APPENDIX B – PUBLIC MEETINGS PRESENTATIONS/MEDIA
Lander Bike & Pedestrian Safety On Main

Date: September 6th, 2016, 6:00 PM
Location: Lander Community & Convention Center
Interactive Public Meeting
The high speed and high volume of vehicular traffic on Main Street makes vehicles, pedestrians, and cyclists feel uncomfortable with shared use of the system.
30 second view of Main Street
Vision

To provide equal accessibility to Main Street for all modes of transportation (vehicles, cyclists, and pedestrians) while minimizing conflicts between the users.
Primary Goal

Utilize $25,000 in study funds to implement temporary structural & non-structural solutions that will improve safety and accessibility prior to December 2017.
Other Goals

- Address and minimize conflicts between all users - cyclists, motorists, & pedestrians.
- Capitalize on an opportunity to improve safety and accessibility.
- Make Main street Corridor more inviting for people to stop and spend time.
Sample Survey comments – WHAT ABOUT THE CORRIDOR DO YOU HOPE WOULD CHANGE?

- Slower Speed limits, Bike lanes
- Not a thing - people need to be smart at intersections
- Addition of a bike lane to keep cyclists safer when using Main
- Love to see at least a section be two lane with more intimacy in the buildings
- More people and bikes, and fewer cars
- No bikes on Main, they should use Lincoln and Garfield
- Add left turn only lights for both Main and all cross streets
April 2016 Survey
Bike & Pedestrian Safety on Main

74% of respondents rated Main street safety 8-10 out of 10
Perceptions

- 1st and Main St. is perceived as the most unsafe intersection.
- As a pedestrian, it is dangerous to cross at the intersection of Main Street and Highway 287/789.

- There are a lot of conflicts for left turns off of Main Street between pedestrians, cyclists, and vehicles.
- There is a general lack of enforcement from the Police for bikes not following the laws.
Perceptions Continued:

- There are long distances (7 lanes) to cross Main Street and a short amount of time allotted for pedestrian traffic.
- There are blind intersections where cars can’t see incoming bicycle and pedestrian traffic.
- There is a lack of signs and guides for bikes on Main Street and on the existing bike routes on Lincoln and Garfield.
Perceptions Continued:

- Parking on Main Street creates conflict when car doors open in the lane of traffic and also for bike racks, benches, and flower barrels on the side walk.
- Parking large, oversize vehicles on Main Street causes conflict with vehicular and cycling traffic.
The goal is to implement and test some solutions to increase Bike and Pedestrian Safety on the ground during the summer of 2017.
Hailey Idaho Sample solutions.
Your job tonight.... Suggest and discuss solutions to increase the Bike and Pedestrian Safety on Main Street.

- Break into groups of 3-6 persons
- Solutions must fit within project
- Use Garfield and Lincoln
- Solution can be structural or non-structural
- Use the maps to draw or show your ideas
- Reference projection screens for additional ideas
- Group facilitator will record your thoughts
- Work for 30 minutes
- Reconvene as a whole group before leaving
Breakout Rules

- Defer judgment
- Encourage wild ideas
- Build on the ideas of others
- Stay focused on the topic
- One conversation at a time
- Be visual
- Go for quantity
Next Steps

- Incorporate tonight’s suggested solutions into an implementation plan
- Present Implementation plan to the City & Police Department for review & comment – Winter 2016
- Incorporate comments and present final plan to the public – Spring 2017
- Implement and use final plan in the Summer of 2017
- Review plan and report successes failures – final report December 2017
Lander Bike & Pedestrian Safety On Main

Thank You
<table>
<thead>
<tr>
<th>PRINT NAME</th>
<th>PHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dan Haehn</td>
<td>330-604-5645</td>
<td><a href="mailto:Daniel.Haehn@wy.gov">Daniel.Haehn@wy.gov</a></td>
</tr>
<tr>
<td>John New</td>
<td>330-4645</td>
<td><a href="mailto:johnnew@hotmail.com">johnnew@hotmail.com</a></td>
</tr>
<tr>
<td>Anne McGowan</td>
<td>332-5227</td>
<td><a href="mailto:anne.kevin.mcgowan@gmail.com">anne.kevin.mcgowan@gmail.com</a></td>
</tr>
<tr>
<td>Mead Prather</td>
<td>330-6553</td>
<td></td>
</tr>
<tr>
<td>Kent Simon</td>
<td>335-6755</td>
<td><a href="mailto:ksimon@wyoming.com">ksimon@wyoming.com</a></td>
</tr>
<tr>
<td>Eric Olsen</td>
<td>332-5902</td>
<td></td>
</tr>
<tr>
<td>Ben Lester</td>
<td>816-437-2878</td>
<td><a href="mailto:benjamin.lester@gmail.com">benjamin.lester@gmail.com</a></td>
</tr>
<tr>
<td>Lewis Welch</td>
<td>512-560-2060</td>
<td><a href="mailto:tradiswelch@gmail.com">tradiswelch@gmail.com</a></td>
</tr>
<tr>
<td>Thomas Peede</td>
<td>332-2726</td>
<td><a href="mailto:tpede1@gmail.com">tpede1@gmail.com</a></td>
</tr>
<tr>
<td>Elyse Guarnido</td>
<td>732-239-9310</td>
<td><a href="mailto:elyseguarnido@gmail.com">elyseguarnido@gmail.com</a></td>
</tr>
<tr>
<td>Bri Bauer</td>
<td></td>
<td><a href="mailto:bbrouwer9@gmail.com">bbrouwer9@gmail.com</a></td>
</tr>
<tr>
<td>Kyle Drake</td>
<td>541-508-9127</td>
<td><a href="mailto:kyle.leeland.drake@gmail.com">kyle.leeland.drake@gmail.com</a></td>
</tr>
<tr>
<td>Steve Baumann</td>
<td>332-1079</td>
<td><a href="mailto:steve.baumann@tremontcountrywy.gov">steve.baumann@tremontcountrywy.gov</a></td>
</tr>
<tr>
<td>Paul Primrose</td>
<td>418-1015</td>
<td><a href="mailto:paulcprimrose@gmail.com">paulcprimrose@gmail.com</a></td>
</tr>
<tr>
<td>Liz Lightner</td>
<td>409-496-2567</td>
<td><a href="mailto:slickroxy@gmail.com">slickroxy@gmail.com</a></td>
</tr>
<tr>
<td>Nyad Lichtard</td>
<td>807-335-9435</td>
<td>领导者@<a href="mailto:like.mill@gmail.cn">like.mill@gmail.cn</a></td>
</tr>
<tr>
<td>Russ Rea</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jim Hellyer</td>
<td>307-330-5622</td>
<td><a href="mailto:jimhellyer@gmail.com">jimhellyer@gmail.com</a></td>
</tr>
<tr>
<td>Melinda K. Cox</td>
<td>307-349-2990</td>
<td><a href="mailto:melcox82561@yahoo.com">melcox82561@yahoo.com</a></td>
</tr>
<tr>
<td>Fabian Loberta</td>
<td>307-349-8211</td>
<td>fabianpitchesw.com</td>
</tr>
<tr>
<td>PRINT NAME</td>
<td>PHONE</td>
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</tr>
<tr>
<td>Susan Meeker</td>
<td>335-8353</td>
<td><a href="mailto:inmywindowsandever@gmail.com">inmywindowsandever@gmail.com</a></td>
</tr>
<tr>
<td>Lesli Cartell</td>
<td>349-3692</td>
<td><a href="mailto:ellayebee@gmail.com">ellayebee@gmail.com</a></td>
</tr>
<tr>
<td>Tami Olsen</td>
<td>332-5902</td>
<td><a href="mailto:chisholmsjewelry@bresnan.net">chisholmsjewelry@bresnan.net</a></td>
</tr>
<tr>
<td>Kara Colovich</td>
<td>349-3458</td>
<td><a href="mailto:kcolovich@gmail.com">kcolovich@gmail.com</a></td>
</tr>
<tr>
<td>Mike Quinn</td>
<td>349-1574</td>
<td><a href="mailto:mquinn_quinnco@bresnan.net">mquinn_quinnco@bresnan.net</a></td>
</tr>
<tr>
<td>Adam Greenhalgh</td>
<td>303-875-9527</td>
<td><a href="mailto:a@greenhalgh.com">a@greenhalgh.com</a></td>
</tr>
<tr>
<td>Jill Hunter</td>
<td>349-9254</td>
<td><a href="mailto:coalteroff@yahoo.com">coalteroff@yahoo.com</a></td>
</tr>
<tr>
<td>Andrew Skiba</td>
<td>330-7629</td>
<td><a href="mailto:atskiba@gmail.com">atskiba@gmail.com</a></td>
</tr>
<tr>
<td>Joanne Slingerland</td>
<td>349-6116</td>
<td><a href="mailto:joanneslingerland@icloud.com">joanneslingerland@icloud.com</a></td>
</tr>
<tr>
<td>Karen Harms</td>
<td>349-4432</td>
<td><a href="mailto:kharms@yahoo.com">kharms@yahoo.com</a></td>
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Is Lander Main Street safe for pedestrians and cyclists?

Main Street is a 5-lane highway with a speed limit of 30 mph. According to the WYDOT Bicycle and Pedestrian Planning document, this is an "arterial street" where shared use is inappropriate and unsafe. This causes cyclists, particularly children, to ride on the sidewalks. A WYDOT 5-year accident report indicates roughly 6% of our injury crashes on Main Street involve an automobile and a bicycle.

And, another part of the issue: It's also the center of our community:
What can be done?

The City of Lander is putting increased priority on providing safe routes for bicycle and pedestrian safety on Main Street. A program for Bicycle and Pedestrian Safety on Main Street is currently examining how retro-fitting existing infrastructure can help. Through the public involvement program that resulted in the 2012 Lander Master Plan, citizens of Lander have expressed desire to create a walkable, bike-able system within the existing transportation network.

The City of Lander will perform all the planning, design and construction in-house with two full-time professional engineers on staff and the possibility of contracting with outside consultants. Planning will be needed to assess the information from the existing data sources and include a public involvement process.

Lander has a growing number of cyclists and an active Lander Area Pathway System (LAPS) Committee that has also become involved in the process. Current involvement has come from several individuals representing varied organizations in the community:

- RaJean Strube Fossen, City of Lander
- Gina Colovich, Lander Area Pathways System
- Rob Meeker, Wyoming Catholic College
- Brian Fabel, Lander Chamber of Commerce
- Michael Cheek, Central Wyoming College
- Sara Felix, Lander Parks & Recreation
- Samuel Hartpence, Interested Lander Resident

"A main street is not only a place that drivers use to get from one place to the next, but it should also be a destination for leisure, shopping, entertainment, and also help define the culture of a community," shared Hartpence, Lander father of two children. "I hope our infrastructure improves safety for all users (cars, pedestrians, cyclists, etc.), and perhaps can also help our local economy by enhancing our downtown as a destination for locals and visitors alike."

The steering committee will be soliciting feedback through public surveys, and will also be holding some public meetings where survey results are summarized and to hone in on the downtown opportunities, assets, and liabilities as far as the transportation system is concerned.

County 10 will be publishing a survey that can be accesses at the following link.


#news #county10
Lander residents to pay back more than $9K after stealing from Hines Store

By Anne McGowan
Staff Writer

Lander residents Timothy Mulford, 31, and Maria Tillman, 27, were sentenced to three years of supervised release Sept. 6 for stealing more than $9,000 from Hines General Store in January.

They were ordered to pay restitution to the store, which is located in Fort Washakie, in the amount of $9,050.

Church funds

The sentence is the result of a plea agreement dismissing a second charge: the couple took money from checking accounts belonging to St. James Episcopal Church.

An indictment filed March 17 indicates Mulford and Tillman forged checks for a total of $650 from the St. James Episcopal Church Christian Outreach Fund and $8,400 from the St. James Episcopal Church General Fund at Wells Fargo Bank.

They were arrested in Missoula, Mont. They pleaded not guilty during an arraignment May 6 and were released on bond. A jury trial was set for July 11, but the defense has changed their plea as part of the agreement June 29.

The sentence also requires them to pay a $100 special assessment.

The case was investigated by the Bureau of Indian Affairs.

Fire restrictions lifted for SNF but not for Fremont County

Resident encouraged to bring all ideas forward for vehicle, bike, pedestrian safety

By Anne McGowan
Staff Writer

Encourage wild ideas and be visual. Those were two of a half dozen guidelines for participants in the city-sponsored brainstorming session regarding pedestrian and bicycle safety Sept. 6.

The public meeting led by assistant mayor Rajean Strube Fossen and attended by about 35 area residents, was set to gather information about how to use a $25,000 grant, a combination of $20,000 from Wyoming Department of Transportation's Transportation Alternatives Program and $5,000 from the city of Lander.

The grant stipulates the funds be used "to implement temporary structural and non-structural solutions that will improve safety and accessibility, specifically on Main Street, but to include Garfield and Lincoln streets as well. The grant money must be used by December 2017, with plans to one ideas in the summer of 2017."

Strube Fossen started the meeting at the Lander Community and Convention Center.

Brian Faber, Rob Meehan, Sara Felix, Gina Colovitch, Sara Harpence, Michael Cheek and Strube Fossen defined the largest problem as the high speed and volume of vehicle traffic on Main Street, making with shared use of the street.

"We want to provide equal accessibility to vehicles, cyclists and pedestrians with limited conflict between them," Strube Fossen said of the committee's goal. Additional goals are to inventing for people to linger.

Survey results

Strube Fossen shared results from a survey the city conducted earlier this year. Showing suggestions that included
Safety
(from page A-1)

Street, lowering speed limits for automobiles, adding a bike lane and doing nothing "because people need to be smarter at intersections."

People using all modes of transportation, Strube Fossen pointed out, likely share responsibility for unsafe behaviors.

Among perceptions noted from survey results: the intersection at First and Main streets is considered the least safe, there is a lack of enforcement of bicyclists not following the law and there are long distances (seven lanes of traffic) across Main Street, but a short amount of time for pedestrians to cross.

Strube Fossen shared a video from Hailey, Idaho, a town with similar demographics and traffic issues, which is also trying to solve their Main Street problems. That city is "about a year ahead of Lander," but Strube Fossen referred to solutions Hailey residents considered, like painting bump outs on some street corners to make curb-to-curb distances shorter and more attractive.

"Hailey did it for economic development, and we're doing it for pedestrian and bike safety," Strube Fossen said. "But, who said we can't do it for both?"

All suggestions would be reviewed by the Lander Police and Streets departments before they could be temporarily tested next summer.

LEGOS AND MAPS
The three-dozen people in attendance then broke up into four groups, gathering around tables covered in large maps Garfield and Lincoln streets. Lego people, plastic cars were provided to help people illustrate their ideas.

"There are no crazy ideas," Strube Fossen said, eager to brainstorm while facilitators at each table jotted down thoughts.

Among the ideas: better signage for cyclists, a possible truck stop on one-way streets in opposite directions.

WHAT'S NEXT
The ideas will be compiled and presented to the city and reviewed by police and streets departments before presented in a public meeting in the spring.

Ideas that are workable will be implemented next, viewed with successes and failures identified in December.

Strube Fossen was pleased with the turnout at the meeting looking forward to moving ahead.

"I am excited for the team to record all the thoughts and move on to formulating alternatives," Strube Fossen said, changing driving patterns and expectations may be necessary.

"We need to be thoughtful about the measures to maintain everyone's safety during the trial period."
Transportation Alternatives Program (TAP) Grant, 2016
Landner Bike and Pedestrian Safety on Main Street

**PROBLEM DEFINED:** The high speed and high volume of vehicular traffic on Main Street makes vehicles, pedestrians and cyclists feel uncomfortable with shared use of the system.

**VISION:** To provide equal accessibility to Main Street for all modes of transportation (vehicles, cyclists and pedestrians) while minimizing conflicts between the users.
**PRIMARY GOAL:** Utilize $25,000 in study funds to implement temporary structural solutions that will improve safety and accessibility prior to December 2017.

**SECONDARY GOAL:** Make Main Street more inviting for all modes of transportation so users will stop and spend time on the Main Street Corridor.
PROJECT AREA:

The Bicycle and Pedestrian Safety on Main project area will be from the intersection of 789/287 to the intersection of Main Street and Baldwin Creek Road including Lincoln and Garfield parallel side streets.
**TIMELINE:**

April 2016  - Grant Award, formed team
April-May 2016 - Created and published public survey.
June 2016  - Synthesized survey data from 469 respondents, defined perceived problem, purpose & goals.
September 2016 - First Public meeting
October 2016 - Consulted with Community Mobility Institute
               Gary Toth, Transportation Engineer
Sept.- Dec. 2016 - Summarized public input, started draft alternative designs.
December 2016 - Present options to WYDOT & Lander Clty staff.
January-February 2017 - Create Plan, Finalize alternatives.
March 2017  - Publicize / present prefered alternative to public.
April-August 2017 - Implement Plan / install temporary measures.
August - December 2017 - Gather data from users, compile relevant statistics and analyze temporary measures
December 2017  - Make recommendations to WYDOT / City Council, end of grant period.
TAP objectives in line with 2012 Master Plan:

- 5-6 Study options to control and direct traffic at the intersection of Main and 1st Street.
- 5-10 Study pedestrian crossing and signal timing/phasing to ensure adequate timing controls and provide for safe crossings.
- 5-15 Obtain grants and loans through funding agencies.
- 5-18 Encourage alternative design approaches when appropriate.
April 2016 Survey
Bike & Pedestrian Safety on Main
74% of respondents rated Main street safety 8-10 out of 10
Perceptions

- 1st and Main St. is perceived as the most unsafe intersection.
- As a pedestrian, it is dangerous to cross at the intersection of Main Street and Highway 287/789.
- There are a lot of conflicts for left turns off of Main Street between pedestrians, cyclists and vehicles.
- There is a general lack of enforcement from the Police for bikes not following the laws.
Perceptions Continued:

- There are long distances (7 lanes) to cross Main Street and a short amount of time allotted for pedestrian traffic.
- There are blind intersections where cars can’t see incoming bicycle and pedestrian traffic.
- There is a lack of signs and guides for bikes on Main Street and on the existing bike routes on Lincoln and Garfield.
Perceptions Continued:

- Parking on Main Street creates conflict when car doors open in the lane of traffic and also for bike racks, benches, and flower barrels on the side walk.

- Parking large, oversize vehicles on Main Street causes conflict with vehicular and cycling traffic.
Main Alternative A - 5-lane: No Change - 5-lanes of traffic (2 each direction, 1 center turn lane), 2 lanes of parallel parking, no designated bike lanes.

Net change: Same traffic, same parking, same pedestrian safety, same bike safety.

Anticipated Outcomes: Perceived safety issues for all modes of transportation and conflicts between users.
Results of First Public Meeting, September 6, 2016
- 30 participants

Drawings posted on the walls.
Condensed list of comments

Alternative Formulation Process - combining public comments into combined alternatives

Step 1: Met monthly to combine public comment and nationally used design standards into measures that met objectives

Data used:
- September 6, 2016 Public meeting comments
- Average Daily traffic numbers from WYDOT for 2013 and 2016
- National Association of City Transportation Officials “Urban Street Design Guide”
- “Wyoming Bicycle and Pedestrian Transportation Plan”, 2016
- New Mobility West Institute data, Lander, October 2015
- Case studies from Hailey, Idaho
- Consultant Gary Toth, Traffic Engineer
Alternative Formulation Process (continued)

Step 2: Combined measures and standards into 5 proposed alternatives with were presented and vetted through:
- Interviews with City of Lander Street Department and Public Works Director
- Interviews with City of Lander Police Department
- Interviews and traffic modelling from WYDOT Traffic Engineers, District 5
- Consultant Gary Toth, Traffic Engineer

Step 3: Combined measures into one preferred alternative that meets objectives.
DRAFT ALTERNATIVES considered the following physical measures:

- Sidewalks, walkways or curb ramps
- bike lane striping
- Sharrow
- wide paved shoulders
- bike parking and racks
- traffic calming
- off-road trails
- bike and pedestrian bridges and underpasses
- ADA compliance measures
- bulbouts at intersections
- mini roundabouts
- increased signage
- wayfinding signage
- Parklets
- off street parking
- diagonal parking
- and reverse-in diagonal parking
DRAFT ALTERNATIVES also considered the administrative measures:

- increased education
- new or revised City ordinances
- increased enforcement of ordinances
- reduced speed limits
- timing changes for traffic control devices
- timing changes for pedestrian control devices
- short and long term maintenance

Cost will be an additional factor in the final implementation.

(Note: These are not intended to be full lists.)
Proposed Alternative B: Between 796/287 intersection and 5th, 4-lanes of traffic (2 each direction, center turn lane at ends of block), 2 lanes of parallel parking, 2 bike lanes (5ft bike with 1.5’ buffer stripped dashed area), Increased crosswalk timing.

**Net change:** Elimination of mid block center turn lane, Center lane available at intersections w/ 3.5 car lengths

Of queuing, Increased pedestrian crossing at intersections, dedicated bike lane

**Parking effect:** Loss of spaces per block: 100 block (7), 200 block (8), 300 block (6), 400 block (3)
L/G Alternative 1: No significant change -- 2-lanes of traffic (1 each direction), 2 lanes parallel parking, Paint Sharrows but no dedicated bike lanes.

Net change: same traffic, same parking, same pedestrian safety, increased sharrow signage for bikes.
Concurrent Traffic Changes by City:

- First Street North will become a one-way North from Main to Lincoln.
- Reduces the traffic hazard at the off-set intersection.
- Additional parking spaces
- Allows delivery truck easier access to commercial businesses
Concurrent Traffic Changes by City:

- Refurbished signage for "No Bike Riding on Sidewalk" on Main Street.
Concurrent Traffic Changes by City:

These traffic control measures will be installed at the same time but are meant to be permanent measures.
The goal is to implement and test the preferred alternative and monitor Bike and Pedestrian Safety on the ground during the summer and fall of 2017.
Next steps:

✓ Incorporate WYDOT and CITY comments into draft alternatives

✓ Design preferred alternative(s) and implementation plan

➢ Publicize and present preferred alternative(s) to public

◆ Implement final alternative with temporary measures in the Summer of 2017

◆ Gather data from users, compile relevant statistics and analyze temporary measures

◆ Final Grant Report and make recommendation to City Council and WYDOT by December 2017
Please fill out a questionnaire !!
Submit additional comments to: RaJean Strube Fossen
rsfossen@landerwyoming.org
307-332-2870 ext. 2

Comment submittals deadline is April 19th, 2017

THANK YOU!!
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<thead>
<tr>
<th>PRINT NAME</th>
<th>PHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michael Cheek</td>
<td>269-420-2428</td>
<td><a href="mailto:marydahl54@yahoo.com">marydahl54@yahoo.com</a></td>
</tr>
<tr>
<td>Marydale Casey</td>
<td>307-349-2942</td>
<td><a href="mailto:ecevy77@gmail.com">ecevy77@gmail.com</a></td>
</tr>
<tr>
<td>Eric Levy</td>
<td>507-332-8000</td>
<td><a href="mailto:sjleb1wy@gmail.com">sjleb1wy@gmail.com</a></td>
</tr>
<tr>
<td>Thomas Pede</td>
<td>307 332 2926</td>
<td><a href="mailto:trede1@gmail.com">trede1@gmail.com</a></td>
</tr>
<tr>
<td>Lonnie Arrams</td>
<td>406-788-4637</td>
<td><a href="mailto:jennet@cever.com">jennet@cever.com</a></td>
</tr>
<tr>
<td>Jenna Mayers</td>
<td></td>
<td><a href="mailto:jenna@pitchengine.com">jenna@pitchengine.com</a></td>
</tr>
<tr>
<td>Lindsey French</td>
<td>604-721-6402</td>
<td><a href="mailto:lifrench@vt.edu">lifrench@vt.edu</a></td>
</tr>
<tr>
<td>Mark Nunnink</td>
<td>307 332 9595</td>
<td><a href="mailto:mvunnink@yahoo.com">mvunnink@yahoo.com</a></td>
</tr>
<tr>
<td>Jenna Acromans</td>
<td>438-16511</td>
<td><a href="mailto:jenacross@gmail.com">jenacross@gmail.com</a></td>
</tr>
<tr>
<td>Cody McCreary</td>
<td>307 689 5492</td>
<td><a href="mailto:coder664@hotmail.com">coder664@hotmail.com</a></td>
</tr>
<tr>
<td>Curtis J Tronolone</td>
<td>585-734-1926</td>
<td><a href="mailto:curtis_tronolone@gmail.com">curtis_tronolone@gmail.com</a></td>
</tr>
<tr>
<td>Joanne Slingerland</td>
<td>307 349 6116</td>
<td><a href="mailto:joanneslingerland@icloud.com">joanneslingerland@icloud.com</a></td>
</tr>
<tr>
<td>Erinn Slingerland</td>
<td>307 349 9393</td>
<td><a href="mailto:slingerlanderinn@gmail.com">slingerlanderinn@gmail.com</a></td>
</tr>
<tr>
<td>Edward Lee</td>
<td>307 349-5849</td>
<td><a href="mailto:elee@onewest.net">elee@onewest.net</a></td>
</tr>
<tr>
<td>Marcel Lopez</td>
<td>307 266 6185</td>
<td><a href="mailto:melpez65@yahoocareer.com">melpez65@yahoocareer.com</a></td>
</tr>
<tr>
<td>Scott Van Orden</td>
<td>307 332 8662</td>
<td><a href="mailto:vanorman@wyoming.com">vanorman@wyoming.com</a></td>
</tr>
<tr>
<td>Julia Fairbank</td>
<td>307 363 5142</td>
<td><a href="mailto:juliafairbank33@gmail.com">juliafairbank33@gmail.com</a></td>
</tr>
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<td>Lance Hopkins</td>
<td>307-332-3956</td>
<td><a href="mailto:lhu@land.land">lhu@land.land</a>/land/yawoming.org</td>
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<tr>
<td>Liz Tuchy</td>
<td>307-438-3645</td>
<td><a href="mailto:liz.twowheel@nols.edu">liz.twowheel@nols.edu</a></td>
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<td>Peter Sjoberg</td>
<td>349-0826</td>
<td><a href="mailto:psjoberg@gmail.com">psjoberg@gmail.com</a></td>
</tr>
<tr>
<td>Tim Walker</td>
<td>349-7358</td>
<td><a href="mailto:t_walker@brosnan.net">t_walker@brosnan.net</a></td>
</tr>
<tr>
<td>Alan Culver</td>
<td>349-1113</td>
<td></td>
</tr>
<tr>
<td>Pete Hall</td>
<td>307-598-3400</td>
<td><a href="mailto:peterhall@uwyo.edu">peterhall@uwyo.edu</a></td>
</tr>
<tr>
<td>Joe Kennelly</td>
<td>332-1700</td>
<td><a href="mailto:radio1uwyo@comcast.net">radio1uwyo@comcast.net</a></td>
</tr>
<tr>
<td>Katie Barry Metternich</td>
<td>307-534-6517</td>
<td>kbm.enols@edu</td>
</tr>
<tr>
<td>Mike Bostick</td>
<td>307-534-6577</td>
<td><a href="mailto:bostickmike@gmail.com">bostickmike@gmail.com</a></td>
</tr>
<tr>
<td>Aaron Fisher</td>
<td>432-6877</td>
<td><a href="mailto:aafisher@brosnan.net">aafisher@brosnan.net</a></td>
</tr>
<tr>
<td>Taylor Blasko</td>
<td>720-810-4364</td>
<td><a href="mailto:fabriscn@gmail.com">fabriscn@gmail.com</a></td>
</tr>
<tr>
<td>Trey Warren</td>
<td>307-349-7023</td>
<td><a href="mailto:twhimsywolf@gmail.com">twhimsywolf@gmail.com</a></td>
</tr>
<tr>
<td>Jim Linnell</td>
<td>307-349-3143</td>
<td><a href="mailto:clc.country.23135@gmail.com">clc.country.23135@gmail.com</a></td>
</tr>
<tr>
<td>Bob Shaelen</td>
<td>307-322-0699</td>
<td><a href="mailto:shaelen@brosnan.net">shaelen@brosnan.net</a></td>
</tr>
<tr>
<td>Sheila Sen</td>
<td>307-337-0499</td>
<td></td>
</tr>
<tr>
<td>Jacee Warren</td>
<td>349-1140</td>
<td><a href="mailto:jaceewarren@gmail.com">jaceewarren@gmail.com</a></td>
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<tr>
<td>Rob Meeker</td>
<td></td>
<td><a href="mailto:WILDHART307@aol.com">WILDHART307@aol.com</a></td>
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<td>Ra Jean Fossen</td>
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<td>Dan Oakley</td>
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<tr>
<td>Linda Miller</td>
<td>307 218 3979</td>
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<tr>
<td>Steve Bauman</td>
<td></td>
<td><a href="mailto:steve.bauman@laramiecounty.wy.gov">steve.bauman@laramiecounty.wy.gov</a></td>
</tr>
<tr>
<td>David Slovisky</td>
<td>307 332 9603</td>
<td><a href="mailto:websci@wyoming.com">websci@wyoming.com</a></td>
</tr>
<tr>
<td>Mike Dicken</td>
<td>479-870-8889</td>
<td><a href="mailto:m_dicken@ymail.com">m_dicken@ymail.com</a></td>
</tr>
<tr>
<td>Paul Primrose</td>
<td>428-1065</td>
<td><a href="mailto:paulprimrose@qwan.com">paulprimrose@qwan.com</a></td>
</tr>
<tr>
<td>Ann Reynolds</td>
<td></td>
<td><a href="mailto:annreyolds02@gmail.com">annreyolds02@gmail.com</a></td>
</tr>
<tr>
<td>Cody Beers</td>
<td>431-1503</td>
<td><a href="mailto:cody_beers@wyo.gov">cody_beers@wyo.gov</a></td>
</tr>
<tr>
<td>Amy Wall</td>
<td>349-1475</td>
<td><a href="mailto:caregone_birding@gmail.com">caregone_birding@gmail.com</a></td>
</tr>
<tr>
<td>Meghan Thompson</td>
<td>307-699-3597</td>
<td><a href="mailto:meghanhawk@yahoo.com">meghanhawk@yahoo.com</a></td>
</tr>
<tr>
<td>Teresa Lozier</td>
<td>307-330-5661</td>
<td><a href="mailto:reddesertrose6@yahoo.com">reddesertrose6@yahoo.com</a></td>
</tr>
<tr>
<td>Daniel Bendtsen</td>
<td>740-804-1120</td>
<td><a href="mailto:danbendtsenosuv@gmail.com">danbendtsenosuv@gmail.com</a></td>
</tr>
<tr>
<td>Tobias Osborne</td>
<td>209-394-3209</td>
<td><a href="mailto:tmo0976@cw.edu">tmo0976@cw.edu</a></td>
</tr>
<tr>
<td>Ben Knight</td>
<td>307-752-4384</td>
<td><a href="mailto:leftbear139@gmail.com">leftbear139@gmail.com</a></td>
</tr>
<tr>
<td>PRINT NAME</td>
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<tr>
<td>Liz Lighthizer</td>
<td>464-496-2807</td>
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<tr>
<td>Brian Fabel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sean Francis</td>
<td>307-349-0994</td>
<td><a href="mailto:seanfrancis1987@gmail.com">seanfrancis1987@gmail.com</a></td>
</tr>
<tr>
<td>Robert Fay</td>
<td>332-2542</td>
<td><a href="mailto:Barry@centurylink.net">Barry@centurylink.net</a></td>
</tr>
<tr>
<td>Nick Johnson</td>
<td>330-6331</td>
<td><a href="mailto:njohnson@landschusd.org">njohnson@landschusd.org</a></td>
</tr>
<tr>
<td>Brett Berg</td>
<td>349-1696</td>
<td><a href="mailto:brettberg@yahoo.com">brettberg@yahoo.com</a></td>
</tr>
<tr>
<td>Randy Merritt</td>
<td>568-23400</td>
<td><a href="mailto:randy_merritt@woyo.gov">randy_merritt@woyo.gov</a></td>
</tr>
<tr>
<td>Maralyne Middour</td>
<td>307-289-4914</td>
<td><a href="mailto:elkcountryhomes@gmail.com">elkcountryhomes@gmail.com</a></td>
</tr>
<tr>
<td>Joe Austin</td>
<td>332-9847</td>
<td><a href="mailto:joe_mauzen@nols.edu">joe_mauzen@nols.edu</a></td>
</tr>
<tr>
<td>Kyle Miller</td>
<td>332-2673</td>
<td><a href="mailto:almiller_71@yahoo.com">almiller_71@yahoo.com</a></td>
</tr>
<tr>
<td>M Bailey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>David Lukens</td>
<td>610-634-5404</td>
<td><a href="mailto:poplukens@gmail.com">poplukens@gmail.com</a></td>
</tr>
<tr>
<td>Candice Harmon</td>
<td>332-322-9429</td>
<td></td>
</tr>
<tr>
<td>Nyssa Whitford</td>
<td>703-517-9779</td>
<td><a href="mailto:nyssa_whitford@gmail.com">nyssa_whitford@gmail.com</a></td>
</tr>
<tr>
<td>Kathleen A Foster</td>
<td>307-299-0096</td>
<td><a href="mailto:akfoster1022@gmail.com">akfoster1022@gmail.com</a></td>
</tr>
<tr>
<td>Doug Duncan</td>
<td>332-5879</td>
<td></td>
</tr>
<tr>
<td>Aaron Grantham</td>
<td>309-573-9193</td>
<td><a href="mailto:ab50422@uw.edu">ab50422@uw.edu</a></td>
</tr>
<tr>
<td>Jacob Komenk</td>
<td>307-372-2989</td>
<td></td>
</tr>
<tr>
<td>Jon Eckers</td>
<td>307-438-6858</td>
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Would you support Dedicated Bike Lanes on Lander Main Street?

Sponsored by City of Lander
Poster on April 12, 2017

You are invited to a public meeting on April 13, 2017 to hear this proposal. The meeting begins at 6:00 PM Thursday, April 13th at the Lander Community Center, 950 Buena Vista.

The preferred alternative to test new traffic patterns on Main Street will be shared at the meeting. The test section proposes these traffic pattern changes could be in effect from approximately Memorial Day to the end of September. The new traffic pattern proposed will add dedicated bike lanes on Main Street all the way from the intersection of Highway 287/789 to the 5th Street intersection. The new bike lanes necessitate removing the left-hand turning lane from the center of the 100 through 500 blocks, while turning lanes will remain at the intersections. This alternative will result in a loss of some parking spaces near the intersections to accommodate the new bike lane.

Lincoln and Garfield Streets are proposed to have “sharrows” painted in both traffic lanes to encourage equal sharing of the lanes with both automobiles and bikes. The proposed measures will necessarily involve additional education, new signage and police
enforcement during the implementation period. See the diagram below showing a one-block plan view of the proposed alternative.

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The April 13th public meeting is part of the City of Lander’s work to improve Bike and Pedestrian Safety on Main Street under a Wyoming Department of Transportation Transportation Alternatives Program grant. The Lander Main Street study will use the $25,000 in grant funds to design and implement temporary structural and non-structural solutions to improve safety and accessibility for all modes of transportation.

Written comments on this proposal may be given to RaJean Strube Fossen by calling the City of Lander at 307-332-2870, extension 2, or by sending an email to rsfossen@landerwyoming.org. Public comments will be taken up through 5 p.m. April 19.
Liz's Notes from the TAP Public Meeting on 4/13/17 at the Lander Community Center
Commenced at 6:10pm

RaJean Strube Fossen presented.
Problem Defined, Vision Stated, Primary/Secondary Goals, Video
Project area: 287/789 to Lincoln/Garfield/Main to Baldwin Creek
Timeline, Public Comments, TAP committee meeting regularly since September 2016 / April 2016 survey.
TAP Objectives / Master Plan pg. 5-6,10,15,18 / Perceptions / 5 Alternatives put past WYDOT/LPD/PW and
Gary Toth, consultant. Alternatives Considerations List, Main 4-lane, proposal, trial measure
3 ½ car lengths turning lane, as it is now.

Questions:

Did we speak to emergency personnel outside of Lander?
How many parking spaces lost? Varies by block - 100 (7), 200 (8), 300 (6), 400 (3)
Without Center Lane, Snow Removal?
When people are parallel parking, they cross bike lane... Could be conflicts. RSF- same as now.
Juan - did we look internationally at examples of bike usage in cities? (opposed to bike lanes)
G/L as bike option? RSF - yes, next slide.. Sharrows = mostly unchanged.
Manuel - In Lander since '76, where is the need? How many bike/motor accidents are there? Worth it?
If congestion problem created - "Ulterior motive?" to create highway bypass? RSF- No.
Turn lanes full cause backup traffic if more than 3 ½ cars..

RSF - City projects: Changing First street Main to Lincoln One-Way

Nyssa asked about pedestrian crossing at First st... over/under?

RSF - City project: replace old bike signage and add stencil on sidewalk.. “No bike riding on Sidewalk”

Monitoring project? WYDOT Traffic data, public survey, police records / tickets... to reach informed decision.

Trial period: Memorial Day to October 1, roughly

Public Comments:

Commercial traffic.. Short turning lanes.. Conflict?
Bike lanes in conflict with parking lanes and hi-speed traffic..
"Bike lanes should be on sidewalk"
Turning center lane - safety lane for emergency vehicles .. Hudson - affects County fire and ambulance
Joe Kinney - sounds like this is already going to happen
RSF - we're going to implement temporary measures
Meeting for Main St Merchants? We had a public meeting.
Project not yet set in stone
Jenna A - opposed b/c of loss of parking spaces.. Wants handicapped spaces on Main
Bus Driver - wider vehicles/side mirrors... challenging.. Biggest concern, snow removal
Fedex Driver - move bikes to L/G, not safe on Main, will increase congestion
(Lander, Wyo.) – Around 60 community members were present for the second public meeting regarding a new traffic pattern proposal which would add dedicated bike lanes on Main Street from the intersection of Highway 287/789 to the 5th Street intersection. While the majority of those who spoke during the public comment period were against the proposal, there were a few who expressed interest and favor towards the proposal.

The study team will utilize $25,000 in study funds to implement temporary structural solutions that are meant to improve safety and accessibility. These temporary measures could be in effect from Memorial Day to the end of September. Afterwards, the committee will make recommendations to WYDOT and City Council. The new bike lanes necessitate removing the left-hand turning lane from the center of the 100 through 500 blocks, while turning lanes will remain at the intersections. We learned
at last night’s meeting this alternative will result in a loss of 24 parking spaces between the 100-500 blocks on Main Street. The breakdown of loss of parking spaces is as follows:

- 100 Block – Loss of 7 parking spaces
- 200 Block – Loss of 8 parking spaces
- 300 Block – Loss of 6 parking spaces
- 400 Block – Loss of 3 parking spaces
- 500 Block – Loss of 0 parking spaces

**OPPOSED**

Overall, most people who spoke during the public comment period were against these proposed changes. Multiple Main Street business owners expressed concern over losing so many parking spaces to an already overcrowded parking situation on Main Street. Another concern expressed is the proposed shortened turning lanes at the intersections. Many wondered if commercial vehicles, school buses and trailers would have enough space to make a left-hand turn at the intersections because the proposed change includes a turn lane of just 3.5 car lengths. A representative from the Fremont County Fire Protection District said he was concerned over losing the center lane between the 100-500 blocks. He noted many drivers use that lane to pull over to allow emergency vehicles through, and during busy times of the day emergency vehicles utilize the middle lane as a lane of travel.

A few opposing comments were followed by an eruption of applause from the audience. “We’re looking at spending hundreds of thousands of dollars to create bike paths and walking paths where there has historically been very little or no problem,” said one
commenter. “I don’t see that as good planning or good fiscal management, and I don’t see that as a good thing for the community as a whole.”
Another said, “It seems like this is a change for image, not a change for purpose.”

IN FAVOR
On the flip side, there were a few individuals who were in favor of the new traffic pattern proposal. One person reminded the audience that the proposal includes just temporary measures and we can’t know something until we try it. Another spoke of the “traffic calming effect,” meaning this change would slow traffic and allow drivers more time to see what Main Street has to offer. A cyclist spoke about her excitement for dedicated bike lanes on Main Street as right now she bikes on Main Street and often questions her safety. However, she’s also a business owner on Main Street and expressed concern over losing parking space. Another person said she was in favor of adding dedicated bike lanes, but not necessarily on Main Street.

NEXT STEPS
The Committee will be implementing and testing the preferred alternative and monitor bike and pedestrian safety during the summer and fall of 2017. The team will gather data from users, compile relevant statistics and analyze the temporary measures. Then, in December of 2017 the team will make recommendations to WYDOT and City Council.

Written comments on this proposal may be given to RaJean Strube Fossen by calling the City of Lander at 307-332-2870, extension 2, or by sending an email to rsfossen@landerwyoming.org. Public comments will be taken up through 5 p.m. April 19.
Lander plans test run of Main Street bike lanes beginning in May

BY DANIEL BENDTSEN
Staff Writer

The city of Lander is considering a permanent addition of designated bike lanes to Main Street, and a test run of the new system is scheduled to be implemented between First and Fifth streets from Memorial Day to late September.

If the city moves forward with the permanent change, the designated bike lanes would reduce available parking spaces by 24 through four blocks of traffic.

A final proposal is expected to be presented to city council in December. Leonie Adams, who despite describing himself as an "avid cyclist," said he was "worried about losing too many parking spaces for our businesses."

Other suggested the high level of traffic on Main Street made it inappropriate to promote the street as a primary cycling route.

"However, Stan Francisco, who commutes by bicycle to his Main Street business, believes it is a good alternative and our community can adjust."

Under the plan, Main Street's center lane would be eliminated from Highway 789 to Fifth Street, and the width of the vehicle lanes would be reduced from 11 feet to 10 feet, which has drawn concern from drivers of commercial vehicles and buses.

It would also require changes to the city's method of snow removal — and possibly winter parking — since all snow is currently pushed to the center lane.

Assistant Mayor Rajeann Strube Fossen said she still would be possible to "pile up in the center anyway, and people will naturally advise."

Fromont County Fire Protection District Deputy Fire Chief Dan Oakley said he was concerned about the plan because the center lane is often used by emergency vehicles.

Strube Fossen noted the Lander Police Department has been part of the planning because "they're the ones that have to enforce anything."

See BIKE LANES Page A-7

Photo by Daniel Bendtson

During the April 13 public meeting regarding the possible additions of bike lanes to Lander's Main Street, Assistant Mayor Rajeann Strube Fossen showed plans on what would be done.

Bike lanes
(from page A-1)

we come up with."

Under the new plan, turning lanes would still exist, pushing the two vehicular lanes toward the curb at intersections. This "acceleration structure," coupled with narrower lanes, is hoped to get drivers to slow down.

Strube Fossen said the city began considering the change because of "high speed and high volume of vehicular traffic on Main Street (that) clues feel uncomfortable with the shared use of the system."

"These comments have been coming in to us for years. This is nothing new," she said, adding she hoped the changes might make Lander more inviting and make visitors want to come and stay longer.

Strube Fossen acknowledged the plans developed are aimed at improving the "perception" of safety, and there has not necessarily been safety will be improved."

That frustrated some at a public meeting held April 13, like Marcel Lopez, who panned it a "feel good change."

Lopez said he does not remember a single traffic-related facility to a cyclist in his 60 years of living in Lander, and said more incidents involving vehicles and bicycles resulted from the violation of a traffic law by cyclists. In his view, the city dollars to solve a problem that does not exist.

"I don't think that's good planning or good physical management," he said. "I don't see the benefit as a whole."

Others also felt conflicts between cyclists and drivers were rare, which cyclist Lindsey French had a different explanation for.

"A lot of cyclists don't ride on Main Street because we don't feel the city previously held a public meeting in September, when residents commented on the developed design. Since then, Strube Fossen said the city has assessed those comments while taking into account the design criteria provided by the Wyoming Department of Transportation.

Regardless of whether the city moves forward on the plan, Stuche Fossen said there are a number of therenishment of "no bike riding on sidewalks" signs that have faded.

"We're not new, we're just re-establishing the signs to make it easier for enforcement," she said.

The city began moving forward with developing plans for the bike lanes after receiving a grant last year and conducting a survey in which two out of 10 respondents said they felt Main Street was unsafe.
The Lander Transportation Alternatives Program (TAP) Committee would like to thank all members of the public who attended the April 13 public meeting and submitted written or phone comments to the City of Lander regarding the temporary proposed alternative on Main Street.

The committee would also like to take this opportunity to clarify some points of misunderstanding, and more clearly communicate the next steps in this process. After preliminary review of over 500 recent public comments, there remains strong support for improvements in and around the downtown Lander area to increase pedestrian and bicycle safety. However, there was also strong opposition to the proposed alternative
for Main Street regarding a 4-lane configuration with protected bike lanes. Many valid concerns were presented; chief among them, the loss of parking and potential interference with emergency responders. Based on initial analysis, there is not adequate support to move forward with this proposed alternative. Mayor Del McOmie, although not a supporter of the proposed alternative, stated that “this is a perfect opportunity to continue to study the issue and develop solutions now that the public has become so actively engaged.”

Next Steps

Going forward the TAP Committee will continue to meet and study these issues. Specifically, the following next steps will be taken:

- Compile and study all responses from the comment period and make the information available to the public.
- Seek representation from additional stakeholders in committee meetings including representatives from the transportation industry, emergency personnel and downtown merchants.
- Provide more opportunities for public input, such as focus groups and additional public meetings.
- Complete the study with alternatives vetted through a public process.

Areas of Misunderstanding/Miscommunication

Public process – The initial press release stated that the proposed alternative would be implemented without public comment. The committee failed to correct that misinformation, both at the public meeting and in subsequent media articles and discussions.

Process used to develop the Proposed Alternative - The first step in the process was to conduct an initial public survey to define what measures could or should be taken to improve bicycle and pedestrian safety in the downtown corridor. That survey was conducted in May of 2016 and received more than 500 responses. An initial public meeting was held in September of 2016 and was attended by over 30 Lander residents. The results of that survey and public meeting showed strong public support for improved safety measures.

Funding – The funding for the TAP study was provided by the U.S. Department of Transportation through a grant program that is administered at the state level by WYDOT. These grants are restricted for transportation studies and thus cannot be used for other city projects such as street repairs. The grant application was submitted to address the Bike and Pedestrian Safety. The application was reviewed and approved by the Resolution of the Lander City Council on July 14, 2015.

Over the last three months, the proposed alternatives were reviewed by representatives from the Wyoming Department of Transportation (WYDOT), the Lander City Engineer, Lander City Street Department, Lander Police Department, and the Lander Fire Department before they were presented to the public.

Once again, we would like to thank the citizens who took the time to express their opinions, both for and against the proposed alternative. The resulting discussion seemed
to focus primarily on bicycles and motorists. However, a significant number of the survey responses addressed pedestrians’ safety. The goal of this study is to address multi-modal transportation and safety. 

For more information, please contact:
TAP Committee
240 Lincoln Street, Lander, WY 82520
(307) 332-2870 x3
landercity@landerwyoming.org

In service,
TAP Committee Members (in no particular order):
RaJean Strube Fossen, Brian Fabel, Michael Cheek, Rob Meeker, Liz Lightner, Adam Crenshaw, and Mark Calhoun (Lander City Council Liaison)
Lander council reacts to ‘venom’ in TAP project public comments

(Lander, Wyo.) – At Tuesday night’s City Council work session, council members and Mayor Del McOmie reacted to the 500+ public comments received regarding the The Lander Transportation Alternatives Program (TAP) Committee’s proposed changes to Main Street about cyclist and pedestrian safety.

Background
The TAP Committee is charged with working to improve Bike and Pedestrian Safety on Main Street under a Wyoming Department of Transportation Transportation Alternatives Program grant. A survey was conducted in May of 2016 and received more than 500 responses. An initial public meeting was held in September of 2016 and a second public meeting was held on April 13. Public comment was accepted through April 19. The TAP committee said based on the public comment there remains strong support for improvements in and around the downtown Lander area to increase pedestrian and bicycle safety. However, there was also strong opposition to the proposed alternative for
Main Street regarding a 4-lane configuration with protected bike lanes. Many valid concerns were presented; chief among them, the loss of parking and potential interference with emergency responders. Based on initial analysis, there is not adequate support to move forward with this proposed alternative. To learn more about TAP’s response to the 500+ public comments and future plans click here.

Council President Cade Masteas said he was “incredibly disappointed” in the Lander community. “I think it’s definitely ok to be opposed to things, because if we all agreed on everything it’d be a pretty boring place,” he said. “But reading some of the hate-filled comments that came out in our community, to the point that some of them actually wished harm on bicyclists in town, is disappointing.” He went on to say one thing the committee may have unintentionally failed to address is the fact that our community’s number one cycling user is kids, 15-years-old and under, who rely on cycling as their primary mode of transportation to get to school, the swimming pool or the park. He said it’s not the cycling enthusiasts who we need to watch out for. “When we talk about cycling safety we’re talking about my 13-year-old son going to see his friends,” he said. “And to see this community respond in a way of ‘let’s run them over so they know they’re not wanted,’ or ‘let’s keep them off our streets,’ or ‘why are they even here?’ is not a very positive thing.”

“We need to be focused on the safety of all of our citizens whether they’re wearing spandex or they’re a 10-year-old kid on their way to school,” Masteas continued. “They’re all the same people who deserve to be safe and deserve equal rights on the road. We should not bow to some people who for some reason believe 5 gallons of paint on Main Street is going to cause Armageddon.”

Mayor Del McOmie stated he, too, was taken aback by the “venom” in some of the comments. He said he was pleased with the many constructive comments the committee received as “that’s what it takes to come to a great solution.” He said we should look at this as an opportunity to make things safer, especially for our kids.
“It’s a two-way street,” he noted. “Motorists need to be watching out for cyclists and cyclists need to be getting over to the right as much as possible.” He also praised the TAP committee for their hard work and willingness to continue after being “beat up” so badly.

Council Vice President Monte Richardson said he would like to see the negativity move in a positive direction for the whole community. “Hopefully we can educate people better on what we’re doing,” he said.

Council member Mark Calhoun thanked the community for all the feedback they received. “There are many times we’re in the council room with only 4 people in the audience, so to get the amount of feedback that we did is great to see,” he stated. “Feedback is absolutely helpful to [the council members] as we try to make decisions and tend to our task of maintaining the health, safety and welfare of the community.”

Calhoun also thanked the committee for their hard work on this project since 2015. “I’d like to encourage people to stay engaged and informed about the projects that we’re working on,” he said. He mentioned the Housing Authority Task Force and Chamber of Commerce building are great projects for the community to be informed and involved in.
TAP committee ends bike lane study on Main Street,\n\ngoes back to drawing board regarding safety concerns

BY KELLY AMELING\nManaging Editor

The Lander Transportation Alternatives Program Committee has de-
cided not to move forward with adding a bike lane to Main Street.

"Based on initial analysis, there is not adequate support to move for-
ward with this proposed alternative," a release from the TAP com-
mittee stated.

The decision came after the com-
mittee reviewed more than 500 public comments. The committee stated these "remains strong support in and
around the downtown Lander area" to increase the safety of pedestrian and
bicyclist.

"However, there was also strong
opposition to the proposed alternative
for Main Street regarding a four-lane
configuration and protected bike
lanes," the committee stated.

The proposed study was going to
see how Lander handled bike lanes
along Main Street. A reconfiguration would bring Main Street to a two-lane
highway, instead of four, and elimi-
nate some parking to allow safer

crosswalk traffic between bikes and

vehicles at intersections.

The next steps the committee will
look to will be on continuing to
meet and study issues with safety,
such as studying all the responses
from the committee, focused to make in-
formation available to the public, seek
representations for additional stake-
holders such as emergency personnel
downtown merchants, provide
more opportunities for input and
compare a study with alternatives vet-
ted through the public.

In the release, the committee noted Mayor DL Michiele's no-sup-
pport of the proposed alternative, but his support for safer solutions.

This is a perfect opportunity to
continue to study the issue and de-
velop solutions now that the public
has become so actively engaged," he
stated.

ADDRESSING CONCERNS
The committee addressed concerns in the release stating misinformation,
such as conducting the study without
public comment, was distributed by
the committee in a press release. The
committee "failed to correct that mis-
information, both at the public meet-
ing and in subsequent media articles and
discussions."

The first public meeting was held
September 2016, and attended by
more than 20 residents. A survey was
conducted in May of 2016, which re-
sulted in more than 500 responses, the
release stated.

"The results of that survey and
the public meeting showed strong sup-
port for improved safety measures," the
committee stated.

Using the feedback, during the last
three months, TAP had representa-
tives from WYDOT, Lander Streets
Department, Lander Police Depart-
ment and the Lander Fire Depart-
ment before they were presented to
the public.

Also, the money that would have
been used for the study, $25,000, was
provided by the U.S. Department of
Transportation through a grant pro-
gram administered by the WYDOT.

"These grants are restricted for
transportation studies and this can-
not be used for other city projects
such as street repairs," TAP stated,

noting the application was approved
by the city council on July 14, 2015.
"We would like to thank the citi-
zens who took the time to express
their opinions, both for and against the
proposed alternative," the release
stated.

TAP noted a large number of re-
sponses focused primarily on bicy-
cles and congestion. But, a "significant
number" of responses focused on
pedestrian safety.

"The goal of this study is to ad-
dress multi-modal transportation and
safety," the release stated.

Anyone looking for more informa-
tion, can contact TAP at: 352.2870
or landercity@lander.wyoming.org

County budgets hit-and-miss on 10 percent cuts

BY DANIEL BENDTSEN
Staff Writer

Many of Fremont County's departments have failed to make the 10 per-
cent cuts commissioners have requested in their budget proposals, but some —
especially those without state-mandated obligations — have impressed
with their cuts.

In the last three weeks, the Fremont County Commission has held more

Lander prepares, takes precautions for
possible flooding
Bike and Pedestrian Safety on Main
Public input data analysis  5/2017

Dedicated Bike Lanes

74% said it would decrease Bike Safety
12% said it would increase Bike safety
13% said there would be no change on bike safety

55% of the 12% that said it would increase bike safety believe it will decrease motorist safety,

63% of the 13% that said no change in bike t believe it will decrease motorist safety.

63% of the total respondents thought dedicated bike lanes have no change on Pedestrian Safety.

Traffic Calming Measures

78% said it would decrease Bike Safety
10% said it would increase Bike Safety
13% said there would be no change on Bike Safety

Of those that said it would decrease Bike safety:
   26% thought it would increase Pedestrian Safety

68% that said no change in bike safety believe it will decrease motor safety

5% that said it will increase bike safety believe it will decrease motor safety

4 Second Walk light

69% said it would increase Pedestrian Safety
5% said it would decrease Pedestrian Safety
26% said it would not change Pedestrian Safety

Of those that said it would increase Ped Safety:
   20% thought it would decrease motor safety
   25% thought it would increase motor safety
   55% thought it would not change motor safety

Of those that said it would not change Ped Safety:
   38 % thought it would decrease motor safety
   7 % thought it would increase motor safety
   55% thought it would not change motor safety
Lander Bike & Pedestrian Safety On Main

The high speed and high volume of vehicular traffic on Main Street makes vehicles, pedestrians, and cyclists feel uncomfortable with shared use of the system.
Committee Members

RaJean Strube Fossen
Brian Fabel
Liz Lightner
Michael Cheek
Hyle Miller
Linda Miller
Susan Meeker
Mack Miller
Rob Meeker
Adam Crenshaw
Mark Calhoun
Vision

To provide equal accessibility to Main Street for all modes of transportation (vehicles, cyclists, and pedestrians) while minimizing conflicts between the users.
Primary Goal

Utilize $25,000 in study funds to implement temporary structural and non-structural solutions that will improve safety and accessibility for all modes of transportation.
We listened

Over 500 responses were received after our April 13th meeting with the following results:

- 74% felt dedicated bike lanes decrease bike safety.
- 68% felt 4 lanes would have NO effect on bike safety but decrease motorist safety.
- 69% said increased time for pedestrian crossings would increase pedestrian safety.
- 26% increased walking time would have not effect on pedestrian safety.
- The majority of the respondents proposed all bike traffic should be routed off main and onto Lincoln and Garfield.
Data summary

- 2012 Lander Master Plan – Action items for safe and effective transportation for all users.
- WYDOT 2016 traffic volume data – a high of 18,000 ADT on Main.
- April 2016 Public Survey – 76% of respondents identified a need to improve cycling and pedestrian safety.
- WYDOT incident data for accidents on Main.
Design References

- National Association of City Transportation Officials (NACTO)
- Federal Highway Administration research and designs
- WYDOT Wyoming Bicycle & Pedestrian Transportation Plan
- AASHTO Guide for Development of Bicycle Facilities
- WYDOT Pedestrian and School Traffic Control Manual
- Gary Toth, consultant
- New Mobility Institute
INSERT Design drawing here
Definitions/Uses

Shared Bike Lanes

Conventional Bike Lanes
https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/conventional-bike-lanes/
Definitions/Uses
(Continued)

Increased Pedestrian Crossing time

- Pedestrian Crossing time increased from 30 seconds to 36 seconds.

Decreased Signal Timing

https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/coordinated-signal-timing/

https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/
**Did you know?**

- Lander already has designated Bike Routes implemented through a public process.

- These Routes are well signed and have been marked since 1994
Education Goal

- Additional/new signage
- Published maps
- Events stressing safety
- Social Media Campaign
- Police Department involved
- Participate in School bike safety programs
- EDUCATION STARTS AT HOME!
Enforcement Goal

- Increased Police enforcement
- Bicycle Patrols possible
- Warnings first
- Citations – moving violations
Timeline (past)

- April 2016 - Grant Award, formed team
- April-May 2016 - Created and published public survey.
- June 2016 - Synthesized survey data from 469 respondents, defined perceived problem, purpose & goals.
- September 6, 2016 - First Public meeting
- Sept.- Dec. 2016 - Summarized public input, started draft alternative designs.
- Dec. 2016 – March 2017 - Consulted with WYDOT & Lander City staff, created alternatives.
- April 2017 – Public meeting on preferred alternative. Synthesized comments from public meeting and added team members.
- May-July 2017 - Consulted with WYDOT & Lander City staff, created alternatives.
- July 25 – Public meeting on new alternative.
Timeline – What’s Next?

- **August 2017** - Implement Plan by installing temporary signage and changing traffic controls.
- **August - October 2017** –
  - Gather data from 2nd public safety survey, observations, WYDOT incident data, Police records.
  - Compile relevant statistics, prepare final report
  - Create education program and events.
- **December 2017** - Recommend final alternative to City Council, end of grant period.
Alternative Summary

1. Dedicated Bike lane from the intersection of 287/789 to 1st street
2. Sharrows right lanes, both directions on Main street.
3. Sharrows both lanes on Lincoln and Garfield and cross streets on 2nd, 3rd, 4th, 5th, 8th, and 9th.
4. New signage to clearly designate routes.
5. Education program to promote routes and safe practices, (could be an event or training or maps or combination of all).
6. Increased enforcement of bike/pedestrian/motorists rules by police
7. Increased pedestrian time to cross main street by 6 seconds
8. Decreased signal timing on Main Street to 25 MPH (or as designed and approved by WYDOT).
Thank You
**PRINT NAME** | **PHONE** | **EMAIL**
---|---|---
Juan Laden | 332-0159 | juan.tontomatoe@gmail.com
Fabian Lobera | 349-8211 | fl@pitchengine.com
Jeff Hermansky | 332-9050 | 
Debra Larsen | 321-1220 | debb.larsen@busnan.net
Eric Olsen | | 
Sam Hartpence 3 kids | 307-438-3319 | Sam.Hartpence@gmail.com
Jagoe Warren | | 

*56 Participants*
<table>
<thead>
<tr>
<th>PRINT NAME</th>
<th>PHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Janene Hahn</td>
<td>352-5774</td>
<td><a href="mailto:jane1ehahn2@hotmail.com">jane1ehahn2@hotmail.com</a></td>
</tr>
<tr>
<td>Marty Richardson</td>
<td>350-6553</td>
<td></td>
</tr>
<tr>
<td>Dan Hahn</td>
<td>330-6041</td>
<td><a href="mailto:Daniel.hahn@wo.lco">Daniel.hahn@wo.lco</a>.,url</td>
</tr>
<tr>
<td>Kyle Miller</td>
<td>332-2673</td>
<td><a href="mailto:sml1@126.com">sml1@126.com</a></td>
</tr>
<tr>
<td>LINDA MILLER</td>
<td>615-218-3979</td>
<td><a href="mailto:lech@chplinco.com">lech@chplinco.com</a></td>
</tr>
<tr>
<td>Leme Piwark</td>
<td>330-1736</td>
<td><a href="mailto:leop@pennwest.com">leop@pennwest.com</a></td>
</tr>
<tr>
<td>Julie Calhoun</td>
<td>307-212-2690</td>
<td><a href="mailto:jcalhoun@landercyc.org">jcalhoun@landercyc.org</a></td>
</tr>
<tr>
<td>Jake Calhoun</td>
<td>307-212-2699</td>
<td><a href="mailto:julec.calhoun99@gmail.com">julec.calhoun99@gmail.com</a></td>
</tr>
<tr>
<td>Marcel &amp; Sheila Harper</td>
<td>332-6597</td>
<td>mh <a href="mailto:racket@yahoo.com">racket@yahoo.com</a></td>
</tr>
<tr>
<td>Andrew McKay</td>
<td>332-9102</td>
<td></td>
</tr>
<tr>
<td>Landroy Harrar</td>
<td>307-840-0071</td>
<td><a href="mailto:lrharar@kcyi3.com">lrharar@kcyi3.com</a></td>
</tr>
<tr>
<td>Cody Johler</td>
<td>307-856-1341</td>
<td>joh@erc@hotma,1.com</td>
</tr>
<tr>
<td>Mike Quinn</td>
<td>307-349-1574</td>
<td><a href="mailto:quinnco@bresnan.net">quinnco@bresnan.net</a></td>
</tr>
<tr>
<td>Thomas Pede</td>
<td>307-332-2926</td>
<td><a href="mailto:tpe1@gmail.com">tpe1@gmail.com</a></td>
</tr>
<tr>
<td>Mike Dickson</td>
<td>479-870-1289</td>
<td><a href="mailto:m_dickson@hotmail.com">m_dickson@hotmail.com</a></td>
</tr>
<tr>
<td>Kara College</td>
<td>307-349-3458</td>
<td><a href="mailto:kcolovich@gmail.com">kcolovich@gmail.com</a></td>
</tr>
<tr>
<td>Mary Holmstead</td>
<td>349-3695</td>
<td><a href="mailto:marylholmed@yahoo.com">marylholmed@yahoo.com</a></td>
</tr>
<tr>
<td>Meghan Thompson</td>
<td>307-699-3597</td>
<td><a href="mailto:meghancoleyle@yahoo.com">meghancoleyle@yahoo.com</a></td>
</tr>
<tr>
<td>Ben Eddins</td>
<td>419-318-2946</td>
<td><a href="mailto:ben@benkoog.com">ben@benkoog.com</a></td>
</tr>
<tr>
<td>PRINT NAME</td>
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<tr>
<td>Peter Simen</td>
<td>349-0826</td>
<td><a href="mailto:psimerie@gmail.com">psimerie@gmail.com</a></td>
</tr>
<tr>
<td>Maralyn Middour</td>
<td>349-4914</td>
<td><a href="mailto:Radio8@wyoming.com">Radio8@wyoming.com</a></td>
</tr>
<tr>
<td>James Jarrett</td>
<td>349-3143</td>
<td><a href="mailto:ElkCountryHomes@gmail.com">ElkCountryHomes@gmail.com</a></td>
</tr>
<tr>
<td>Missy White</td>
<td>352-8340</td>
<td><a href="mailto:missywwhite.m.w@gmail.com">missywwhite.m.w@gmail.com</a></td>
</tr>
<tr>
<td>Dave Neary</td>
<td>3/5-251-5745</td>
<td><a href="mailto:dmeeny@mac.com">dmeeny@mac.com</a></td>
</tr>
<tr>
<td>Beth Estes</td>
<td>35-569-1197</td>
<td><a href="mailto:elizabeth.a.estes@gmail.com">elizabeth.a.estes@gmail.com</a></td>
</tr>
<tr>
<td>Robert Fry</td>
<td>352-2540</td>
<td><a href="mailto:B.BRAY@CENTURYLINK.NET">B.BRAY@CENTURYLINK.NET</a></td>
</tr>
<tr>
<td>Joe Kenney</td>
<td>332-5683</td>
<td><a href="mailto:radio1@wyoming.com">radio1@wyoming.com</a></td>
</tr>
<tr>
<td>Nancy Jenkins</td>
<td>335-5486</td>
<td><a href="mailto:777@brown.com">777@brown.com</a></td>
</tr>
<tr>
<td>Joel Lichts</td>
<td></td>
<td><a href="mailto:jolichts@brown.com">jolichts@brown.com</a></td>
</tr>
<tr>
<td>windshield</td>
<td></td>
<td><a href="mailto:lichts@brown.com">lichts@brown.com</a></td>
</tr>
<tr>
<td>Leslie Reichel Vanavern</td>
<td>438-2917</td>
<td>438-2917 <a href="mailto:Vanavern@wyoming.com">Vanavern@wyoming.com</a></td>
</tr>
<tr>
<td>Scott Vanavern</td>
<td>349-4797</td>
<td>349-4797 <a href="mailto:Vanavern@wyoming.com">Vanavern@wyoming.com</a></td>
</tr>
<tr>
<td>Paul Prime</td>
<td>933-1965</td>
<td><a href="mailto:paul_prime@jonl.com">paul_prime@jonl.com</a></td>
</tr>
<tr>
<td>Susan Wecker</td>
<td>349-2940</td>
<td>innervindow@<a href="mailto:leadero@gmail.com">leadero@gmail.com</a></td>
</tr>
<tr>
<td>Rio Rose</td>
<td>307-336-4740</td>
<td><a href="mailto:lander.bike.will@gmail.com">lander.bike.will@gmail.com</a></td>
</tr>
<tr>
<td>Michael Cheek</td>
<td>307-349-8674</td>
<td><a href="mailto:mcheek56@gmail.com">mcheek56@gmail.com</a></td>
</tr>
<tr>
<td>Mike Bostick</td>
<td>307-534-6517</td>
<td><a href="mailto:bostickmike@gmail.com">bostickmike@gmail.com</a></td>
</tr>
<tr>
<td>Robyn Enders</td>
<td>419-348-8586</td>
<td><a href="mailto:enders_brad4@yahoo.com">enders_brad4@yahoo.com</a></td>
</tr>
<tr>
<td>Marydale Casey</td>
<td>269-420-2628</td>
<td><a href="mailto:marydale56@yahoo.com">marydale56@yahoo.com</a></td>
</tr>
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<tr>
<td>Jennifer Wilson</td>
<td>307-349-0945</td>
<td><a href="mailto:js.wilson@wyo.gov">js.wilson@wyo.gov</a></td>
</tr>
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<tr>
<td>Barbara Oakleaf</td>
<td>307-349-4479</td>
<td><a href="mailto:boakleaf@bresnan.net">boakleaf@bresnan.net</a></td>
</tr>
<tr>
<td>Marco Johnson</td>
<td>307-349-4532</td>
<td><a href="mailto:marco.david.johnson@gmail.com">marco.david.johnson@gmail.com</a></td>
</tr>
<tr>
<td>Darcy m. Engler</td>
<td>307-349-9480</td>
<td><a href="mailto:darcymae7@gmail.com">darcymae7@gmail.com</a></td>
</tr>
<tr>
<td>Jim Gores</td>
<td>856-2444</td>
<td><a href="mailto:jim@geneseoservices.com">jim@geneseoservices.com</a></td>
</tr>
<tr>
<td>PRINT NAME</td>
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<td>----------------------</td>
</tr>
<tr>
<td>Nick Yneoke</td>
<td>703-919-5710</td>
<td><a href="mailto:nyneoke@colgate.edu">nyneoke@colgate.edu</a></td>
</tr>
<tr>
<td>Sara Felix</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John L. Hoffer</td>
<td>349-0438</td>
<td><a href="mailto:john.hoffer@uw.edu">john.hoffer@uw.edu</a></td>
</tr>
<tr>
<td>Mark Elhem</td>
<td></td>
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<tr>
<td>Liz Lightner</td>
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<td>Sam Lightner</td>
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Public meeting Tuesday, July 25, 6:00 PM at City Hall, 240 Lincoln Street

Sponsored by City of Lander

The Public meeting will have a presentation on a new alternative that involves increased Pedestrian crossing times, Shared Bike Lanes, and Dedicated Bike Lanes to be implemented along with an Education and Enforcement plan. Pedestrian crossing times will be increased from 30 seconds to 36 seconds. Traffic light signals will be timed to allow cars to travel through all Main Street lights when traveling at 25 MPH but the posted speed will remain at 30MPH per WYDOT regulations.

Dedicated Bike Lanes are being proposed from the intersection of HWY 287/789 to First Street in both directional lanes. There is no loss of parking as this section does not currently allow parking. From First Street to Baldwin Creek Road, Shared Bike Lanes will be marked and published on Main Street, Lincoln, Garfield and major intersecting streets between Lincoln and Garfield. Published Bike Routes on Lincoln and Garfield will encourage cyclists to use those streets bike routes that exist off Main.

A DRAFT plan is shown (below) for a newly proposed alternative.
June 25, 2017 Comment card. Please send or drop off at City Hall, 240 Lincoln Street, Lander WY
Comments can also be emailed to landercity@landerwyoming.org.
Why are some people wearing a bike helmet to a public meeting?
Over 75 local Lander residents showed up to listen to and provide feedback on
the topic of Main Street bike and pedestrian safety Tuesday night. That's a strong
showing for a public discussion. Some were advocating for appreciation of the
cyclist's concerns; some for pedestrian perspectives; some were Main Street
store owners, but; all advocating for safety. Sweet common ground!

While safety was the overriding objective, Lander's Main Street status as the
focal point for our children, our community and its visitors seemed to be on the
minds of many who spoke.
Rajean Strube emceed the event and represented the larger committee of
volunteers and their research. Their vision: Providing equal accessibility to Main
Street for all modes of transportation while minimizing conflicts.
Since this committee’s inception (April, 2016) a deep dive in evaluating this issue
locally as well as considering best practices across the nation has occurred.
There was good research provided to support their “Alternative Summary”, outlined below:

- Dedicated bike lane from the intersection of 287/789 to 1st Street.
- Sharrows (see image on right) painted on right lanes, both directions on Main Street

“Share the Road” Arrow (Sharrow for short)

- Sharrows both lanes on Lincoln and Garfield and cross streets on 2nd, 3rd, 4th, 5th, 8th and 9th.
- New signage to clearly designate routes.
- Education program to promote routes and safe practices.
- Increased enforcement of bike/ped/motorist rules by police
- Increased pedestrian time to cross Main Street by 6 seconds
- Decreased signal timing on Main Street to 25 MPH (you know how you try to time the lights on Main so that you don’t have to stop? If you’re traveling 25 mph, you’ll hit them just right.)

So, we’re gonna continue to have bikes on Main Street?

Yes, at least from August to October. The committee has been approved to implement, study, observe and gather data (i.e., police records) to prepare a final report for December, 2017 recommendations to City Council.

Reminder: No bikes on sidewalks...still.
Old school, and better for it

The Fremont County Fair arrives during a busy summer of 2016. Anyone craving “something to do” won’t be left wanting this year. On the calendar of events, the Fremont County Fair definitely is the old-school entry.

There is no rock climbing involved. It is not a festival of beer. There is no foot race, no hot air balloons, no fireworks display.

Still, hundreds of Fremont County residents participate, presenting thousands of specimens of animals, crops, products and assorted creations to be examined, judged and awarded.

“This is our best,” is the message of the Fremont County Fair. “Come have a look.”

We are in a year when public spending on the fair necessarily must be down. But, the fair itself remains large in terms of participation and production. And, it relies on us, on Fremont County residents, to make it in continuing success.

Please embrace it as a countywide institution. Spend an afternoon looking at the exhibit halls, eating some quintessentially summertime food, then sit in the grandstand arena to watch ropers and pinto-red-horse pairs, powerful tractors, absurd pickup trucks, and people who dress up silly clothes, allow themselves to be head-butted by angry bulls — and are described as “clowns.”

Is the fair corny? Yes, if it is being done right. That quality is to be embraced as a timeless expression of generational unity and community consistency. Yes, it may be old school, but it is inescapably new as well, freshened again and again by the arrival of young people eager and willing to devote themselves to a calf, a lamb, a seed, a recipe, or a needle, thread and thimble.

In this way, our county fair is perpetual. But, that does not mean it can be taken for granted. Part of its success is the continued endorsement of those whose only level of participation in the fair is to observe, admire and remember.

When those roles are thrown in, the Fremont County Fair truly has something for everyone.

For safety’s sake

Editor,

We can all do a better job when it comes to safety.

Working on Main Street and driving around Lander. I see a lack of safety and personal responsibility that concerns me. Although there are laws in place regarding driving, bicycling, texting and yielding to emergency vehicles, I see laws broken daily.

These laws are in place for all of our protection.

Drivers: Please be constantly aware of your surroundings, paying special attention to emergency vehicles and pedestrians. Remember we are to pull over if we can and always stop when emergency vehicles are approaching from any direction.

They need us to be stopped so they can safely maneuver around us to get to their emergency. The people are responding to accidents, fires and to people who need immediate medical attention.

Also, remember to go slowly and safely around law enforcement that has someone stopped. It is also the law. Look both left and right (several times) before turning corners or proceeding after stopped. There just may be a pedestrian in the crosswalk that has the right of way. Do not re-enter while driving or while stopped at stop signs and stoplight; drivers cannot be fully attentive while doing so.

Be prepared for the red light by slowing as the crosswalk sign countdown is nearing zero. That is meant for pedestrians to know how much time they have to safely cross but also to warn vehicles it is time to slow down and be prepared to stop. I witness vehicles running through red lights on Main Street and running through stop signs on side streets far too often which is dangerous to all.

Bicyclists: Please remember that when you are riding on the street you are required by law to follow the same rules that vehicles do such as signaling, riding with traffic and in the same flow as traffic, and stopping at stop signs and when the light is red.

Recently, my friend/coworker was crossing Main Street in the crosswalk, and was angry with her for not stopping for him. The law also states riding on sidewalks is not allowed. For your own safety and the safety of others, walk your bicycles through the crosswalk if you choose to not ride with traffic and while on Main Street, never ride bicycles or skateboards on the sidewalks.

I have witnessed people walking out of downtown businesses and being nearly run down by someone on a bicycle or skateboard. The injuries that would be inflicted upon a pedestrian being hit by a bicyclist or skateboarder in motion would be significant as well as injuring the person that hit them.

Pedestrians: Although there are many laws in place for your protection, there are times when people are not paying attention or following those laws. Please remember to look left and right (several times) before proceeding through a crosswalk or out of a local business onto the sidewalk.

While bicyclists are to ride in the same direction as traffic, pedestrians are encouraged to walk/run against traffic when possible. On busy roads such as Main Street, Second Street, Ninth Street, Hillcrest and Mortimore Lane, it is for your own protection that you walk against traffic and move off to the side as far as you can when a vehicle is approaching.

Alleyways: Look both ways (several times) entering and exiting all alleyways as there is busy vehicles, bicycles and pedestrian traffic coming in and going out of the alleyways, especially on all sides of Main Street.

Parents: Model for, and explain to, your children about local laws and safety rules. Whether in a vehicle, on a bicycle or skateboard, or when walking, running, these times with your kids are valuable opportunities to give them the tools and knowledge they need to be safe and responsible.

We live in a fast-paced time, even in Lander, Wyoming, and that makes it all the more important for each of us to follow law and rules and to use common courtesy, good sense and self-control.

Safety to all,

Shannon Killebrew
Lander
(Lander, Wyo.) – If you live or work in Lander, chances are that you’ve noticed some new signs that appeared on Main Street around a week ago. The signs were posted as part of a larger effort to implement some temporary measures as discussed at the Lander Bike and Pedestrian Safety Study that took place in July.

According to an update posted this morning from the City of Lander, via their official Facebook Page, the signs were posted at the same time that the traffic signals on Main Street were re-timed to ensure that drivers traveling 25 MPH between 2nd street and 9th street can catch the maximum number of green lights.

The City of Lander has also re-timed the crosswalk signals on Main Street to allow pedestrians more time to cross the street.
City of Lander requests your help with a follow-up Main Street Corridor Community Survey [SURVEY]

Sponsored by City of Lander POSTED ON OCTOBER 4, 2018

>>>TAKE SURVEY HERE <<<

Since their last public meeting on July, 2017 the Transportation Alternatives Program (TAP) committee has implemented the following list of measures in Lander:

- Painted “Sharrows” on the asphalt on Garfield and Lincoln
- Increased route signage and distribution of printed maps for preferred routes
- Hung Safety Banners on Main Street safety banners
- Installed “No bicycles on Main Street Sidewalk” stickers
- Created dedicated Bike Lanes on Main from the Intersection of 278/789 to 1st Street
- Increased Pedestrian timing for crossing Main Street
- Implemented 25 MPH effective timing on Main Street Lights
- Reinstituted Bike cops for the summer months and at community events
- Participated at Injury Prevention Services education events (Safe Kids bike rodeo and Road Warrior)
- Presented to local service organizations, Senior Center, and other clubs
- Published frequent Education tidbits published on Social Media

All of this is in keeping with the committee’s vision:

To provide equal accessibility to Main Street for all modes of transportation (vehicles, cyclists, and pedestrians) while minimizing conflicts between the users.

Now, they’ve published a follow-up survey that they’re asking you to take a couple of minutes to provide your feedback.

>>>TAKE SURVEY HERE <<<

Once these results have been compiled the TAP committee will review 2018 crash data to compare it to the last 10 years of data. They’ll also compare survey results with the original survey and make a final report which will make recommendations to City Council for implementing long-term solutions. Recommendations for long-term solutions will be presented in a December council meeting.

The goal of this survey is to see if any of the temporary measures that were implemented from April – Oct this year were seen as a benefit (increased cycling and pedestrian safety).
<table>
<thead>
<tr>
<th>Organization / Individual</th>
<th>TAP member(s)</th>
<th>Presentation Date</th>
<th>number of attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Senior Center</td>
<td>Liz, RaJean</td>
<td>13-Feb</td>
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</tr>
<tr>
<td>Joe Kenney</td>
<td>Mark</td>
<td>attended leader</td>
<td>2 coffee time slots</td>
</tr>
<tr>
<td>Jared Kail</td>
<td>Mark</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>PIE groups at Gannett</td>
<td>RaJean</td>
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<tr>
<td>PIE groups at LMS</td>
<td>RaJean</td>
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<td>Transportation (WYDOT)</td>
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<td>16-Jan</td>
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<tr>
<td>EMS (Guardian)</td>
<td>RaJean</td>
<td>Hand delivered 4/26</td>
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<tr>
<td>Fire battalions</td>
<td>Hyle</td>
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<tr>
<td>Police Department</td>
<td>RaJean</td>
<td>14-Mar</td>
<td>30</td>
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<tr>
<td>Bike Clubs</td>
<td>Michael</td>
<td>17-Feb</td>
<td>15</td>
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<tr>
<td>CWC</td>
<td>Michael</td>
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<tr>
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<td>Liz</td>
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<tr>
<td>FC Public Health</td>
<td>Michael</td>
<td></td>
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<td>Mark</td>
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<tr>
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<td>Michael</td>
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<tr>
<td>C ES</td>
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<td>Lions</td>
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<tr>
<td>Faith Community</td>
<td>Mark</td>
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<td>Cale Case</td>
<td>Mark</td>
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<td></td>
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<tr>
<td>Mike Jones</td>
<td>Mark</td>
<td>attended leader</td>
<td></td>
</tr>
<tr>
<td>Bret Berg</td>
<td>Mark</td>
<td>not interested</td>
<td></td>
</tr>
<tr>
<td>Media</td>
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<td>kwc 13 2/14 and 4/16</td>
<td>radio and Journal articles done</td>
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<td>K2, K13, KDLY, Journal, County 10, etc.</td>
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<tr>
<td>City Staff</td>
<td>RaJean</td>
<td>done</td>
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<td>City Council</td>
<td>RaJean</td>
<td>done</td>
<td>6</td>
</tr>
<tr>
<td>LEADER</td>
<td>RaJean</td>
<td>14-Feb</td>
<td>12</td>
</tr>
<tr>
<td>City Facebook</td>
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<td># posts</td>
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<tr>
<td>Cycling Facebook</td>
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<td># posts</td>
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</tr>
<tr>
<td>School certificates</td>
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</table>
Introduction:

What is TAP?

WYDOT
Transportation Alternatives Program
PROBLEM DEFINED: The high speed and high volume of vehicular traffic on Main Street makes vehicles, pedestrians and cyclists feel uncomfortable with shared use of the system.

VISION: To provide equal accessibility to Main Street for all modes of transportation (vehicles, cyclists and pedestrians) while minimizing conflicts between the users.
$20,000.00 grant from WYDOT, $5000 match from City of Lander

March 2016 - TAP Committee Convenes

April 2016 - Initial public survey - (500+ responses)

September 2016 - initial public meeting

April 2017 - second public meeting, release of draft plan

April 2017 - public comment period (500+ comments)

July 2017 - revised plan developed with input from additional committee member
Education and Enforcement

An transportation plan would be successful without the proper education and enforcement of the "Rules of the Road". Education will include events, printed media, and trainings with the Lander Police Department playing a role. While law enforcement can't be everywhere to see every carelessness or inattention, the Police Department is committed to enforcing the measures set forth under this study.
Thank you for your awareness of bicyclists and pedestrians in Lander.
Let's keep everyone safe.
Statistical Data:
Lander City Police Department;
WYDOT

Data presentation and mapping:
Brian Linton

For more information or comments:
Rajean Strube Fossen
lander.org@leaderwyoming.org

CITY HALL
307-332-2870
(Lander, Wyo.) – A committee studying bicycle and pedestrian safety in Lander reported its initial findings in a presentation to the Rotary Club of Lander on Wednesday. Michael Cheek, representing the Transportation Alternatives Program committee, or TAP, said Lander averages four to five crashes a year involving bikes and peds. "We've had 49 crashes over the last 10 years, 33 involved bicycles and 16 involved pedestrians. Four or Five crashes a year is significant, I'm amazed more people have not been injured or killed," he said.
A bicycle enthusiast himself, Cheek said incidents have been the result of impaired or distracted drivers or cyclists running stop signs at full speeds. “The number of crashes has been fairly consistent through the years,” he said, “and the TAP committee is looking for solutions.”

The first year of a two year study was completed this past fall and the committee’s final report will be issued by December. The two year study is being funded by a $20,000 grant from the Wyoming Department of Transportation matched with $5,000 from the City of Lander.

“We are developing an education and an enforcement plan to let people know about the rules and to enforce those laws currently on the books that contribute to crashes,” he said. “We’ve even had talks with the Lander Police Department about reviving their bicycle officers who have been off the streets for a couple years now.”

Starting this spring, Cheek said more data will be gathered after temporary markings are placed on the pavement to study their effectiveness. The markings will include “sharrows” or shared bicycle and vehicle images on traffic lanes.

A “sharrow” pavement marking
“It is legal for bicycles to be on Main Street,” said committee member Liz Lightner. “We are looking to raise awareness and remind motorists and bicyclists to obey the rules of the road.” It was also noted that Lander’s Main Street is also U.S. Highway 287 which is the route of the Transcontinental Bicycle Trail from Oregon to Florida with hundreds of cyclists riding through town every summer, in addition to local cycling events such as the Fremont Area Road Tour and the Jurassic Classic.

The draft plan calls for “sharrows” or “share the road” images to be temporarily painted on sections of Main Street this spring. The plan also designates Lincoln and Garfield Streets as alternatives for cyclists. Image h/t TAP Committee.

One part of the plan has already been initiated by WYDOT, that is the timing of traffic signals on Main Street that allows a motorist to hit all of the green lights if they go 25 mph. “We’re already seeing slower speeds on Main Street,” Cheek said. He also noted that the timing of the signals has added six additional seconds at crosswalks for people to cross the traffic lanes. “That’s really critical for our elders or disabled folks to get safely across the traffic lanes at intersections.”

Lander’s Main Street traffic signals have been synchronized for motorists going 25 mph to hit all the “green” lights. Photo h/t Ernie Over
Local family featured in national podcast ‘The Survivors’

BY ALEJANDRA SILVA
Staff Writer

A new, five-part podcast series produced by the National Fire Protection Association recently featured the van Dijk family.

The van Dijks, of Lander, suffered the loss of two of their children in 2014 after a fire at their home.

"Through the story of one family, we wanted to give listeners a powerful look at home fires that go beyond our statistics," said Fred Durso, communications manager for NFPA and reporter for the podcast, "The Survivors.

Durso explained often times one does not hear about how people are impacted by fire years after the incident. The series hopes to share how the van Dijk family endures the aftermath and the strength leading them to a new normal while still being a family in healing, Durso said.

Petre van Dijk, father of the two children, said he wanted to share this story and give insight into the importance of a fire escape plan and drills with the kids and family. He said, "By educating them about the importance of a work..."
The city of Lander is still looking at ways to make traffic for pedestrians and bicyclists safer downtown through the Wyoming Department of Transportation Transportation Alternatives Program. About a year ago, the city of Lander considered doing a road of designated bike lanes from Memorial Day to late September to help improve safety of bicyclists on Main Street. However, after concerns arose during the public input period, the city decided to look at other ways to make this kind of travel more safe.

The high-speed and high-volume of vehicular traffic on Main Street makes vehicles, pedestrians, and cyclists feel uncomfortable with shared use of the street,” said Assistant Municipal Engineer Bajen Sivertsen.

In his presentation to the Lander Enterprises and Development of Economic Resources, he noted that the city is seeing a vision to provide equal accessibility to both modes of transportation while minimizing negative effects between the users. From 2007-2017, there have been 33 crashes between bicyclists and vehicles and 16 crashes between pedestrians and vehicles within city limits. Does 90 crashes seem like a lot to you? Strube asked when speaking to the Lander Journal. It does if one of those incidents involved your child.

**Statistics**

Strube suggests outlining each of the 10 years to show how many crashes and what kind of crashes took place throughout Lander.

In 2007, five crashes occurred; in 2008, five crashes occurred; in 2009, five crashes occurred; in 2010, four crashes occurred; in 2011, four crashes occurred; in 2012, five crashes occurred; in 2013, four crashes were reported; in 2014, three were reported; in 2015, two were reported; in 2016, seven were reported; in 2017, seven were reported.

During the 10 years, the largest problem area for bicyclists and vehicle conflicts were the intersections of Third and Main Streets and Fourth and Main Streets – where four crashes occurred at each intersection.

The problem areas for pedestrians and vehicle conflict were Second and Main streets with three crashes occurring there.

Overall, the intersection with the highest rate of crashes were Third and Main streets, followed by Fifth and Main streets with five total crashes and Ninth and Main streets with four total crashes.

A breakdown of all 69 incidents are as follows:

- City park had one pedestrian crash.
- The intersection of Cedar Street and Bosua View Drive had one bike crash.
- The intersection of sweatwater and South Second streets had one bike crash.
- Garver Drive had no bike and one pedestrian crash.
- The intersection of South Seventh and Sweetwater streets had one bike crash.
- The intersection of South Eighth and Sweetwater streets had one bike crash.
Past decade has seen 49 vehicle vs cyclist or pedestrian crashes in Lander

We reached out to Michael Cheek with the Lander Transportation Alternatives Program (TAP) to learn more about why this data is getting reviewed. “We’re providing the crash data to illustrate why there’s a need to address the issue and it’s pretty clear from the graphic that most of the crashes have occurred on Main Street.”

So, what can be done?
The graphic below represents the latest iteration of what TAP is proposing, but it was
drafted in accordance with the more than 500 public comments that were submitted after the first proposal was rolled out several months ago.
Most of the plan simply involves increased signage and pavement markings to raise awareness and to try to steer bicycle traffic onto Lincoln and Garfield streets while also painting sharrows on the side streets to direct cyclists back to Main and the central downtown area if they need to get to some of the downtown businesses.
The only dedicated bike lane is from the intersection of Hwys 789/287 to the intersection at 1st at Main. From there signage will direct cyclists onto the bike “routes” on Lincoln and Garfield parallel to Main.
The timing of the traffic signals on Main Street has been set to slow traffic speeds to 25 mph and an additional 5-6 seconds has been added to the timing at pedestrian crosswalks. The plan also includes education and enforcement.

Proposed Bike Routes - Bike and Pedestrian Study

![Proposed Bike Routes Map]

The product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-ground survey and symbols only the approximate relative location of property boundaries.
PLEASE JOIN US FOR
THE FIRST ANNUAL
SAFE KIDS
HEALTH FAIR

July 18th
Lander City Park
10am-1pm

“Children are 33 percent of our population and all of our future.”

- Games and Prizes
- Education on health topics and safety issues
- Grand prize drawing
- Bike Rodeo
- Free to Public
- Bike Helmets
- Learn about Healthy activities in your community
SAFE KIDS HEALTH FAIR Event, July 18, 2018, 300 participants
TAP Bike and Pedestrian Safety on Main
SAFE KIDS HEALTH FAIR Event, July 18, 2018, 300 participants
TAP Bike and Pedestrian Safety on Main
Be A #RoadWarrior

Survive The Wild West!!
Help Save Lives and win prizes!
Learn how the Smart Survive In Wyoming!

Friday August 17, 2018
3:00–6:00 pm
Mr. D’s
Parking Lot - Lander

Impaired Driving Go Kart,
Driving Simulators & Much
More!!
Free Head Phones, Cell Phone
Chargers, Back Packs and
More!

This August in Wyoming, Law
Enforcement will Be Out For One Reason:
Impaired Driving Enforcement

For questions or to volunteer, contact:
Karla Borders
Safety Outreach Coordinator  www.IPRWyoming.org

Like Us On Facebook @InjuryPreventionResources
**PROBLEM DEFINED:** The high speed and high volume of vehicular traffic on Main Street make pedestrians and cyclists feel uncomfortable with shared use of the system. *From 2007-2017, there have been 33 crashes involving cyclists and 16 involving pedestrians.*

**VISION:** To provide equal accessibility to Main Street for all modes of transportation while minimizing conflicts between the users (motorists, cyclists, and pedestrians).

**TIMELINE:**
- March 2016 - $20K grant from WYDOT, $5K match from City of Lander, TAP committee convenes
- April 2016 - Initial Public Survey (500+ responses)
- September 2016 - Initial Public Meeting
- April 2017 - Second Public Meeting, Release of Draft Plan, Public Comment Period (500+ comments)
- July 2017 - Revised Plan developed with input from additional committee members

**Next Steps:**
- March 2018 - Presentations of Revised Plan to Public
- April 2018 - Implement Plan by installing temporary signage, create education program
- Summer 2018 - Gather data from 2nd public safety survey, observations, WYDOT incident data, and police reports
- October 2018 - Compile relevant statistics, prepare final report
- December 2018 - Present findings; make a recommendation to City Council, end of grant period

**CURRENT TAP STUDY PLAN INCLUDES THE FOLLOWING:**

| Dedicated bike lanes on Main between First Street and 287/789 Intersection beside both East- and West-bound traffic lanes |
| Recommended Bike Route Signage from Main Street onto Lincoln and Garfield Streets |
| Sharrow on Lincoln and Garfield Streets as well as signaled cross-streets to Main |
| Education for Motorists, Cyclists, and Pedestrians, to include: public events, printed/online media, and trainings with the Police Department present |
| Enforcement of existing laws by police, to include, but not limited to: no riding bicycles on sidewalks, cyclists have to abide by same laws as motorists, motorists cannot enter a crosswalk while pedestrian is crossing, etc. |

For More information email landercity@landerwyoming.org or call 307-332-2870 x 2
CURRENT TAP STUDY PLAN INCLUDES THE FOLLOWING TEMPORARY MEASURES:

<table>
<thead>
<tr>
<th>Dedicated bike lanes on Main between First Street and 287/789 Intersection beside both East- and West-bound traffic lanes</th>
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</thead>
<tbody>
<tr>
<td>Recommended Bike Route Signage from Main Street onto Lincoln and Garfield Streets</td>
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<td>Sharrowson Lincoln and Garfield Streets as well as signaled cross-streets to Main</td>
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<tr>
<td>Education for Motorists, Cyclists, and Pedestrians, to include: public events, printed/online media, and trainings with the Police Department in attendance</td>
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<tr>
<td>Enforcement of existing laws by police, to Include, but not limited to: no riding bicycles on sidewalks, cyclists have to abide by same laws as motorists, motorists cannot enter a crosswalk while pedestrian is crossing, etc.</td>
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STUDY TIMELINE:
- March 2016 - $20K grant from WYDOT, $5K match from City of Lander, TAP committee convenes
- April 2016 - July 2017 — Public Survey, Draft Plan, Public Comment, Revised Plan
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- April 2018 - Implement Plan by installing temporary signage, create education program
- Summer 2018 - Gather data from 2nd public safety survey, observations, WYDOT incident data, and police reports
- October 2018 - Compile relevant statistics, prepare final report
- December 2018 - Present findings; make a recommendation to City Council, end of grant period

For more information about the TAP Committee or the temporary measures installed in 2018 contact:

Rajean Strube Fossen
307-332-2870 x2
rsfossen@landerwyoming.org
TIPS for the road:

1. As operators of vehicles, cyclists and motorists have the same rights and responsibilities to obey traffic laws, signs, and signal turns.

2. When passing, motorists must give 3 feet of space between their vehicle and a cyclist.

3. Cyclists must ride on the right with the flow of traffic, unless changing lanes to turn left at an intersection.

4. Cyclists should wear bright clothing, use lights and reflectors at night, and ALWAYS wear a helmet.

For more helpful tips, visit www.bikeleague.org /content/smart-cycling-tips-0