High	✓	✓	✓	✓	✓	3	6	Y	
33	OFF-2	Off-Corridor	Improved Bike Accessibility in West Laramie	2	High	✓	✓	✓	✓	✓	2	5	Y	
34	OFF-3	Off-Corridor	New Shared-Use Path from the Madison-Flint Corridor to northern West Laramie residences	2	Moderate	✓	✓	✓	✓	✓	2	5	Y	
36	OFF-5	Off-Corridor	New Shared-Use Path from Madison-Flint Corridor to Garfield St, adjacent to Territorial Prison	2	Moderate	✓	✓	✓	✓	✓	2	6	Y	
1	CUR-1	Curtis	New Shared-Use Path on Curtis St from Welsh Ln to Pierce St	3	Low	✓	✓	✓	✓	✓	1	3	Y	
2	CUR-2	Curtis	Improved Crosswalks at I-80 On/ Off Ramps	3	Low	✓	✓	✓	✓	✓	1	4	Y	Y
3	CUR-3	Curtis	New Bike Lanes on McCue St from Curtis St to Lyons St	3	Low	✓	✓	✓	✓	✓	1	3		
6	CUR-6	Curtis	Improved Bike Lanes on Reynolds St	3	Moderate	✓	✓	✓	✓	✓	1	3		
7	MF-1	Madison-Flint	New Shared-Use Path along Hans Peak Railroad Alignment between Airport and Pierce St	3	High	✓	✓	✓	✓	✓	2	4		
12	MF-6	Madison-Flint	Improved Bike/ Pedestrian Accessibility on Clark St or Lewis St	3	Moderate	✓	✓	✓	✓	✓	2	4		
13	MF-7	Madison-Flint	Improved Bike/ Pedestrian Accessibility on Harney St	3	Moderate	✓	✓	✓	✓	✓	2	4		
27	RIV-1	Riverside	New Shared-Use Path between Colorado St and Adams St/ Riverside Dr	3	Low	✓	✓	✓	✓	✓	1	3	Y	
28	RIV-2	Riverside	New or Rehabilitated Bridge across Chimney Lamp Rd	3	Moderate	✓	✓	✓	✓	✓	1	2	Y	
29	RIV-3	Riverside	New Shared-Use Path between Laramie River Greenbelt Trail Loop and Tie Plant Rd	3	Moderate	✓	✓	✓	✓	✓	1	2	Y	
30	RIV-4	Riverside	Improved Rail Crossing Accessibility at Tie Plant Rd	3	Moderate	✓	✓	✓	✓	✓	1	4	Y	
31	RIV-5	Riverside	New Shared-Use Path on Fort Sanders Rd/ Blackfoot St between Tie Plant Rd and US 287	3	Moderate	✓	✓	✓	✓	✓	1	4	Y	
32	OFF-1	Off-Corridor	New Bike Lanes on Welsh Ln	3	Low	✓	✓	✓	✓	✓	2	4	Y	
35	OFF-4	Off-Corridor	New Bike/ Pedestrian Bridge from McCue St to Laramie River Greenbelt Trail north of Baker St	3	Moderate	✓	✓	✓	✓	✓	2	4	Y	
37	OFF-6	Off-Corridor	New Shared-Use Path from Pine St in West Side to Tie Plant Rd, under I-80	3	High	✓	✓	✓	✓	✓	2	4	Y	

Figure A2: Full Prioritization Matrix, by Tier

Appendix B

Opinion of Probable Costs for Selected Strategies

CUR-2 - Curtis Street I-80 Interchange (Improved Crosswalks)					
Item No.	Description	Estimated Quantity	Unit	Unit Price	Amount
1	Pedestrian + cyclist warning sign & support	1	EA	\$120.00	\$120.00
2	R1-1 Stop Sign and support	1	EA	\$120.00	\$120.00
3	Sign supports - 2" PSST and Foundation	1	EA	\$450.00	\$450.00
4	Sign system, solar powered RRFB	1	EA	\$15,000.00	\$15,000.00
5	Bollards	21	LF	\$1,200.00	\$25,200.00
6	Permanent pavement symbols, white epoxy	11	SY	\$135.00	\$1,440.00
DIRECT CONSTRUCTION SUBTOTAL					\$42,330.00
Mobilization/Demobilization & SWPPP				10%	\$4,230.00
Permits				2%	\$850.00
Traffic Control				5%	\$2,120.00
Contingency				30%	\$12,700.00
CONSTRUCTION SUBTOTAL					\$62,230.00

Figure B1: Opinion of Probable Costs for Selected Strategies