



SAFE ROUTES TO SCHOOLS AND WALKABLE, BIKEABLE ROUTES STUDY

Prepared for the City of Lander, Wyoming

April 2020





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Executive Summary

This report was prepared on behalf of the City of Lander, Wyoming (the City). It serves two purposes—updating the 2009 Safe Routes to Schools Plan based on the current Fremont County School District No. 1 (School District) structure and reviewing and updating the Lander Area Pathway System (Walkable, Bikeable Routes Study). With input from the public and stakeholders, these updates identify improvements that will improve walking and bicycling in Lander for people of all ages and abilities.

SAFE ROUTES FOR NON-DRIVERS

The Safe Routes to Schools update involved an evaluation of the existing and planned routes in the 2009 plan, with recommended modifications given the current school system structure. As part of the evaluation, corridors for Safe Routes for Non-Drivers were identified. Existing sidewalks on these routes were evaluated, locations where new sidewalk is needed were identified, and corner ramps were evaluated. Existing crosswalks were reviewed and locations for Rectangular Rapid Flashing Beacons (RRFBs) were identified. Table 1 is a summary of the recommended improvement projects for Safe Route corridors broken into Cost Groups. The project totals shown include estimated construction cost, 10% contingency, 15% preliminary engineering costs, and 10% construction engineering costs.

Table 1. Recommended Safe Routes for Non-Drivers Improvement Projects

Cost Group	Description	Total Project Estimate	Fed. Match (80%)	Local Match (20%)
Cost Group 1	For Safe Route Corridors surrounding Gannett Peak Elementary School. Cost for ADA Ramps, Sidewalks, and three RRFB Crossings.	\$624,645	\$499,716	\$124,929
Cost Group 2	For Safe Route Corridors on Jefferson and 4th Street. Cost for ADA Ramps, Sidewalks, and one RRFB Crossing.	\$623,970	\$499,176	\$124,794
Cost Group 3	For Safe Route Corridors between Lander Middle School and Pathfinder High School. Cost for ADA Ramps, Sidewalks, and one RRFB Crossing.	\$624,983	\$499,986	\$124,997
Cost Group 4	For Safe Route Corridors near Baldwin Creek Elementary. Cost for ADA Ramps, Sidewalks, and three RRFB Crossings.	\$624,949	\$499,959	\$124,990
Cost Group 5	For Safe Route Corridors south of Sweetwater Street on 9th, 7th, 4th, and Fremont. Cost for ADA Ramps, Sidewalks, and one RRFB Crossing.	\$624,996	\$499,997	\$125,000
Cost Group 6	For Safe Route Corridors on 4th, 2nd, Amoretti, and other corridors northeast of Cascade. Cost for ADA Ramps, Sidewalks, and two RRFB Crossings.	\$623,970	\$499,176	\$124,794
Cost Group 7	For Safe Route Corridors on 4th, 5th, Cascade, and 2nd. Cost for ADA Ramps, Sidewalks, and one RRFB Crossing.	\$624,982	\$499,986	\$124,997
Total		\$4,372,497	\$3,497,996	\$874,501
Rounded Total		\$4,375,000	\$3,500,000	\$875,000



The table above assumes using TAP grants to help pay for improvements. This would equate to seven (7) funding cycles. Each TAP grant funding cycle typically takes 2 years for implementation (application and approval), design, and project completion.

CITY WIDE ADA TRANSITION PLAN

It is recommended that the City of Lander also pursue funding for a City Wide ADA Transition Plan. This plan would evaluate all of the existing street right of way in Lander (in addition to the Safe Route Corridors discussed above) for ADA accessibility. This study could also be paid by TAP Grant Funding, possibly in an off year as one of the Cost Groups above is underway (assuming WYDOT allows local governments to have more than one project at a time).

SIGNAGE INVENTORY

The City should also conduct a signage inventory and make improvements to ensure school zones meet current MUTCD Standards.

SCHOOL-SPECIFIC RECOMMENDATIONS

Improvements at Gannett Peak Elementary include:

- Pull-in Angle Parking
- Sidewalk Trial at 2nd St Access
- Sidewalk Improvement at 2nd St Access*
- RRFB Crossing at Popo Agie Street and 7th Street*
- RRFB Crossing at Canyon Street and 7th Street*
- RRFB Crossing at 2nd Street and alley access at southern edge of Gannett Peak
- Correcting School Zone Signage

*Note: Costs for these improvements included in Cost Group 1 discussed above.

Improvements at Baldwin Creek Elementary include:

- Create mid-block RRFB Crossing on Smith Street*
- Automate pedestrian signal timing at Highway and Baldwin Creek Road
- Implement Lane Diet on Baldwin Creek Road (3-lane with bike lanes)
- Correcting School Zone Signage

*Note: Costs for these improvements included in Cost Group 4 discussed above.

Improvements at Lander Middle School include:

- Redesign parking lot entrance/exit northeast of school
- Reverse one-way traffic in access south of school
- Install mid-block RRFB Crossing on 8th Street near school entrance and make ramps ADA accessible*
- Install crosswalk at Jefferson and 8th Street

*Note: Costs for these improvements included in Cost Group 3 discussed above.



Improvements at Lander Valley High School include:

- Perform traffic study for the three southern approaches
- Install portable in-street crosswalk sign

Improvements at Pathfinder High School and 9th Street Corridor include:

- Block off 5th leg on 9th Street Sweetwater Street intersection*
- 4-way Stop at 9th and Sweetwater
- 4-way Stop at 9th and Cascade
- Install off-street pathway between 7th Street and 9th Street*
- Sign and paint “No parking” in front of pool entrance
- Relocate swim meet bus parking to Sweetwater Street
- Study for converting tennis court to parking Lot

*Note: Costs for these improvements were not included in Cost Group 4.

LANDER AREA PATHWAY SYSTEM UPDATE

Walkable and Bikeable Routes in Lander were reviewed, evaluated, and recommendations and alternatives were identified. This portion of the study involved analysis of the existing Lander Area Pathway System (LAPS), recommendations for upgrades to the existing facilities, and recommended new routes. Analysis was conducted using the NACTO [Contextual Guidance for Selecting All Ages & Abilities Bikeways](#) decision matrix (Table 19, page 70). Table 2 contains a summary of the recommended improvement projects for pathways.

Table 2. Recommended Pathway Projects*

Project Type	General Locations
Bike Lanes	Garfield Street, Lincoln Street, 9th Street, 8th Street, 2nd Street, Dillon Drive, Enterprise Boulevard
Advisory Bike Lanes	Baldwin Creek Road, Squaw Creek Road, 2nd Street, Chittim Road, Hillcrest Drive, Mortimore Lane
Buffered Bike Lanes	Fremont Street, Buena Vista Drive
Protected Bike Lanes	Baldwin Creek Road, Main Street
Bicycle Boulevards	Academic Way, Amoretti Street, 8th Street, Jefferson Street, 2nd Street, Eugene Street, Leedy Drive
Side Paths	Main Street/US 287, HWY 789
Multi-Use Shoulder	Sinks Canyon Road, Mortimore Lane
Paved Trails	Existing trail locations, plus new trail along south edge of Popo Agie Park
Unpaved Trails	Existing trail locations, plus new trails in McManus Park, along the Flat Ditch, parallel to Smith Street, and around Central Wyoming College

*Cost estimates were not included for Pathway Recommendations



A new LAPS Map has been generated showing the different bikeable locations in Lander mentioned in the table above.

The shared use roadway, or sharrow, between Lincoln and Garfield that cross Main Street should be studied further to determine if bike boxes or other treatments would help improve safety at these intersections.

The 1st Street and Main Street intersection should be studied further with a Gap Study to determine if a HAWK signal or a pedestrian refuge median would improve safety. Shared use treatments should be evaluated in more detail on Main Street between 1st Street and Buena Vista (including 11' wide lanes or 10' wide side path and access to off street pathway near bridge).

The City should evaluate the intersection of 3rd Street and Cascade Street with traffic counts and determine if 4-way stop intersection is needed or if the stop condition should be on Cascade Street instead of on 3rd street. The city should find ways to encourage bikes and pedestrians to use the Greenway behind the Trinity Episcopal Church when navigating between 2nd Street and City Park.

Existing shared use lanes on Main Street between 9th Street and Baldwin Creek should be evaluated. It is recommended that on-street parking on shoulder be eliminated and dedicated bike lanes be designated with emergency parking only.

A project designing wayfinding signage and paint stripping for vehicles, pedestrians, and bikes could be conducted in Lander.

Bike safe storm grates should be installed throughout Lander, especially on roadways designated for shared use.

Transitions between streets and off-street pathways should be evaluated and redesigned through-out Lander.

1. Introduction

The Safe Routes to Schools and Walkable, Bikeable Routes Study was conducted in conjunction with the Lander Transportation Plan. Funding was provided by a Transportation Alternatives Program (TAP) grant (also sometimes called TAP), administered by the Wyoming Department of Transportation (WYDOT) Local Government Coordination Office. The Lander Transportation Study is being funded through the WYDOT Planning Program. The intent for both efforts is to provide the City with a master transportation plan that covers all travel modes within Lander.

2. Public Engagement

As part of the process to update the plans, public engagement was conducted through meetings with the general public, the City staff, School District representatives, the Lander Pathways Committee, and the Lander Cycling Club. These meetings consisted of presenting the plan purpose, discussing issues with existing Safe Routes and pathways throughout Lander, and brainstorming solutions to topics of concern. The input gathered at these meetings was used to inform the recommendations and alternatives presented in this report.

The first public meeting was held on October 21, 2019, with approximately 40 people in attendance (Photo 1). Both the Safe Routes to Schools and Walkable, Bikeable Routes Study and the Lander Transportation Study were presented and discussed at this meeting, and public comments were gathered for both efforts. In addition to the comments gathered via hand-written comments on maps at the meeting, attendees submitted 9 survey cards, 11 emails (2 emails with letters attached and an email from the Lander Cycling Club email with a map/comments).

Photo 1. Public Meeting held on October 21, 2019



After the public meeting and meetings with other stakeholders, a citywide issues map was developed showing the identified issues related to pedestrians and bicycles. The issues map can be found in Appendix A and was used to develop the recommendations presented in this report.

The second public meeting was held on February 17, 2020 and a presentation was given outlining the findings, alternatives, and recommendations. During and after the meeting, several comments were received with varying levels of support for the presented alternatives. Comments received by the public were used to help refine and finalize the final



recommendations and alternatives outlined in the report. Comments from the second public meeting can also be found in Appendix A.

3. Safe Routes to School Plan Update

The purpose for Safe Routes to School programs is to promote walking and biking by school children of all ages and abilities. By creating safer and more accessible routes, the program encourages healthy and active lifestyles, as well as secondary benefits, such as a reduction of traffic and improved air quality. The Safe Routes to School grant program, as previously administered through the Federal Highway Administration (FHWA) and WYDOT, had very specific goals for planning documents and infrastructure projects. The program is no longer being funded as a separate grant program.

WYDOT currently provides pass-through federal funding to local agencies like the City of Lander for Safe Routes to School programs and projects through TAP. TAP projects are intended to be community-based; expand travel choice; integrate multiple modes; and improve the cultural, historic, and environmental aspects of the transportation infrastructure. More information on the TAP through WYDOT can be found at:

http://www.dot.state.Wy.us/home/planning_projects/transportation_programs/transportation-alternatives.html.

This report builds upon the goals defined in the 2009 Safe Routes to Schools Plan (2009 SRTS Plan) and provides recommendations for two types of improvements that fall within the TAP, which include:

1. Safe Routes for Non-Drivers: Access and accommodation for children, older adults, and individuals with disabilities.
2. Pedestrian & Bicycle Facilities: Sidewalks, walkways or curb ramps; bike lane striping, wide paved shoulders, bike parking and bus racks; traffic calming; off-road trails; bike and pedestrian bridges and underpasses; ADA compliance.

Since the completion of the 2009 SRTS Plan, the Fremont County School District (School District) has restructured so that South Elementary School is now Gannett Peak Elementary School (K through 3rd grades), West Elementary School is now Baldwin Creek Elementary School (4th and 5th grades), North Elementary School is no longer being used as a school, the new Lander Middle School (6th through 8th grades) was constructed near North Elementary School, and Starrett Junior High School is now Pathfinder High School (9th through 12th grades). Lander Valley High School (9th through 12th grades) has remained in the same location and serves the same grades.

This report discusses Safe Routes for Non-Drivers, recommendations and cost estimates for sidewalk and ramp upgrades along these designated routes, school-specific improvements at Gannett Peak Elementary and Baldwin Creek Elementary/Lander Valley High School, and proposed traffic calming measures.



3.1 Safe Routes for Non-Drivers

As part of the 2009 SRTS Plan, Safe Route corridors were identified. Since that time, very few sidewalks have been improved along those corridors. One of the major issues in Lander that is driving this study is the lack of continuous ADA accessible sidewalks. As part of the current study previous routes were reevaluated and options to change these existing routes or proposed new routes were identified. The proposed Safe Routes for Non-Drivers were selected based on discussions with the School District, City staff, and information gathered at the first public meeting.

3.1.1 Existing Conditions Assessment

An existing conditions assessment of sidewalks, driveways, and ramps were completed. All assessments for sidewalks, driveways, and ramps made based on visual desktop reviews and without measuring to determine ADA compliance. An official ADA compliance assessment is needed to collect exact measurements and further categorize the sidewalks, driveways, and curb ramps described in this plan and could be completed as part of an infrastructure improvement project.

Sidewalks were characterized based on reviews of aerials and GoogleMaps Streetview, as follows:

1. Good Sidewalk: four feet or wider and is maintained and in satisfactory condition.
2. Narrow or Damaged Sidewalk: less than four feet or is not in acceptable condition.
3. Missing Sidewalk: there is no sidewalk.

Driveways were characterized based on ADA requirements for driveway flares, bypasses, widths, slopes, if curbs wrapped back into sidewalk, and were assigned into two categories using GoogleMaps Streetview, as follows:

1. Accessible Driveway
2. Inaccessible Driveway

Ramps were characterized into three categories:

1. Accessible Ramp: meets the ADA requirements for accessible ramp.
2. No Detectable Warning: ADA compliant in terms of width and slope but does not have a detectable warning surface.
3. Inaccessible/Missing Ramp: does not meet ADA standards or did not exist (i.e., there was no curb cut, or there was no sidewalk).

Site-specific assessments were completed for each of the following five schools within the School District:

- Gannett Peak Elementary
- Baldwin Creek Elementary



- Lander Middle School
- Lander Valley High School
- Pathfinder High School

Each site-specific assessment took considerations from the School District, public comments, City officials, and best practice recommendations. The site specific assessments are discussed in more detail later in the report in Section 3.2.2.

Table 3 presents the total length of sidewalks and driveways and the number of ramps, as well as their percent of the whole.

Table 3. Existing Conditions of Sidewalks, Driveways and Ramps

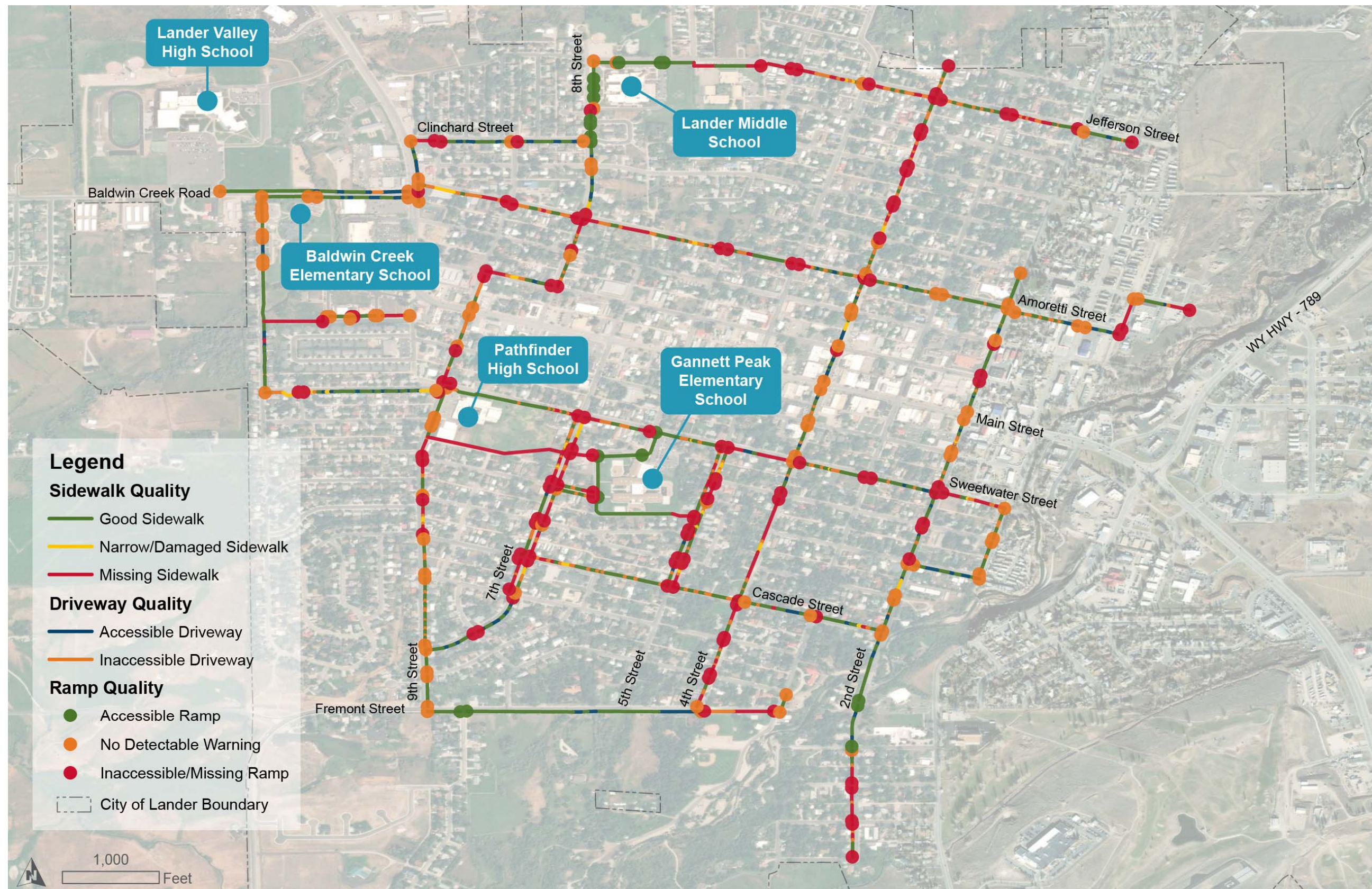
Sidewalks		
Sidewalk Quality	Length (in feet)	Percentage of Whole
Good Sidewalk	30,258	69%
Narrow/Damaged Sidewalk	2,825	6%
Missing Sidewalk	10,894	25%
Total	43,977	-
Driveways		
Driveway Quality	Length (in feet)	Percentage of Whole
Accessible Driveway	4,927	38%
Inaccessible Driveway	7,988	62%
Total	12,915	-
Curb Ramps		
Ramp Quality	Number of Ramps	Percentage of Whole
Accessible Ramp	19	8%
No Detectable Warning	101	42%
Inaccessible/Missing Ramp	120	50%
Total	240	-

The results of the assessments indicate that more than 50 percent of the sidewalks, 33 percent of driveways, and 8 percent of ramps appear to be in good condition and ADA accessible. Approximately 25 percent of the proposed Safe Route corridors are missing sidewalks and 50 percent of the curb cuts are either missing or not accessible. More than 60 percent of the driveways are inaccessible.

3.1.2 Proposed Safe Routes for Non-Drivers

Figure 1 provides an updated system map of Safe Routes for Non-Drivers with the existing condition of the sidewalks, driveways, and ramps. This is an updated map from the 2009 Safe Routes to Schools Plan. Certain routes have remained the same, some new routes have been added, and others have been eliminated.

Figure 1. Safe Routes for Non-Drivers



**COST ESTIMATES FOR SAFE ROUTE CORRIDOR SIDEWALKS AND RAMPS**

Table 4 provides summary costs for improving the sidewalks and curb ramps along all of the identified Safe Routes for Non-Drivers. The estimated costs include reconstructing non-compliant sidewalks, driveways, and curb ramps to meet current ADA standards, as well as construction of new sidewalks and ramps, an intersection reconstruction project at the 9th Street and Sweetwater Street intersection, and a new pathway between Pathfinder High School and Gannett Peak Elementary. Costs for driveways are included in the sidewalks subtotal.

Table 4. Construction Cost Estimates for Sidewalks, Driveways and Ramps for the Lander Safe Routes

Cost Group 1	
<i>Category</i>	<i>Cost (in USD)</i>
ADA Ramps	\$181,000
Sidewalks	\$267,653
Total	\$448,653
Cost Group 2	
<i>Category</i>	<i>Cost (in USD)</i>
ADA Ramps	\$191,500
Sidewalks	\$252,697
Total	\$444,197
Cost Group 3	
<i>Category</i>	<i>Cost (in USD)</i>
ADA Ramps	\$166,500
Sidewalks	\$290,551
Total	\$457,051
Cost Group 4	
<i>Category</i>	<i>Cost (in USD)</i>
ADA Ramps	\$124,000
Sidewalks	\$324,924
Total	\$448,924
Cost Group 5	
<i>Category</i>	<i>Cost (in USD)</i>
ADA Ramps	\$197,500
Sidewalks	\$256,889
Total	\$454,389

**Table 4. Construction Cost Estimates for Sidewalks, Driveways and Ramps for the Lander Safe Routes**

Cost Group 6	
<i>Category</i>	<i>Cost (in USD)</i>
ADA Ramps	\$226,000
Sidewalks	\$236,135
Total	\$462,135
Cost Group 7	
<i>Category</i>	<i>Cost (in USD)</i>
ADA Ramps	\$164,000
Sidewalks	\$286,133
Total	\$450,133
9th Street and Sweetwater Intersection	
<i>Category</i>	<i>Cost (in USD)</i>
Construction	\$148,165
Pathway between Pathfinder High School and Gannett Peak Elementary School	
<i>Category</i>	<i>Cost (in USD)</i>
Construction	\$91,339
OVERALL TOTAL	\$3,404,986

The estimated unit price cost used for upgrading and constructing new sidewalks is \$85.25 per linear foot of sidewalk (assuming a 5-foot-wide sidewalk or 5-foot-wide accessible driveway approaches). The overall dollar amount for sidewalks totaled almost \$1.9 million.

The estimated cost used for ramp replacement and new ramps was \$10,000 per ramp, which includes the costs for planning, engineering, construction, and contingency. The estimated cost is an average estimate of ramp installations and can vary based on the location of the ramp and its existing condition. The estimated cost used to install detectable warnings on an existing ramp was \$500. The total estimated amount for ramp replacements and new ramps is approximately \$1.2 million with an additional \$50,000 for detectable warnings approximately. Costs for right-of-way acquisition and negotiation were not included in the cost above for curb ramps. It is recommended that the City begin right-of-way acquisition, complying with federal regulations, as TAP grants are applied for. Please note that TAP grant funding may not be used for right-of-way acquisition and having right-of-way acquired and properly documented will be helpful when applying for TAP grants.

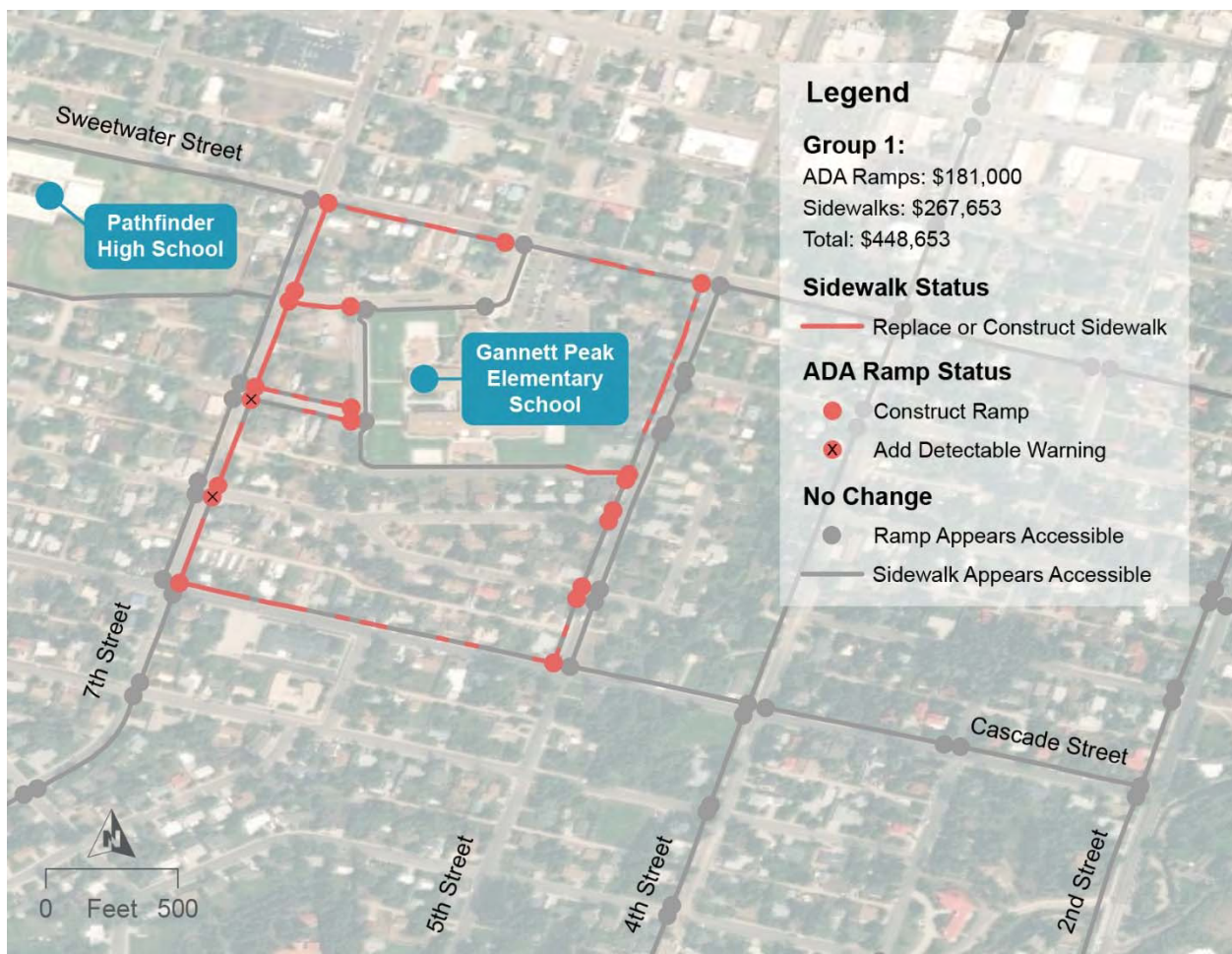
These curb ramp and sidewalk subtotals plus the costs for an intersection reconstruction at 9th Street and Sweetwater Street and a new pathway between Pathfinder High School and Gannett Peak Elementary totals approximately \$3.4 million.

To break down the needed improvements into projects that could be funded by grants, the city was divided into seven cost groups, all totaling under \$500,000 in federal match funds. These cost groups were prioritized from Group 1 through 7 (Table 5 through Table 17 and Figure 2 through Figure 8). Appendix B contains a map showing the boundaries of the cost groups.

Cost Group 1

Cost Group 1 is the highest priority for upgrades because of their proximity to the K-3rd grade Elementary school. The group directly surrounds Gannett Peak Elementary. Total project costs, including upgrades to ramps, installation of missing ramps, and replacement of inaccessible or construction of missing sidewalks, are approximately \$449,000. Figure 2 shows the location and status of the upgrades in Cost Group 1; Table 5 shows the costs for the upgrades.

Figure 2. Cost Group 1—ADA Ramps and Sidewalk Upgrades



**Table 5. Cost Group 1 Estimates for ADA Accessible Ramps and Sidewalks Upgrades**

Sidewalks		
<i>Sidewalk Quality</i>	<i>Length (in feet)</i>	<i>Cost (in USD)</i>
Inaccessible Driveway	1,158	\$98,755
Missing Sidewalk	1,671	\$142,493
Narrow Sidewalk	310	\$26,404
Total	3,140	\$267,653
Curb Ramps		
<i>Ramp Quality</i>	<i>Number of Ramps</i>	<i>Cost (in USD)</i>
No Detectible Warning	2	\$1,000
Not Accessible	18	\$180,000
Total	20	\$181,000
OVERALL TOTAL	-	\$448,653

With the addition of \$14,000 for an RRFB and rounding, the approximate total for construction of Cost Group 1 is \$462,700. It assumed that this amount contains enough contingency, plus the \$14,000 to cover the cost for three RRFB crossings ($\$46,266 + \$14,000 = \$60,266 / 3 = \$20,089$) with two double-sided pedestrian crossing signs and two single-sided advanced pedestrian signs. Table 6 provides an Estimating Worksheet for TAP Grant Funding for Cost Group 1. Locations for recommended RRFBs can be found later on in the report.

**Table 6. Estimating Worksheet for TAP Grant Funding for Cost Group 1**

Proposed Funding Match Rates			Local		Federal	
			20.00%		80.00%	

Infrastructure Project			Local Portion		Federal Portion	
Description (Include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
Preliminary Construction Estimate or Estimated Total Cost of Planning		\$462,700.00	20.00%	\$92,540.00	80.00%	\$370,160.00
Construction Contingency 5% to 10% of PCE <i>(Quantity overruns, etc.)</i>	10.00%	\$46,270.00		\$9,254.00		\$37,016.00
Construction Engineering (Consultant) 0% or 10% of PCE <i>(Consultants shall be selected through established procedures)</i>	10.00%	\$46,270.00		\$9,254.00		\$37,016.00
Preliminary Engineering (Consultant) 0% to 15% of PCE <i>(Consultants shall be selected through established procedures)</i>	15.00%	\$69,405.00		\$13,881.00		\$55,524.00
Total Estimate (Infrastructure):		\$624,645.00	\$124,929.00		\$499,716.00	

Total Project Estimate	Total Local Match	Total Federal Match
\$624,645.00	\$124,929.00	\$499,716.00

Cost Group 2

Cost Group 2 encompasses the routes to the east of Lander Middle School. Estimated costs for the upgrades and construction of new curb ramps and sidewalks are \$444,000. Figure 3 shows the location and status of the upgrades in Cost Group 12; Table 7 shows the costs for the upgrades.

Figure 3. Cost Group 2—ADA Ramps and Sidewalk Upgrades



**Table 7. Cost Group 2 Estimates for ADA Accessible Ramps and Sidewalks Upgrades**

Sidewalks		
<i>Sidewalk Quality</i>	<i>Length (in feet)</i>	<i>Cost (in USD)</i>
Inaccessible Driveway	1,509	\$128,665
Missing Sidewalk	1,267	\$107,969
Narrow Sidewalk	188	\$16,063
Total	2,964	\$252,697
Curb Ramps		
<i>Ramp Quality</i>	<i>Number of Ramps</i>	<i>Cost (in USD)</i>
No Detectible Warning	3	\$1,500
Not Accessible	19	\$190,000
Total	22	\$191,500
Overall Total	-	\$444,197

With the addition of \$18,000 for an RRFB, the approximate total for construction of Cost Group 2 is \$462,200. Table 8 is an Estimating Worksheet for TAP Grant Funding for Cost Group 5. Locations for recommended RRFBs can be found later on in the report.

**Table 8. Estimating Worksheet for TAP Grant Funding for Cost Group 2**

Proposed Funding Match Rates			Local		Federal	
			20.00%		80.00%	

Infrastructure Project			Local Portion		Federal Portion	
Description (Include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
Preliminary Construction Estimate or Estimated Total Cost of Planning		\$462,200.00	20.00%	\$92,440.00	80.00%	\$369,760.00
Construction Contingency 5% to 10% of PCE <i>(Quantity overruns, etc.)</i>	10.00%	\$46,220.00		\$9,244.00		\$36,976.00
Construction Engineering (Consultant) 0% or 10% of PCE <i>(Consultants shall be selected through established procedures)</i>	10.00%	\$46,220.00		\$9,244.00		\$36,976.00
Preliminary Engineering (Consultant) 0% to 15% of PCE <i>(Consultants shall be selected through established procedures)</i>	15.00%	\$69,330.00		\$13,866.00		\$55,464.00
Total Estimate (Infrastructure):		\$623,970.00	\$124,794.00		\$499,176.00	

Total Project Estimate	Total Local Match	Total Federal Match
\$623,970.00	\$124,794.00	\$499,176.00

Cost Group 3

Cost Group 3 encompasses the routes to the west of Lander Middle School that connect to Land Valley High School. Total project costs, including upgrades to ramps, installation of missing ramps, and replacement of inaccessible or construction of missing sidewalks, totals approximately \$457,000. Figure 4 shows the location and status of the upgrades in Cost Group 3; Table 9 shows the costs for the upgrades.

Figure 4. Cost Group 3—ADA Ramps and Sidewalk Upgrades



**Table 9. Cost Group 3 Estimates for ADA Accessible Ramps and Sidewalks Upgrades**

Sidewalks		
<i>Sidewalk Quality</i>	<i>Length (in feet)</i>	<i>Cost (in USD)</i>
Inaccessible Driveway	1,281	\$109,236
Missing Sidewalk	1,690	\$144,068
Narrow Sidewalk	437	\$37,247
Total	3,408	\$290,551
Curb Ramps		
<i>Ramp Quality</i>	<i>Number of Ramps</i>	<i>Cost (in USD)</i>
No Detectible Warning	13	\$6,500
Not Accessible	16	\$160,000
Total	29	\$166,500
Overall Total	-	\$457,051

With the addition of contingency and \$5,900 for an RRFB, the approximate total for construction of Cost Group 3 is \$462,950. Table 10 provides an Estimating Worksheet for TAP Grant Funding for Cost Group 3. Locations for recommended RRFBs can be found later on in the report.

**Table 10. Estimating Worksheet for TAP Grant Funding for Cost Group 3**

Proposed Funding Match Rates			Local		Federal	
			20.00%		80.00%	

Infrastructure Project			Local Portion		Federal Portion	
Description (Include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
Preliminary Construction Estimate or Estimated Total Cost of Planning		\$462,950.00	20.00%	\$92,590.00	80.00%	\$370,360.00
Construction Contingency 5% to 10% of PCE (Quantity overruns, etc.)	10.00%	\$46,295.00		\$9,259.00		\$37,036.00
Construction Engineering (Consultant) 0% or 10% of PCE (Consultants shall be selected through established procedures)	10.00%	\$46,295.00		\$9,259.00		\$37,036.00
Preliminary Engineering (Consultant) 0% to 15% of PCE (Consultants shall be selected through established procedures)	15.00%	\$69,442.50		\$13,888.50		\$55,554.00
Total Estimate (Infrastructure):		\$624,982.50	\$124,996.50		\$499,986.00	

Total Project Estimate	Total Local Match	Total Federal Match
\$624,982.50	\$124,996.50	\$499,986.00

Cost Group 4

Cost Group 4 surrounds Baldwin Creek Elementary School and Pathfinder High School. Total project costs, including upgrades to ramps, installation of missing ramps, and replacement of inaccessible or construction of missing sidewalks, totals approximately \$449,000. Figure 5 shows the location and status of the upgrades in Cost Group 4. Table 11 shows the costs for the upgrades.

Figure 5. Cost Group 4—ADA Ramps and Sidewalk Upgrades



**Table 11. Cost Group 4 Estimates for ADA Accessible Ramps and Sidewalks Upgrades**

Sidewalks		
<i>Sidewalk Quality</i>	<i>Length (in feet)</i>	<i>Cost (in USD)</i>
Inaccessible Driveway	820	\$69,937
Missing Sidewalk	1,959	\$167,007
Narrow Sidewalk	1,032	\$87,981
Total	3,811	\$324,924
Curb Ramps		
<i>Ramp Quality</i>	<i>Number of Ramps</i>	<i>Cost (in USD)</i>
No Detectible Warning	28	\$14,000
Not Accessible	11	\$110,000
Total	39	\$124,000
Overall Total	-	\$448,924

With the addition of \$14,000 for an RRFB, the approximate total for construction of Cost Group 4 is \$462,925. It assumed that this amount contains enough contingency, plus the \$14,000 to cover the cost for three RRFB crossings ($\$46,266 + \$14,000 = \$60,266 / 3 = \$20,089$) with two double-sided pedestrian crossing signs and two single-sided advanced pedestrian signs. Table 12 provides an Estimating Worksheet for TAP Grant Funding for Cost Group 4. Locations for recommended RRFBs can be found later on in the report.

**Table 12. Estimating Worksheet for TAP Grant Funding for Cost Group 4**

Proposed Funding Match Rates			Local		Federal	
			20.00%		80.00%	

Infrastructure Project			Local Portion		Federal Portion	
Description (Include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
Preliminary Construction Estimate or Estimated Total Cost of Planning		\$462,925.00	20.00%	\$92,585.00	80.00%	\$370,340.00
Construction Contingency 5% to 10% of PCE (Quantity overruns, etc.)	10.00%	\$46,292.50		\$9,258.50		\$37,034.00
Construction Engineering (Consultant) 0% or 10% of PCE (Consultants shall be selected through established procedures)	10.00%	\$46,292.50		\$9,258.50		\$37,034.00
Preliminary Engineering (Consultant) 0% to 15% of PCE (Consultants shall be selected through established procedures)	15.00%	\$69,438.75		\$13,887.75		\$55,551.00
Total Estimate (Infrastructure):		\$624,948.75	\$124,989.75		\$499,959.00	

Total Project Estimate	Total Local Match	Total Federal Match
\$624,948.75	\$124,989.75	\$499,959.00

Cost Group 5

Cost Group 5 is located directly south of Pathfinder High School and Gannett Peak Elementary School. Total project costs, including upgrades to ramps, installation of missing ramps, and replacement of inaccessible or construction of missing sidewalks, totals approximately \$454,000. Figure 6 shows the location and status of the upgrades in Cost Group 5; Table 13 shows the costs for the upgrades.

Figure 6. Cost Group 5—ADA Ramps and Sidewalk Upgrades



**Table 13. Cost Group 5 Estimates for ADA Accessible Ramps and Sidewalks Upgrades**

Sidewalks		
<i>Sidewalk Quality</i>	<i>Length (in feet)</i>	<i>Cost (in USD)</i>
Inaccessible Driveway	1,145	\$97,607
Missing Sidewalk	1,693	\$144,299
Narrow Sidewalk	176	\$14,983
Total	3,013	\$256,889
Curb Ramps		
<i>Ramp Quality</i>	<i>Number of Ramps</i>	<i>Cost (in USD)</i>
No Detectible Warning	15	\$7,500
Not Accessible	19	\$190,000
Total	34	\$197,500
Overall Total	-	\$454,389

With the contingency and the addition of \$8,500 for an RRFB, the approximate total for construction of Cost Group 5 is \$462,960. Table 14 provides an Estimating Worksheet for TAP Grant Funding for Cost Group 5. Locations for recommended RRFBs can be found later on in the report.

**Table 14. Estimating Worksheet for TAP Grant Funding for Cost Group 5**

Proposed Funding Match Rates			Local		Federal	
			20.00%		80.00%	

Infrastructure Project			Local Portion		Federal Portion	
Description (Include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
Preliminary Construction Estimate or Estimated Total Cost of Planning		\$462,960.00	20.00%	\$92,592.00	80.00%	\$370,368.00
Construction Contingency 5% to 10% of PCE <i>(Quantity overruns, etc.)</i>	10.00%	\$46,296.00		\$9,259.20		\$37,036.80
Construction Engineering (Consultant) 0% or 10% of PCE <i>(Consultants shall be selected through established procedures)</i>	10.00%	\$46,296.00		\$9,259.20		\$37,036.80
Preliminary Engineering (Consultant) 0% to 15% of PCE <i>(Consultants shall be selected through established procedures)</i>	15.00%	\$69,444.00		\$13,888.80		\$55,555.20
Total Estimate (Infrastructure):		\$624,996.00	\$124,999.20		\$499,996.80	

Total Project Estimate	Total Local Match	Total Federal Match
\$624,996.00	\$124,999.20	\$499,996.80

Cost Group 6

Cost Group 6 is located in the eastern portion of Lander. Total project costs, including upgrades to ramps, installation of missing ramps, and replacement of inaccessible or construction of missing sidewalks, totals approximately \$462,000. Figure 7 shows the location and status of the upgrades in Cost Group 6; Table 15 shows the costs for the upgrades.

Figure 7. Cost Group 6—ADA Ramps and Sidewalk Upgrades



**Table 15. Cost Group 6 Estimates for ADA Accessible Ramps and Sidewalks Upgrades**

Sidewalks		
<i>Sidewalk Quality</i>	<i>Length (in feet)</i>	<i>Cost (in USD)</i>
Inaccessible Driveway	1,369	\$116,748
Missing Sidewalk	1,022	\$87,106
Narrow Sidewalk	379	\$32,281
Total	2,770	\$236,135
Curb Ramps		
<i>Ramp Quality</i>	<i>Number of Ramps</i>	<i>Cost (in USD)</i>
No Detectible Warning	32	\$16,000
Not Accessible	21	\$210,000
Total	53	\$226,000
Overall Total	-	\$462,135

Rounding up, the approximate total for construction of Cost Group 6 is \$462,200. There is the possibility of building two RRFB crossings with the contingency for this Cost Group. Table 16 provides an Estimating Worksheet for TAP Grant Funding for Cost Group 6. Locations for recommended RRFBs can be found later on in the report.

**Table 16. Estimating Worksheet for TAP Grant Funding for Cost Group 6**

Proposed Funding Match Rates			Local		Federal	
			20.00%		80.00%	

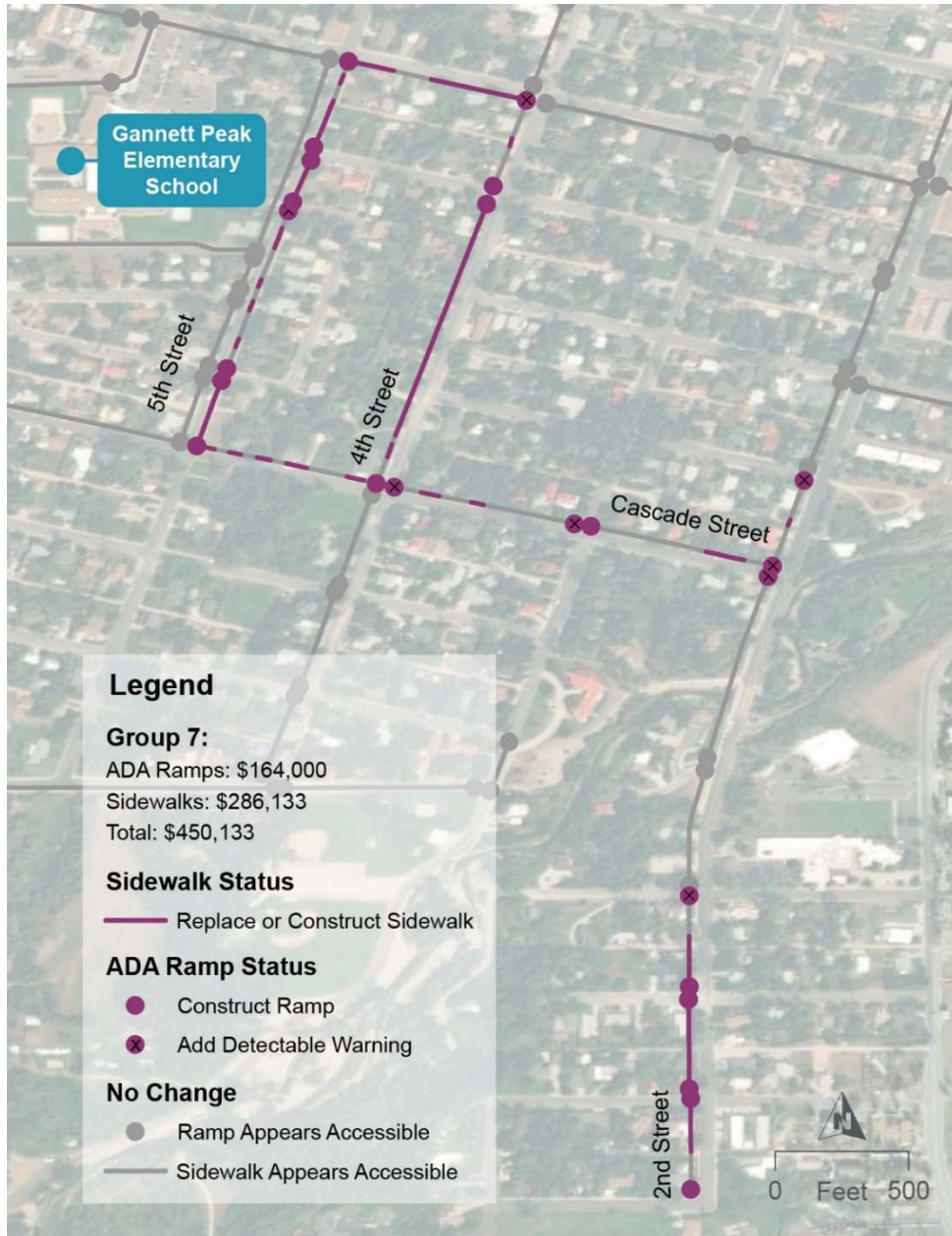
Infrastructure Project			Local Portion		Federal Portion	
Description (Include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
Preliminary Construction Estimate or Estimated Total Cost of Planning		\$462,200.00	20.00%	\$92,440.00	80.00%	\$369,760.00
Construction Contingency 5% to 10% of PCE <i>(Quantity overruns, etc.)</i>	10.00%	\$46,220.00		\$9,244.00		\$36,976.00
Construction Engineering (Consultant) 0% or 10% of PCE <i>(Consultants shall be selected through established procedures)</i>	10.00%	\$46,220.00		\$9,244.00		\$36,976.00
Preliminary Engineering (Consultant) 0% to 15% of PCE <i>(Consultants shall be selected through established procedures)</i>	15.00%	\$69,330.00		\$13,866.00		\$55,464.00
Total Estimate (Infrastructure):		\$623,970.00	\$124,794.00		\$499,176.00	

Total Project Estimate	Total Local Match	Total Federal Match
\$623,970.00	\$124,794.00	\$499,176.00

Cost Group 7

Cost Group 7 encompasses the section of Lander to the southeast of Gannett Peak Elementary School. Total project costs, including upgrades to ramps, installation of missing ramps, and replacement of inaccessible or construction of missing sidewalks, totals approximately \$450,000. Figure 8 shows the location and status of the upgrades in Cost Group 7; Table 17 shows the costs for the upgrades.

Figure 8. Cost Group 7—ADA Ramps and Sidewalk Upgrades



**Table 17. Cost Group 7 Estimates for ADA Accessible Ramps and Sidewalks Upgrades**

Sidewalks		
<i>Sidewalk Quality</i>	<i>Length (in feet)</i>	<i>Cost (in USD)</i>
Inaccessible Driveway	841	\$71,689
Missing Sidewalk	2,119	\$180,639
Narrow Sidewalk	97	\$33,805
Total	3,356	\$286,133
Curb Ramps		
<i>Ramp Quality</i>	<i>Number of Ramps</i>	<i>Cost (in USD)</i>
No Detectible Warning	8	\$4,000
Not Accessible	16	\$160,000
Total	24	\$164,000
Overall Total	-	\$450,133

With the contingency and the addition of \$12,800 for an RRFB, the approximate total for construction of Cost Group 7 is \$462,950. Table 18 provides an Estimating Worksheet for TAP Grant Funding for Cost Group 7. Locations for recommended RRFBs can be found later on in the report.

**Table 18. Estimating Worksheet for TAP Grant Funding for Cost Group 7**

Proposed Funding Match Rates			Local		Federal	
			20.00%		80.00%	
Infrastructure Project			Local Portion		Federal Portion	
Description (Include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
Preliminary Construction Estimate or Estimated Total Cost of Plannning		\$462,950.00	20.00%	\$92,590.00	80.00%	\$370,360.00
Construction Contingency 5% to 10% of PCE <i>(Quantity overruns, etc.)</i>	10.00%	\$46,295.00		\$9,259.00		\$37,036.00
Construction Engineering (Consultant) 0% or 10% of PCE <i>(Consultants shall be selected through established procedures)</i>	10.00%	\$46,295.00		\$9,259.00		\$37,036.00
Preliminary Engineering (Consultant) 0% to 15% of PCE <i>(Consultants shall be selected through established procedures)</i>	15.00%	\$69,442.50		\$13,888.50		\$55,554.00
Total Estimate (Infrastructure):		\$624,982.50	\$124,996.50		\$499,986.00	
Total Project Estimate			Total Local Match		Total Federal Match	
\$624,982.50			\$124,996.50		\$499,986.00	



CITYWIDE ADA TRANSITION PLAN

The Safe Routes identified in this updated plan are prioritized to help provide walkable routes to basic services like employment, education centers, parks and recreation, library, other community use spaces, health and legal services, and shopping. These routes can serve as a starting point in making Lander a more pedestrian-friendly city. However, because many neighborhoods, beyond the Safe Routes identified in this plan, do not have ADA-compliant sidewalks, it is recommended that the City of Lander make long-term plans to bring all of the sidewalks and ramps in Lander into ADA compliance. In addition, the majority of the proposed Safe Routes are for sidewalks on one side of the street only, leaving the other side non-compliant.

It was beyond the scope of work for this study to evaluate all of the sidewalks and curb ramps within Lander for ADA accessibility. For that reason, it is recommended that the City pursue funding to complete a citywide ADA Transition Plan. A citywide ADA Transition Plan would identify all of the locations in Lander, beyond the Safe Route corridors, that would need to be upgraded with ADA-compliant sidewalks and curb ramps continuous.

Local governments are currently required to provide ADA access to pedestrian routes in the public right-of-way and to make ADA improvements (installing ADA compliant curb ramps, replacing deficient sidewalk, etc.) on roads with existing continuous sidewalk whenever the roadway is altered by reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect.

The United States Department of Justice is currently reviewing the proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) published by the United States Access Board. Once PROWAG is adopted by the Department of Justice, they will become enforceable standards. This could mean that in the future, all streets (with or without existing continuous sidewalk) will need to be ADA compliant if/when altered; and local governments will likely need to complete ADA Transition Plans for ensuring ADA access within all public rights-of-way. Completion of a citywide ADA Transition Plan will help the City of Lander be proactive in keeping ahead of these potential future guidelines. Once deficiencies are identified in an ADA Transition Plan, the City of Lander can begin planning to address the deficiencies. The ADA Transition Plan will also be useful in requesting funding through the State and Federal governments for sidewalk infrastructure improvements.

It is also recommended that whenever major pavement rehabilitation projects are being planned, that deficient sidewalks and curb ramps be addressed as part of those projects, regardless of if existing continuous sidewalk is in place. The City should also find ways to encourage neighborhood sidewalk improvement districts wherever possible. Improvement Districts are one method for helping pay for infrastructure improvements. An Improvement District can be formed if 50% (or more) of property owners in a neighborhood agree to pay for the improvements and the costs for improvements are then paid by the property owners through their monthly utility bill as an additional monthly fee, until the debt for the improvements is paid off.

SCHOOL ZONE SIGNAGE

School zone signage across the city includes signs that indicate school zones, reduction of speed, pedestrian crossings, flashing signals, etc. (Photo 2). A complete signage inventory at all of the school locations was not completed as part of this study. It is therefore recommended that the City conduct a school signage inventory to find where gaps in signage occur, identify locations where there is conflicting or inadequate signage, and identify locations where new or updated signage is needed. This could be done as an independent signage inventory, or as part of individual Safe Route infrastructure improvement projects. From this inventory, the city can put in place a plan to update/correct signage across the city to fit best practice standards. This could be done in several ways. An independent study/signage inventory could be conducted or another option would be to complete signage inventories as part of a Safe Route infrastructure improvement project and upgrade and/or correct signage as Safe Routes are improved.

Photo 2. Example of School Zone Signage



3.1.3 School-Specific Issues and Recommendations

GANNETT PEAK ELEMENTARY SCHOOL

Identified Issues

Sometime after the 2009 SRTS plan was written, South Elementary School was rebuilt and renamed Gannett Peak Elementary School. When the school was rebuilt, access to the school was reconfigured. Along the southern edge of the school property, an existing alley was redeveloped into an access for the school with parking and a widened apron of asphalt surfacing. This access turns to the north where it connects at a T-intersection with Canyon Street.

Gannett Peak Elementary is one of the largest kindergarten through 3rd grade schools in Wyoming and consistently enrolls over 525 students. School buses typically do not serve students within the city limits because of how busing is funded by the State. This means there is a high potential for students nearby to walk or bike to school. Unfortunately, because of the lack of sidewalks in Lander most parents drive to the school to drop-off and pick-up students. There are some locations in town where buses do pick up students, but they are limited and are typically in locations across the Main Street corridor or are east of the river. There are typically six buses that pick up and drop off students off at the school. The buses arrive staggered—three of the buses arrive early and depart, followed by the remaining three buses. The existing bus drop off location is on the northern side of the school on Popo Agie Street.

One issue is the perception that the roads around the school are congested during a 15-30 minute window in the mornings and afternoons when the majority of students are dropped off and picked up at the school by parents driving cars. HDR observed the vehicular traffic during pick up and drop off times. In the mornings, there was a large volume of vehicles arriving and departing the school.

Parents park to drop students off, walk them to check in, and depart relatively quickly in a staggered fashion. There is a steady volume of traffic arriving and departing, which adds to the perception that the roads surrounding the school are congested. During our discussions with stakeholders, the area between the southern alley and Canyon Street was described as a bottleneck. Based on the study team's observation, this location appears to have some minor congestion with wait times for vehicles at the T-intersection lasting long as it takes a crossing guard to enter the crosswalk to allow pedestrians to cross the street.

After the school was rebuilt, the City discouraged the use of the alley as a point of egress for parents picking up and dropping off students because of complaints by residents in the area. Signage and the grading of bumps into the alley have been used to deter vehicles from using the alley, but appear to have had limited success. During the study team's observations, several vehicles used the alley when they were delayed at all by the operations at the T-intersection at Canyon Street. It is important to note that the public and stakeholders identified the alley as a possible alternative for egress from the southern parking lot for parents picking up/dropping off their students.

In the afternoon, the issue appears to be parking. Parents tend to arrive early to find a space to park to pick students up at the end of the school day. However, there are not enough available parking spaces near the school to accommodate the need. The southern edge of the southern alley access has been marked as "No Parking." However, during afternoon pick up, both sides of the alley were filled with parallel-parked vehicles.

Similarly, the north-south stretch between the alley and Popo Agie Street had parallel-parked vehicles on both sides of the street. When the vehicles park on the opposite side of the street from the school in the morning or afternoon, it causes an unsafe condition where parents and students cross the path of on-coming vehicles in random locations and not at crosswalks. These random crossings also cause minor delays for departing vehicles, thereby contributing to the perception of congestion.

When there are no parking spots adjacent to the school, parents tend to park further away and walk to drop off and/or pick up students. Cars are parked along the north side of Popo Agie Street, on either side of 7th Street, or as close as they can get to Canyon Street (including parking on Canyon Street). This has an impact on the surrounding neighborhood during the 15-30 minute windows. Also, there is a drop off location north of the bus loading area that is signed for "Car Pool and Fuel Efficient Vehicle Drop-off Loading Area—No parking". During the study team's observations, this area was not used by anyone with vehicles being observed parking on the north side of Popo Agie Street.

Many of the identified Safe Routes surrounding Gannett Peak Elementary School are fragmented, with either missing links in the sidewalk network or inaccessible driveways. Additionally, most of the curb ramps are not ADA compliant or missing altogether. Improvements are recommended for the existing crosswalks at two locations on 7th Street and one location on 5th Street at the alley access. Students are using an off-street route at the end of Popo Agie Street to access the swimming pool and other facilities at Pathfinder High School.

The identified issues are shown on Figure 9.

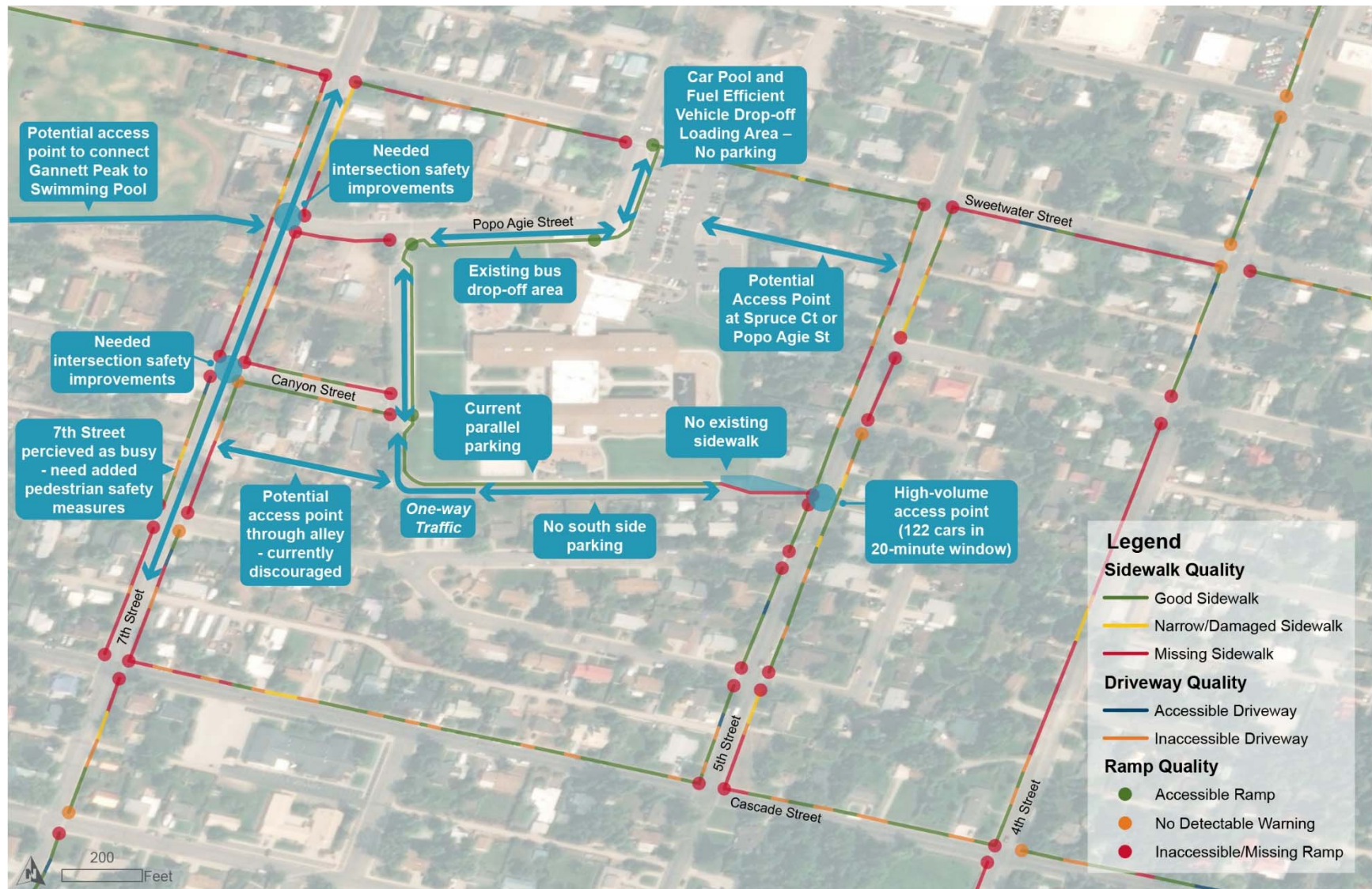
Proposed Improvements

On 7th Street, there is an existing crosswalk at the intersection with Canyon Street and at the intersection with Popo Agie Street. In addition to installing continuous ADA-accessible sidewalks and curb ramps, it is recommended that the crosswalk at Popo Agie Street be equipped with Rectangular Rapid Flash Beacon (RRFB) to facilitate safer bicycle and pedestrian crossings. A study conducted by the FHWA showed that RRFBs have been shown to increase yield rates 72 to 96 percent. Because this crosswalk is near the school, and the school doesn't currently provide crossing guards at these locations and thus could be good a good candidate for the installation of RRFBs. For the intersection of 7th Street and Canyon Street, it is recommended that a traffic calming mitigation trial be studied, such as painted bulb outs and a painted median with extra signage including in-street yield to pedestrian signage to increase pedestrian crossing safety.

It is recommended to construct a new off street pathway between Gannett Peak Elementary School and Pathfinder High School along the southern edge of the high school's field (more details are shown in the Pathfinder High School section on Figure 19). The entrance to this pathway would be located at the intersection of 7th Street and Popo Agie Street. This added pedestrian and bicycle access point would allow for through-movement between the two schools and the Lander Swimming Pool. Once these improvements are made, they will amplify the need to improve the crosswalk, curb ramps, and sidewalk at Popo Agie Street and 7th Street.

There are two alternatives for addressing vehicles using the existing alley west of the school as an egress point. The first would be to improve the alley and allow vehicles to use the alley as an additional egress point. The improvements could be as simple as adding gravel and blading the alley routinely or paving the alley to reduce long-term maintenance. The second alternative is to temporarily close off access from the school with movable traffic barriers during pick up and drop off times. An arrangement would need to be made where the school's crossing guard slides the traffic barrier in place just prior to manning the crosswalk at Canyon Street. This alternative would keep school traffic out of the alley and would help address the concerns of the residents in the area. It may, however, add to the perception of congestion during pick up/drop off times.

Figure 9. Gannett Peak Elementary School—Identified Issues



Improvements Considered, but not Proposed

A comment was made during the public meeting about extending Popo Agie Street or Spruce Court for vehicle access on the east side of the school into the parking lot. The concept was ultimately not proposed because it wouldn't address the problems with how parents park at the school and they result in an impact on staff/visitor parking at the school.

Another concept was to change the direction of flow for the one-way access to the southern alley. Access to the alley would be from Canyon Street to the east. This would help eliminate congestion at Canyon Street and the use of the alley as a bypass west of the school. However, the concept would limit the number of access points to parking adjacent to the school and would divert traffic that currently uses 5th Street to access the school over to 7th Street.

The proposed improvements at Gannett Peak Elementary School are illustrated in Figure 10.

Figure 10. Gannett Peak Elementary School—Proposed Improvements



Potential Access Improvements

The City has discussed the possible need to acquire additional right-of-way to construct a sidewalk from 5th Street to the southern entrance of the school. The existing street does not have a sidewalk in this location and is identified as a Safe Route. Currently, the existing right-of-way would allow for a 10- to 11-foot travel lane, 1.5-foot curb and gutter, and a 5-foot sidewalk. Additional right-of-way would need to be acquired if the City and/or School District want to build a wider travel lane. To determine how a wider lane would affect traffic flow, the School District could create a 10-foot lane with tape or cones before proceeding with right-of-way acquisition. Figure 11 shows this configuration.

Figure 11. Gannett Peak Elementary Southern Entrance Access Improvements



Adding a Rectangular Rapid-Flashing Beacon (RRFB) at the midblock crossing shown above would improve yielding compliance for this pedestrian crossing of 5th Street, which is also State Highway 131, and is the designated route for accessing Sinks Canyon State Park and the Loop Road.

Potential Parking Improvements

The existing street parking at Gannett Peak Elementary School is all currently parallel parking along the schools boundary, which accommodates approximately 38 spaces. As mentioned previously HDR observed traffic and parking operations during the morning and afternoon. A rough count of parked vehicles was made during afternoon pick up. There were approximately a

total of 40 vehicles parked along the southern alley on both sides (which is problematic for the south side which is currently signed as “no parking”); there were approximately 26 cars parked on both sides of the north-south section of road between Canyon and Popo Agie street; there were approximately 20 vehicles parked on the north side of Popo Agie Street; there were no parked vehicles counted in the Car Pool/Energy Efficient Vehicle spaces on Popo Agie, and there were 20 vehicles parked on Canyon Street and on 7th Street near Canyon Street. The total parked vehicles on the day of observation was approximately 106. During our meeting with School Officials, they had indicated that as many as 122 cars were counted using the 5th Street access during the morning. The count given by the School District was corroborated through the count HDR conducted.

Because parking was identified and verified through counts as one of the main issues surrounding this school; the proposed parking improvements includes pull-in angle parking that can accommodate approximately 80 spaces. A diagram of this design is depicted in Figure 12. Additionally, during our observation, it was noted that there were approximately 15 vehicles that were able to park around the 90-degree curve on the north side of the alley. These spaces could remain in place, thereby increasing the number of proposed spaces to 95. The increased number of parking spaces near the school would help reduce the impact to the surrounding area during pick up and drop off times. The intent of this scenario would be to make the sides of the street opposite of diagonal parking (on the south and west sides of the school), no parking zones to prevent the random parent/student crossings that are unsafe and cause perceived congestion. Enforcement and education for parents would be key to making this change successful.

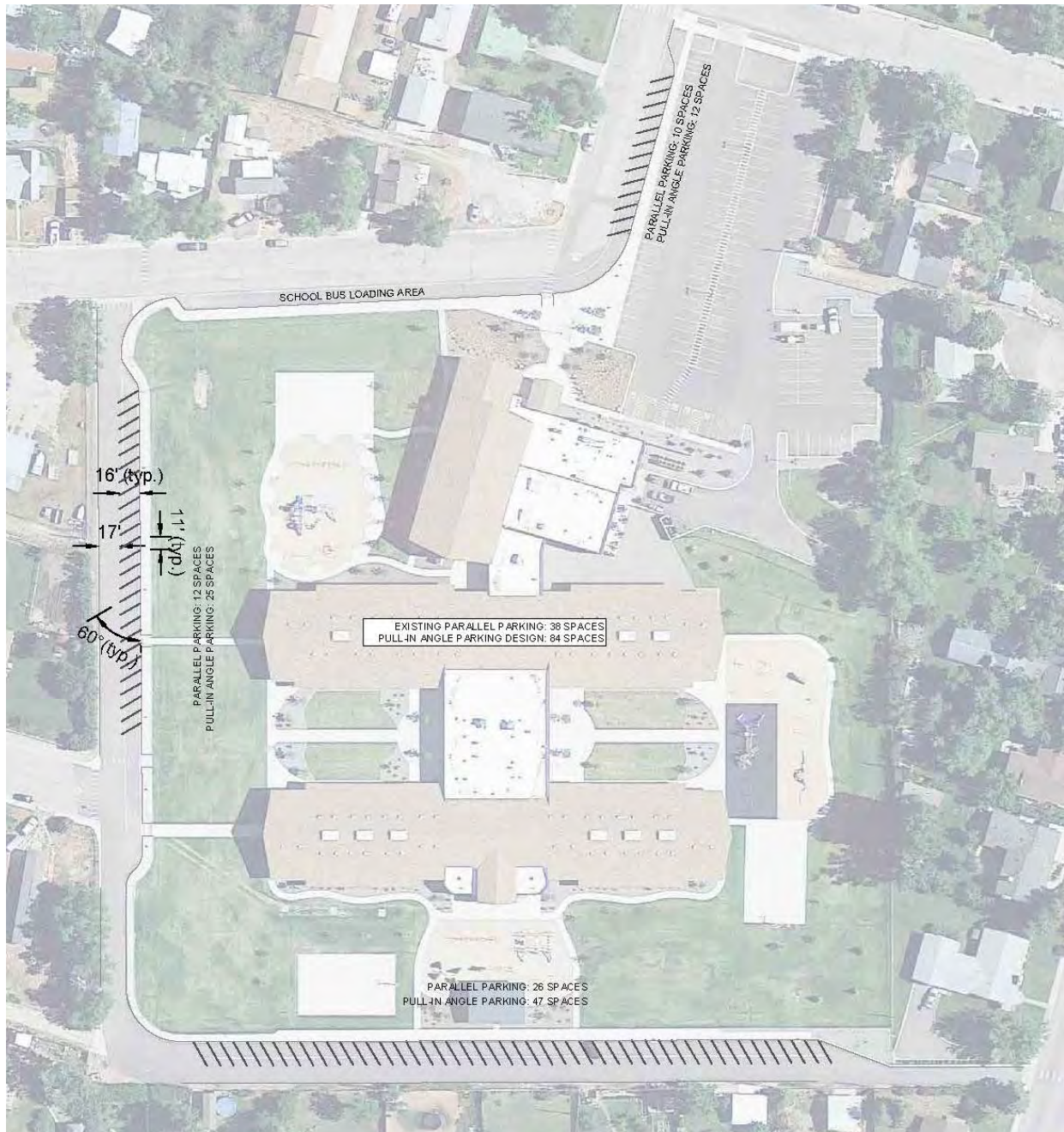
The proposed changes in parking maintain the existing school bus loading area at the north end of the school and maintain the southern and western access roads as one way. The proposed parking also converts the underutilized parking area currently designated for car pool and energy-efficient vehicles to an area open for all types of vehicles. The area currently designated for car pool and energy efficient vehicle parking needs to remain in place for the school to maintain its LEED certification. These spaces are shown in Figure 12 as being pull-in angle parking for informational purposes only. It's estimated that only two additional spaces would be gained with pull-in angle parking, so the effect on available overall parking spaces will be minimal, the caveat being that this area is not been utilized by parents. Perhaps this location could be designated as being okay for quick turn over parking such as parent pick-up and drop-off and maintained as longer term parking for car pool and energy efficient vehicles.

Pull-in angle parking was selected as the preferred recommendation because of the added spaces provided to help alleviate parking issues. Back-in angle parking was also considered due to its added safety benefits for cyclists, pedestrians, and other vehicles when leaving the parking spots. Additional benefits for back-in angle parking include improved visibility when pulling out of the space, ability to use doors to direct children to the sidewalk and the ability for passengers to load the trunk from the safety of the sidewalk/curb edge.

The additional number of parking spaces would be the same regardless of type of angle parking selected. Ultimately pull-in-angle parking was selected because of the types of vehicles

(motorized and non-motorized) accessing these areas and the amount of parking turn over during pick-up and drop-off. Most drivers are familiar with pull in angle parking making this alternative more practical for implementation currently.

Figure 12. Gannett Peak Elementary Parking Improvements





BALDWIN CREEK ELEMENTARY SCHOOL

Identified Issues

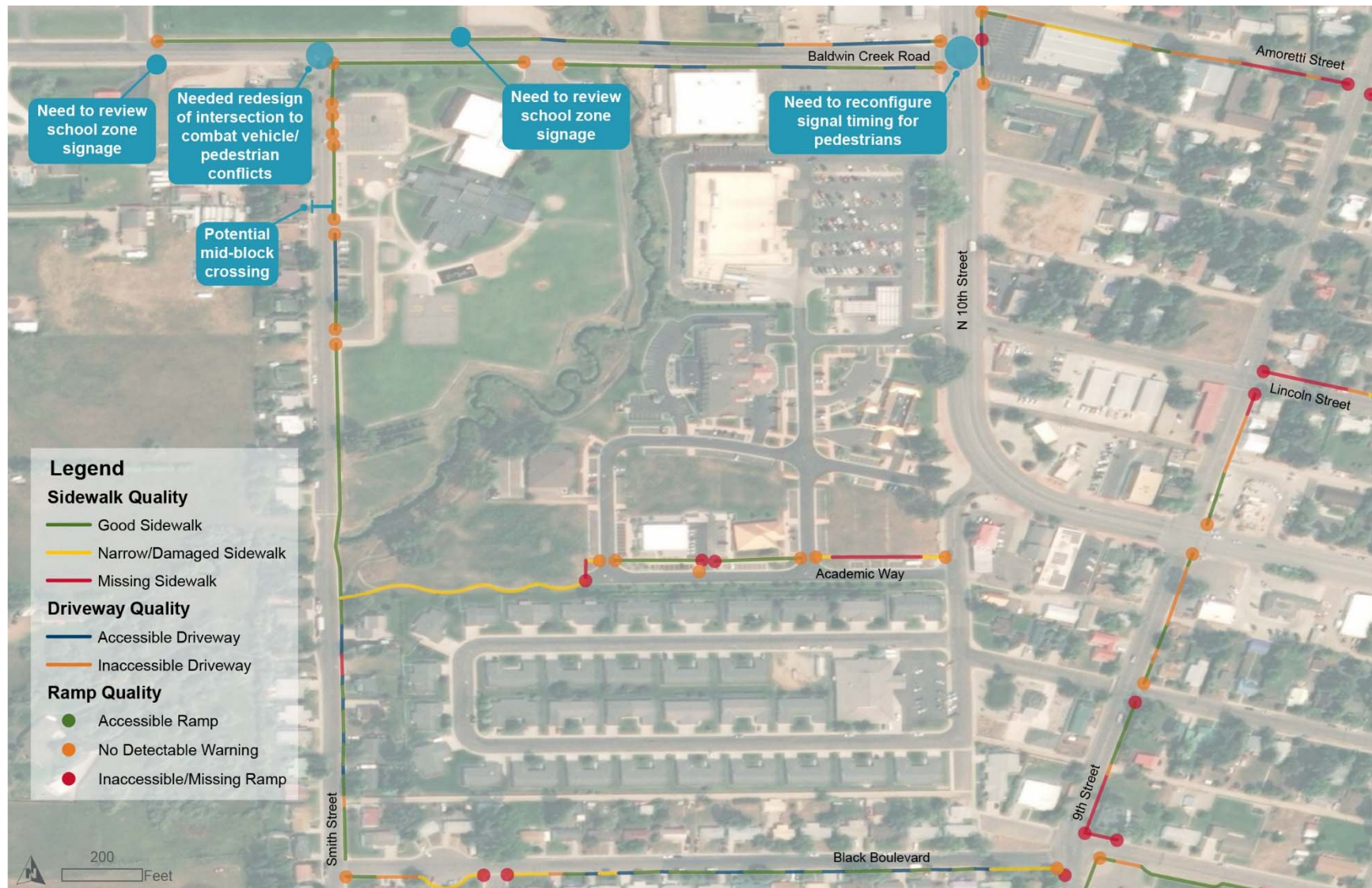
In the 2009 SRTS Plan, West Elementary was one of three elementary schools in Lander. Since that time, West Elementary School was renamed Baldwin Creek Elementary School and is where all of the 4th and 5th grade students in Lander attend school.

Baldwin Creek Elementary School is located southeast of the T-intersection of Baldwin Creek Road and Smith Street. Baldwin Creek Road is currently configured as a four-lane street. Smith Street is a two-lane street, which transitions at the intersection to three lanes—one southbound lane and two northbound lanes. The two northbound approach lanes are intended for left hand and right hand turns. The intersection is a three-way stop. The two stop signs on Baldwin Creek have red flashing lights on top of the signs. The stop sign on Smith Street is a typical stop sign, without a flashing light. The southern leg and eastern leg of the intersection have marked crosswalks.

The main identified issues for Baldwin Creek Elementary are located along Baldwin Creek Road and concern pedestrian and bicycle safety, vehicular travel speeds, and managing school pick-up and drop-off traffic. The intersection of Baldwin Creek Road and West Main Street is currently signalized, but the minimum pedestrian walk times are too short unless the pedestrian push button is manually pushed. The School Resource Officer at Baldwin Creek has noticed issues with students not pushing the button and has had to remind students to do so. Additionally, while the intersection of Baldwin Creek Road and Smith Street have marked crosswalks at the controlled intersection, the safety of pedestrians as they cross the road is a concern mentioned by school officials, even with the use of a crossing guard that manages the intersection during morning and afternoon peak periods. Stakeholders also noted that an update of the existing school zone signage was needed. The existing signage is located on both east- and westbound Baldwin Creek Road as well as on Smith Street. A potential mid-block crossing along Smith Street was also identified as something that should be investigated for feasibility.

The adjacent streets to Baldwin Creek Elementary School have accessible sidewalks and driveways. However, further out from the school, there are inconsistencies with the Safe Routes network. Even on stretches of ADA accessible sidewalk, none of the existing curb ramps have detectable warning surfaces. Issues identified for Baldwin Creek Elementary School are depicted in Figure 13.

Figure 13. Baldwin Creek Elementary School—Identified Issues



Proposed Improvements

Stakeholders from the school district, proposed updating the school zone signage for eastbound and westbound traffic along Baldwin Creek Road between Lander Valley High School and West Main Street (US 287) and northbound traffic on Smith Street to enforce a year-round 20 mph school zone. However, the existing signs are solar-powered flashing 20 mph school speed limit signs. Because of their more recent implementation and higher visibility offered, it is recommended to maintain the current signs until they need to be replaced. If the School District and/or the City would like to transition this area to have permanent 20 MPH speed limit, it is recommended that a speed study be conducted and if 20 MPH is determined to be an appropriate permanent year around speed limit, the flashing signs should be replaced with 20 MPH regulatory speed limit signs.

The bigger issue identified with respect to signage is the location and/or types of signage used on Baldwin Creek and Smith Street. Ideally when there is a transition in speeds, there are posted speed limit signs for each travel direction located as close to the same road mile marker or stationing as possible. There is a small stagger for the regulatory speed limit signs on Baldwin Creek Road located east of Smith Street. The speed limit signs west of Smith Street on Baldwin Creek Road are inconsistent. One of this issues found throughout Lander is the use of yellow “Slow School Zone” warning signage in the place of 20 MPH Regulatory Signage. This is the case for the transition in speed limit between 25 MPH and 20 MPH west of Smith Street. The placement of the flashing School Zone Speed Limit sign is only 300 feet from the intersection of Smith Street for eastbound traffic. The location of the 25 MPH sign for westbound traffic is 725 feet from the intersection of Smith Street (just west of the westerly approach to the High School). On the opposite side of the road, a “Slow School Zone” warning sign has been used.

A 20 mph speed limit is only enforceable where there are regulatory signs. For that reason, it is recommended to move the flashing regulatory school zone speed limit sign out so it is adjacent to the standard 25 mph sign. The flashing sign appears to be solar powered sign and should be easier to move than if it were powered via a hard wire connection. Another less expensive option would be to move the 25 mph sign closer to the existing School Zone sign. However, this is less desirable because it would reduce the current school zone length, and the speed limit would be higher east of the approaches to the high school.

The “Slow School Zone” warning sign needs to be replaced with a flashing regulatory school zone speed limit sign for traffic turning south onto Smith Street. The length of the speed limit transition south of the school on Smith Street between the 25 mph sign and flashing 20 mph school zone sign needs to be shortened. The crosswalk at the intersection on Smith Street needs a School Advance Crossing Assembly to call attention to the crosswalk on Smith Street. Similarly, the existing School Crossing “Ped Xing” signs on Baldwin Creek need to be replaced with School Advanced Crossing Assemblies and moved closer to the intersection (around 200 feet).

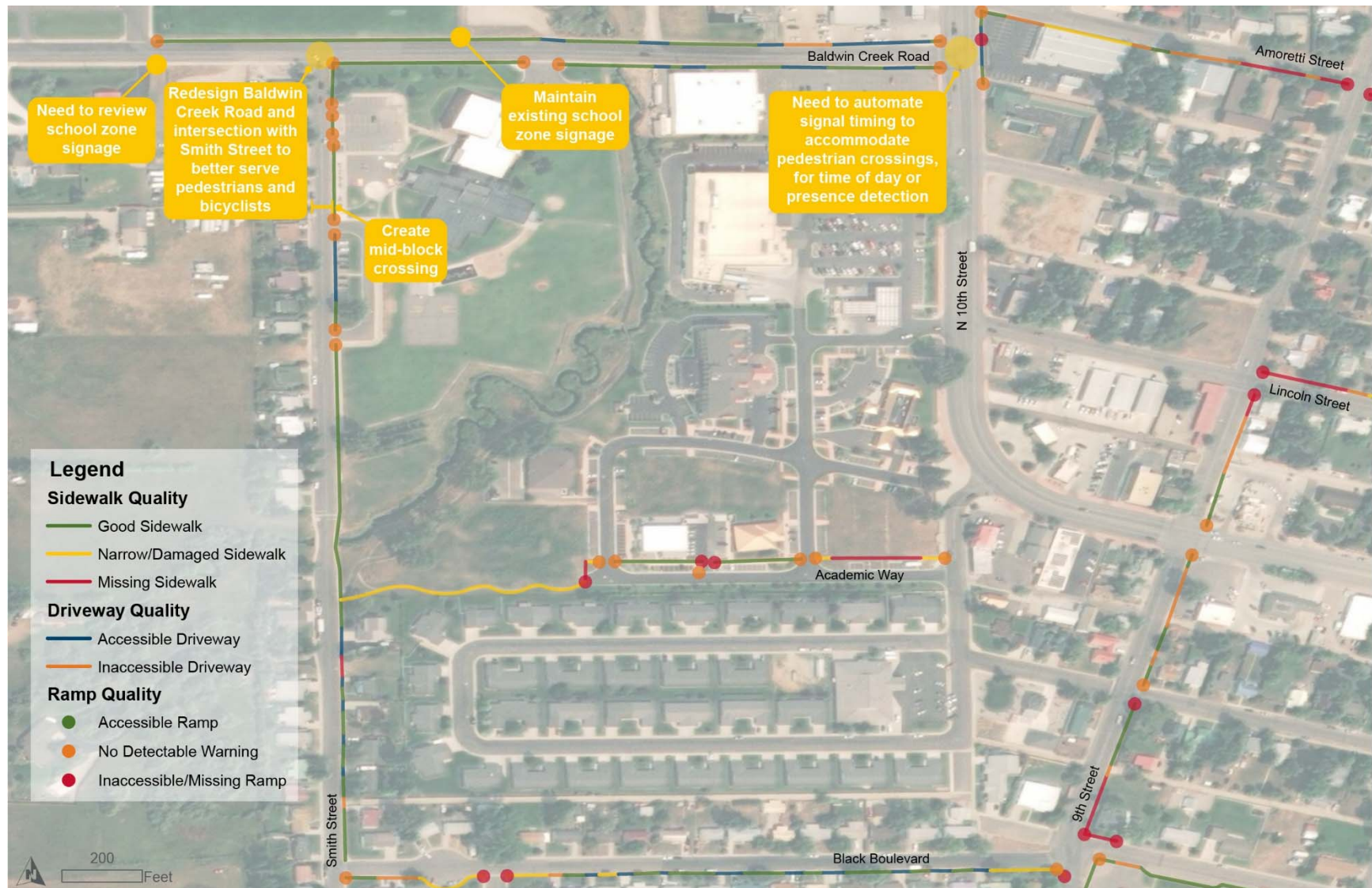
This intersection of Baldwin Creek Road and Smith Street was identified as being dangerous for pedestrians, even with a crossing guard present. The possibility of adding a pedestrian underpass and/or overpass was evaluated. Crash data at this intersection indicates there were no crashes related to vehicles and pedestrians or bicyclists between 2013 and 2017. Traffic counts and observations during the peak hours did not uncover any issues with vehicles yielding to pedestrians and/or the crossing guard during the busiest times.

Implementing some of the changes proposed in this report are recommended as a first step. If yielding to pedestrians is perceived to continue to be a problem, the benefit of the School Advanced Crossing signs is that they can be upgraded with RRFB's. Flashing stop signs, RRFBs, and crossing guards are all potential engineering and operational strategies that could be considered for implementation. At a certain point, stepping up enforcement may be also needed. An overpass or underpass facility is another more elaborate type of treatment that is typically reserved for higher speed and volume corridors. There is a chance that unless sidewalk access along Baldwin Creek Road is controlled, pedestrians may not use an overpass/underpass and likely would continue crossing the road at the street level.

Proposed improvements for the intersection of Baldwin Creek Road and West Main Street (US 287) include automated bicycle/pedestrian presence detection (i.e., cameras or motion detection) or running the pedestrian crossing signal on recall (pedestrian walk sign always comes on for every signal cycle) during peak hours for students walking to or from school. It is recommended that the School District and City continue working with WYDOT to help address pedestrian crossings concerns at this intersection.

A new mid-block crosswalk between driveways was considered along Smith Street to cross near the school's front entrance. A mid-block crosswalk would require pedestrian signage along with other safety treatments including a refuge median or RRFB's. However, mid-block crossing are not preferred by the City. Proposed improvements for Baldwin Creek Elementary School are depicted in Figure 14.

Figure 14. Baldwin Creek Elementary School—Proposed Improvements



Baldwin Creek Road Improvements

Currently, Baldwin Creek Road from the highway intersection to just past Lander High School has four lanes of traffic, two in each direction. The highest daily volume recorded in 2016 was 3,964 vehicles. It is generally accepted that a four-lane cross section can be reduced to a two-lane cross section if the volumes are below 10,000 vehicles per day. A two-lane cross section can potentially carry up to 20,000 vehicle per day if there are limited turning movements and limited driveway accesses.

Turning movement counts were conducted December 17, 2019. Counts were highest in the peak hour from 7:15 a.m. to 8:15 a.m. The highest turning movement volume into the school was 81 for the westbound left turn movement. Because of the low volume of vehicles per day, the proposed lane configuration for Baldwin Creek Road (Figure 15) includes one travel lane in each direction, buffered bike lanes in each direction, as well as a two-way center left turn lane to the west of the intersection and a dedicated left turn lane to the east. Adding a westbound left turn lane assures that no additional delay would be caused by the reduction of through lane capacity. The buffered bike lanes would benefit from keeping the existing “Emergency Vehicle Parking Only” signage.

Together, these improvements better accommodate pedestrian crossings, provide a safer place for people to bicycle, help keep traffic speeds down in the School Zone, and better organize vehicle traffic accessing the school.

Figure 15. Baldwin Creek Road Diet



One of the unintended consequences that may arise with this configuration is the potential for parents to use the buffered bike lane for temporary parking during pick up/drop off times. The City and School District will need to decide if they agree with allowing temporary parking on the south side of Baldwin Creek Road, east of the intersection. In fact the additional temporary parking spaces may be a benefit in helping improve operations during the peaks. However, parent pick up/drop off should be discouraged on the north side of the road, because it could add to the number of pedestrian crossings across Baldwin Creek which may add to the



perception that the intersection is “congested” during the AM and PM peaks. Enforcement will be required to ensure that the buffered bike lane is not used for long term parking or a right hand turn lane for east bound traffic turning south onto Smith Street.

Later in this report, an update to the Lander Area Pathways System is discussed. In the update Baldwin Creek Road is proposed to be upgraded to include Protected Bike Lanes. Protected Bike Lanes provide a physical barrier between the bicycle facility and adjacent uses such as vehicular traffic in addition to buffer striping. Please refer to that section for more discussion about this alternative. A phased approach could be taken where the bike lanes are striped as buffered bike lanes, and physical barrier protections are installed at a later date when the City determines the best approach for installing protected bike lanes across the city.

LANDER MIDDLE SCHOOL

Identified Issues

The Lander Middle School is a newer facility and was constructed near the old North Elementary School location. North Elementary School is no longer being used by the School District for classroom space. Students attending the Middle School are in 6th through 8th grade.

For Lander Middle School, the main issues entail the need for increased pedestrian crossings and redesign of intersections to prevent blind corners or pinch points. The bus parking along the western edge of the school was identified as working well.

There was a pinch point identified at the intersection of the school’s northern parking lot and Jefferson Street. Vehicles enter the parking lot at the northwestern approach, which is striped as a one-way entrance. Vehicles exit both the northern and eastern parking lots at the eastern approach which is one-way out. The eastern approach is too narrow and creates a possible pinch point contributing to a bottleneck effect, especially when vehicles are attempting to turn left from the parking lot onto Jefferson Street, which is currently signed and striped for right turns only.

The School District suggested to eliminate the curb and grass strip between Jefferson Street and the north parking lot to help alleviate congestion during the morning and afternoon peak times. Another suggestion was to develop the parking area north of the school at the park to add parking during the AM/PM peak and during school events.

There is a tall privacy fence on the south side of the exit road to the south of the Middle School that connects to North 8th Street. There is at this approach, making it difficult to see northbound oncoming traffic on North 8th Street, creating a blind corner.

Sidewalks and curb ramps adjacent to Lander Middle School are ADA accessible, with the exception of some missing detectable warning surfaces. There is missing sidewalk along the northern edge of Jefferson Street and adjacent to the old North Elementary School east of Lander Middle School. There are also many missing sidewalk links and inaccessible driveways and ramps along Amoretti Street, south of the school. Figure 16 depicts the issues identified for Lander Middle School.

Figure 16. Lander Middle School—Identified Issues



Proposed Improvements

To address the need for more crossings around the school, new crosswalks are proposed at the intersection of Jefferson Street and North 8th Street along with across Jefferson Street from the school's parking lot. Improved crosswalks are needed at the intersections of North 8th Street and Kristen Court, Jefferson Street and Riverview Drive, and Jefferson Street and the alley behind the school district's storage building to the east of Lander Middle School. Any of the proposed midblock crossings would need additional evaluation prior to implementing to determine the need.

One solution to combat the reported congestion occurring during peak times is to redesign the existing parent drop-off area along Jefferson Street (removing the grass and curb) and move parking to a new visitor parking lot located within North Park's current dirt parking area. This would eliminate the parking closer to the school, and may have other unintended consequences. There are possible solutions other than redesigning the northern parking lot, for example, increasing the width of the eastern approach so that is three lanes—one for the entrance, one for left turns, and one for right turns.

Regardless of what is done with the north parking lot and its approaches, the City and Middle School might realize a greater benefit by developing and/or paving the existing gravel parking lot at the park. Encouraging parent pick up and drop off at the park parking lot would help alleviate some of the perceived congestion. To do this, a crosswalk would be needed at the intersection or a midblock crossing for safety. This recommendation of a mid-block crossing was evaluated with respect to the park parking lot being developed, but is ultimately not recommended at this time.

To improve the obstructed line of sight at the blind corner at the southern egress at North 8th Street, the roadway could be converted to a one-way entrance instead of a one-way exit, reversing the flow of traffic. This would make accessing the southern portion of the school quicker, and would have minimal impact on accessing the eastern parking area.

Additionally, one-way travel could continue through the eastern parking lot and up to the northeastern approach that was identified as a pinch point. If the northeastern approach became "exit only", the two existing lanes could be reconfigured as left-turn/right-turn lanes and would potentially help alleviate the reported congestion identified at that location.

The proposed improvements for Lander Middle School are depicted in Figure 17.

Figure 17. Lander Middle School—Proposed Improvements



LANDER VALLEY HIGH SCHOOL

Identified Issues

Similar to Baldwin Creek Elementary School, issues surrounding Lander Valley High School are centered along Baldwin Creek Road. Proposed improvements discussed previously regarding Baldwin Creek Road would improve conditions at Lander Valley High School as well.

City staff had noted concerns about the number and spacing of access points to the High School parking lot along Baldwin Creek Road. There are three access points into the parking lot within 350 feet of each other. The eastern approach serves as an entrance with the middle and western access points serving as exits.

It is likely the middle exit was added to help alleviate perceived congestion when large events at the High School are ending. This exit contributes to confusion and turning conflicts between vehicles as they are leaving, particularly because most vehicles are making left turns from both the middle and western exits. The short distance between the exits increases the likelihood of conflicts. Also, unlike the eastern and western access points, the middle exit does not have room for vehicles to line up because there is parking directly adjacent to the exit.

Another issue specific to the High School was the need for crosswalk signage east of the main parking lot (Figure 18).

Proposed Improvements

The safety and function of Baldwin Creek Road would improve by reducing the number of access points at the parking lot. A separate traffic study for all the site driveways could be conducted to determine the need for the middle exit for normal operations as well as after larger events. The City and School District could then discuss the feasibility of eliminating the middle exit.

East of the main parking lot, the recommendation is to install an in-street crosswalk sign, similar to what the School District uses at other locations. However, signs should comply with Wyoming State law which requires drivers to yield to pedestrians within a crosswalk. Thus, signs should state yield instead of stop as shown in Photo 3.

Photo 3. In-Street Crosswalk Sign



Figure 18. Lander Valley High School—Identified Issues and Proposed Improvements



PATHFINDER HIGH SCHOOL

Identified Issues

Pathfinder High School and the Lander Swimming Pool reside on the same campus near the intersection of 9th Street and Sweetwater Street. During the 2009 SRTS Plan, this was the location of Starrett Junior High School and has subsequently become the location for Pathfinder High School after the new Lander Middle School was built.

A redesign of the intersection of Sweetwater Street and South 9th Street was identified as needed to improve vehicular, pedestrian, and bicycle safety. The five-leg offset intersection creates some challenging intersection geometry. Currently, the intersection is stop sign-controlled on the east and west legs, and 9th Street is a through street. As mentioned in the Gannett Peak Elementary section, a school zone signage inventory at this location and at Gannett Peak Elementary is recommended to identify where gaps in signage exist, identify where there is conflicting or inadequate signage, and identify locations where new or updated signage is needed.

School District staff noted a desire to consider conversion of the existing tennis courts east of the swimming pool to student and staff parking. Stakeholders expressed concerns about pedestrian circulation during bus drop-off periods, particularly before and after swim meets at the Lander Swimming Pools. Buses tend to park on 9th Street adjacent to the school, which can cause conflicts for pedestrians attempting to cross at Dabich Avenue.

School District staff identified an issue with a single parking space adjacent to the T-intersection of 9th Street and Dabich Avenue (Photo 4).

Sidewalks adjacent to Pathfinder High School are in good condition and ADA accessible, but the corresponding curb ramps lack detectable warning devices. Moving away from the school, the Safe Routes system begins to have more gaps and inaccessible surfaces, especially with respect to missing curb ramps. Figure 19 depicts the issues identified for Pathfinder High School.

Photo 4. Single Parking Space Adjacent to the T-Intersection of 9th Street and Dabich Avenue



Figure 19. Pathfinder High School—Identified Issues



Proposed Improvements

As mentioned previously in the Gannett Peak Elementary School section, a new off-street pathway through the Pathfinder High School campus along the southern edge is recommended for connectivity to connect the two schools and swimming pool because students are routinely using this as a pathway. This new pathway would require improving the existing crosswalk to connect to the designated Safe Routes along 7th Street and Popo Agie Street.

Conversion of the tennis courts to additional parking is recommended. An evaluation would be needed to identify the most effective vehicle circulation within the Pathfinder campus and ingress/egress at the parking lot.

To alleviate the issue related to bus loading before and after swim meets and other events, it is recommended that bus parking not be allowed on 9th Street and that the buses instead park along the southern edge of Sweetwater Street. There is an existing bus turn out at that location and more school frontage along the northern boundary of Pathfinder High School.

It is recommended to eliminate the single parking space adjacent to the T-intersection of 9th Street and Dabich Avenue and to add yellow curb markings indicating a no parking zone.

Improvements to the five-leg intersection at 9th Street, Sweetwater Street, and Black Boulevard are discussed in the section on 9th Street near Pathfinder High School. Figure 20 depicts the proposed improvements for Pathfinder High School.

Figure 20. Pathfinder High School—Proposed Improvements



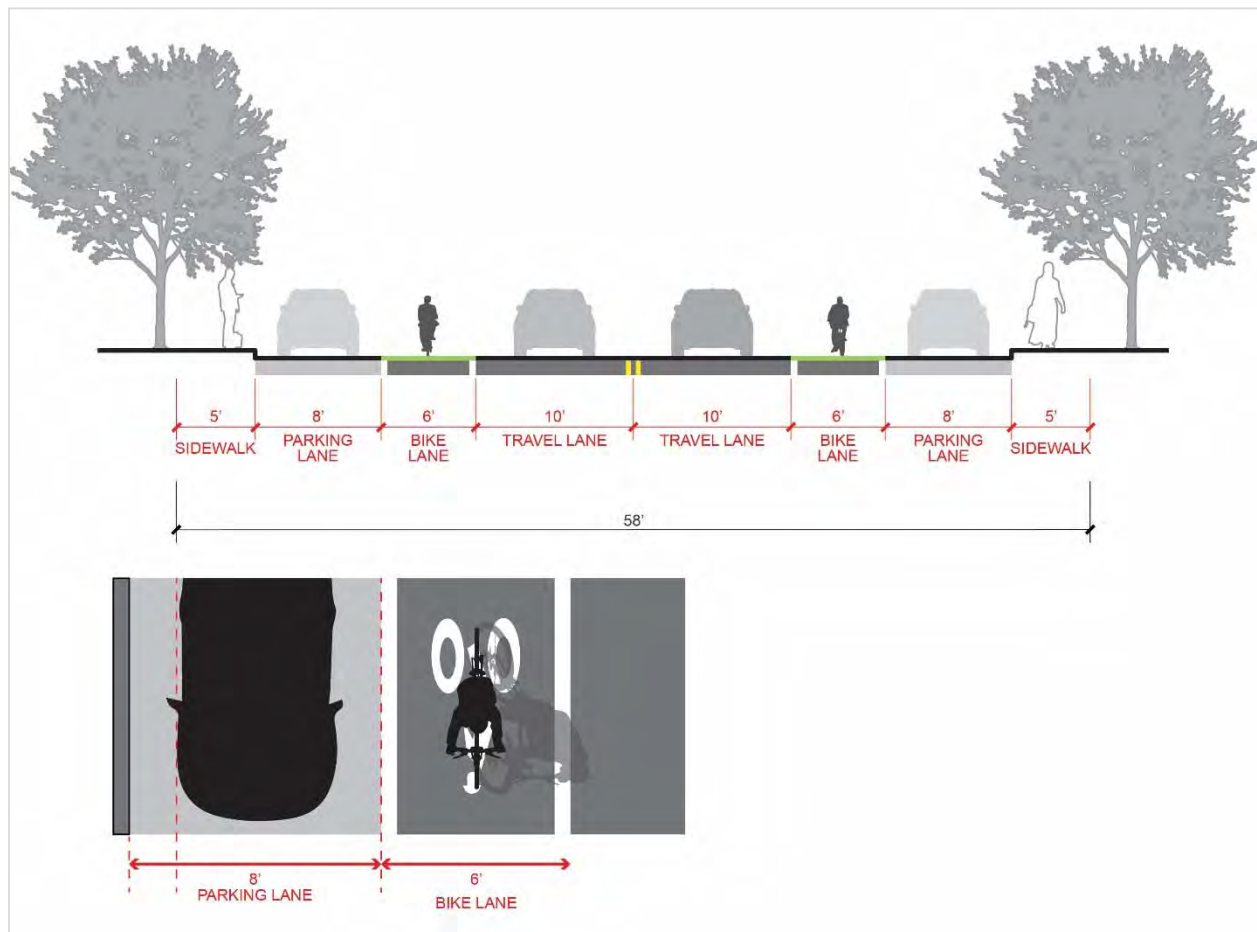
3.2 9th Street Corridor

Currently, 9th Street serves as a north-south corridor—connecting people from Main Street to Fremont Street/Highway 131 and Sinks Canyon Road south and west of the city. 5th Street is roughly 0.25 mile to the east of 9th Street and serves as a similar north-south pattern and is cross-posted as Highway 131. The City would like to lower vehicular volumes on 9th Street and encourage more vehicular traffic to use 5th Street. 9th Street is also identified as a Safe Route with an on-street dedicated bike lane.

3.2.1 Revised Cross-Section

The main proposed intervention along the 9th Street corridor entails adding striped bike lanes in both directions. The existing travel lanes and parking lanes are maintained; however, the travel lanes are narrowed to accommodate the new bicycle lanes. The existing 49-foot curb face-to-curb face dimension accommodates on-street parking, with 6-foot bike lanes, and 10-foot travel lanes. Figure 21 shows the proposed cross section. The reduced width of the travel lanes (from 16 feet to 10 feet) is intended to slow down vehicular traffic, and it makes drivers more aware of pedestrian and bicycle traffic throughout the corridor.

Figure 21. 9th Street—Proposed Bike Lanes Cross-Section



3.3 Traffic Calming

Stakeholders identified 9th Street as a potential candidate for traffic calming. 9th Street could benefit from traffic calming measures while effectively serving the adjacent residential areas. Traffic calming can lower speeds and provide a safer environment for school-aged children accessing multiple schools in the immediate surrounding area and provide a more comfortable location to ride bikes. Traffic calming interventions are proposed in four key locations discussed below:

- 9th Street and Sweetwater Street
- 9th Street and Dabich Avenue
- 9th Street and Cascade Street
- The segment of 9th Street between Shoshone Street and 7th Street

3.3.1 9th Street and Sweetwater Street

The intersection of 9th Street and Sweetwater Street currently consists of a five-way intersection and is the meeting point of two conflicting street grids present in the city. This has created awkward geometry for vehicles, pedestrians, and bicycles to traverse. Additionally, there are only two stop signs present—for east-west traffic along Sweetwater Street and Black Boulevard. 9th Street traffic does not currently stop at this intersection. Figure 22 shows the intersection redesign which proposes making the intersection an all-way stop. Generally, 5-legged intersections can be made safer and simpler by removing one leg of the intersection—making it a 4-legged intersection. This is shown in the image below. Implementation of a roundabout at this location was explored, but because of the challenging geometry and limited, this idea deemed not feasible for implementation and was screened out as an alternative.

If deemed appropriate with an engineering study it is recommended that a four way stop be considered for implementation at the 9th Street and Sweetwater Street intersection based on the existing sight distance issues on Black Street and Sweetwater Street due to the non-typical geometry, fencing, and trees. This is in compliance with [MUTCD guidance](#) for 4-way stop sign applications (Section 2B.06). The addition of a four way stop at this location also helps bring vehicles to a full stop and will slow down traffic that previously had the right of way through the intersection. It will help stop/slow down south bound traffic prior entering the school zone at Pathfinder High School. If deemed appropriate, implementation of an all stop condition at this intersection is recommended as a first step. Closing off the 5th leg on Sweetwater Street and adding alternative driveway access is also recommended, but is not necessarily needed from a traffic calming standpoint, and could be implemented in stages or as funding becomes available.

Figure 22 shows the potential intersection redesign, which is a four-leg intersection with an all-way stop and crosswalks along the designated Safe Routes.

Figure 22. Reconfigured 9th Street and Sweetwater Street Intersection



3.3.2 9th Street and Dabich Avenue

The 9th Street and Dabich Avenue intersection is located near the entrance to the Lander swimming pool. There are currently two striped crosswalks across 9th Street that include S1-1 School Crossing signs that warn drivers to yield to crossing pedestrians.

The concept depicted in Figure 23 add a 10-foot-wide median with pedestrian refuge areas on 9th Street through the length of the intersection. The median would facilitate safer crossings, and increase driver compliance to slow vehicle speeds through the area even when pedestrians are not present. It also eliminates the single parking space adjacent to the T-intersection of 9th Street and Dabich Avenue discussed in the Pathfinder High School section.

Figure 23. New Median on 9th Street at Dabich Avenue



This traffic calming measure would impact local street access onto Dabich Avenue because left hand turns to and from Dabich Avenue would no longer be possible. Because of this potential negative impact for local residents, it is recommended that bike lanes and the 4-way stop at Sweetwater Street, be implemented first and then other traffic calming treatments similar to this be implemented, if determined to be needed, in a staged approach.

3.3.3 9th Street and Cascade Street

The intersection of 9th Street and Cascade Street currently only has stop signs for east-west traffic along Cascade Street. Northbound traffic on 9th is traveling down a hill, which can increase vehicle travel speed, impact sight distance, and cause potential safety issues with pedestrians crossing 9th Street. This is in compliance with [MUTCD guidance](#) for 4-way stop sign applications (Section 2B.06).

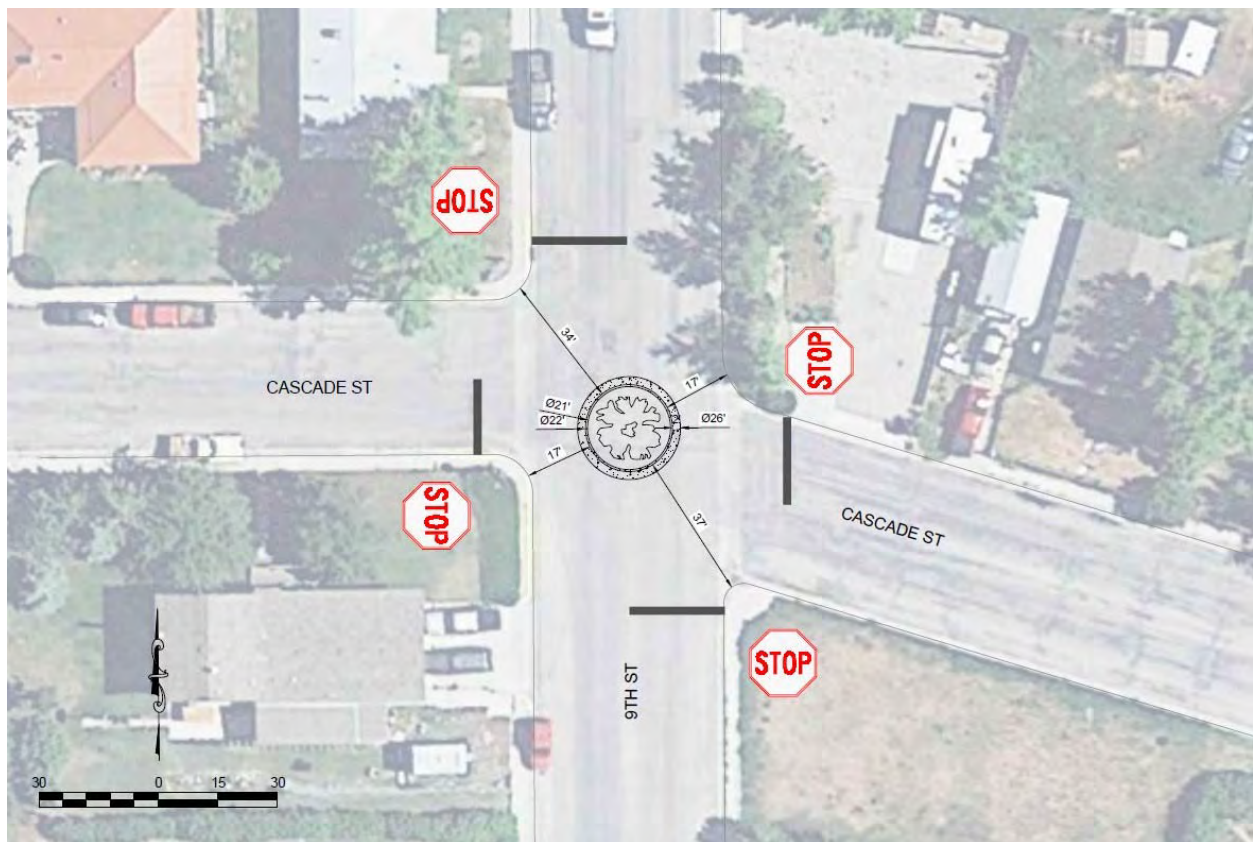
It is recommended that an engineering study be conducted to determine if this intersection transition to a four-way stop for all directions. A four-way stop would slow down traffic on 9th Street and increase the safety for pedestrians crossing 9th Street at Cascade Street, which is where two proposed Safe Routes meet.

A traffic circle in the intersection (Figure 24) would also help slow down traffic and create a safer environment for bicycles and pedestrians traveling through the intersection. This intersection

was chosen for a four-way stop and traffic circle because it is roughly halfway between the proposed four-way stop at the Sweetwater Street intersection and the existing controlled intersection to the south at Fremont Street. This would create a roughly 1/3-mile spacing between new stops, which would help create a more frequent cadence of stops and calm traffic across this whole stretch of 9th Street from Main Street south to Fremont Street.

As mentioned previously, a phased approach should be taken for these traffic calming treatments. The addition of a traffic circle should be considered only after the four-way stop condition and bike lanes have been implemented and evaluated.

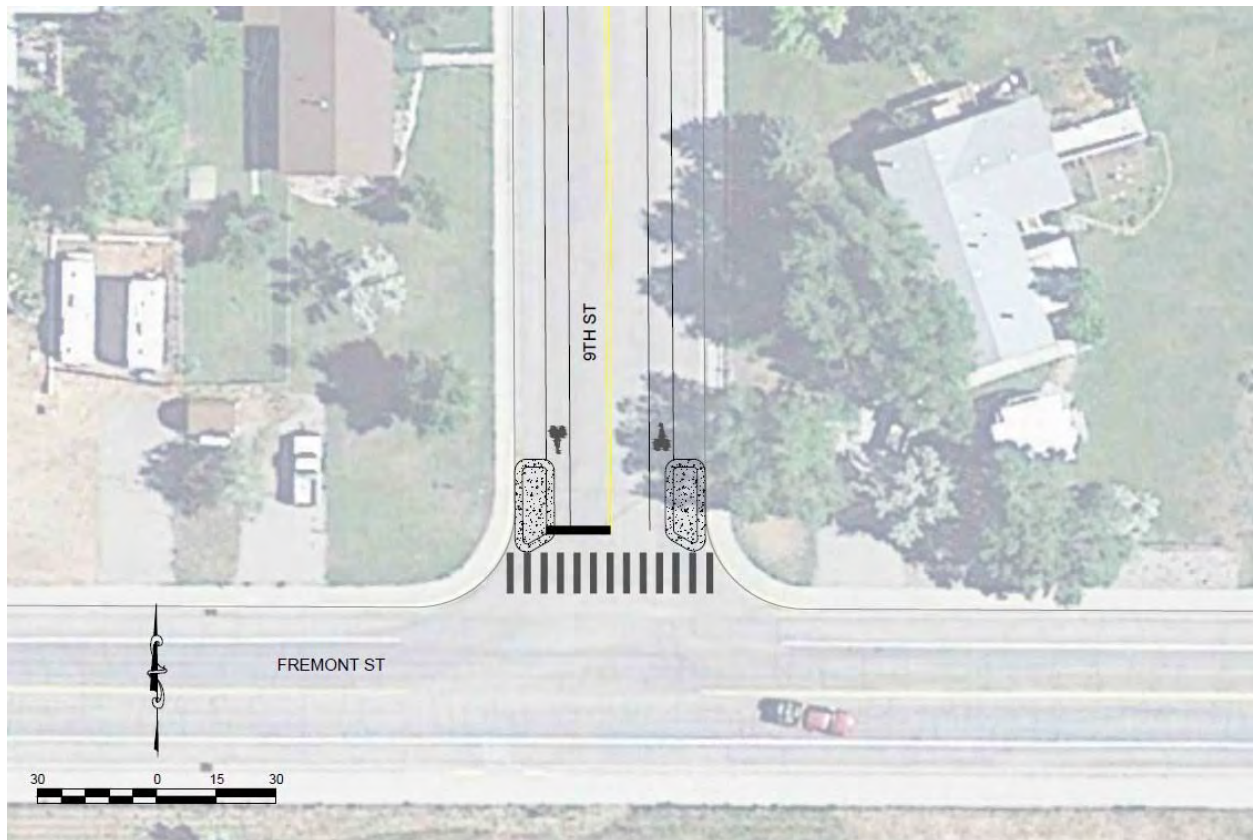
Figure 24. New Traffic Circle and All-Way Stop at 9th Street and Cascade Street intersection



3.3.4 9th Street between Cascade Street and Fremont Street

One option for traffic calming on this part of 9th Street would be to add neck-downs along 9th Street north of Fremont Street, which would narrow the width of the entrance to 9th Street (Figure 25). This design is intended to slow down traffic turning onto 9th Street from Fremont Street. The design shown in Figure 25 below maintains existing drainage flowlines.

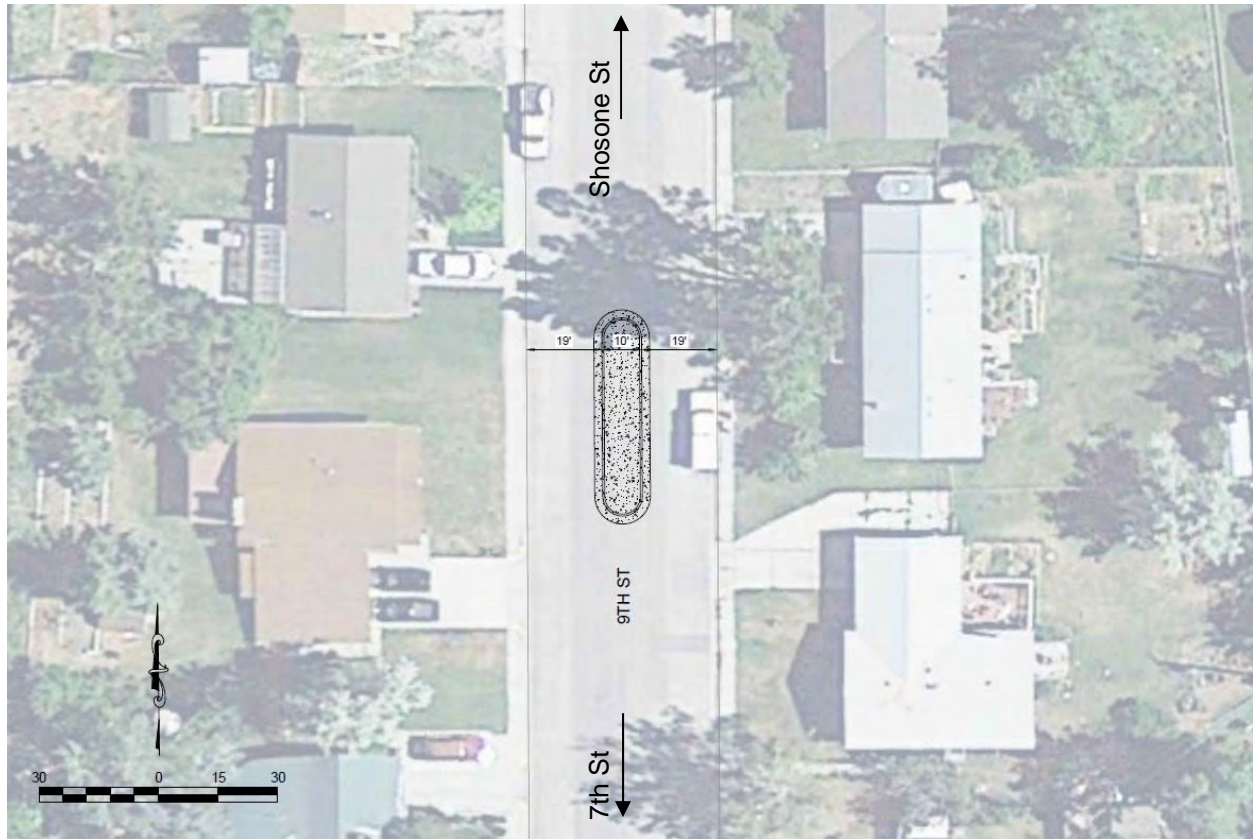
Figure 25. Traffic Calming Gateway Treatment at 9th Street North of Fremont Street



If neck-downs are not desired, there are multiple other traffic calming treatments that could be used, such as bump-outs, chicanes, and speed humps. Bump-outs are an extension of the curb at the corner to narrow the travel way and provide additional space for pedestrians. Chicanes are two curb extensions constructed in staggered locations so that drivers have to slow down to weave through them. Neck-downs or bump-outs could also be implemented at the intersection of 9th Street and Main Street (US-287). Implementation at both locations would create gateway treatments onto 9th Street, which may prove helpful in transitioning 9th Street to a more local bicyclist- and pedestrian-friendly street.

Another alternative to slow down traffic would be to add a median on 9th Street south of Shoshone Street and north of 7th Street. There are several options for the location of the median. Locating it closer to Fremont Street would create a gateway treatment and slow vehicles down as they turn onto 9th Street from Fremont Street. Placing it closer to Shoshone Street would slow down southbound traffic approaching the hill and the Cascade intersection, alleviating a safety concern voiced by local citizens. A median should be placed, if possible, at a location that has the least demand for on-street parking. Figure 26 shows a traffic calming median between Shoshone Street and 7th Street as an example.

Figure 26. Example of New Median on 9th Street between Shoshone Street and 7th Street



3.3.5 Phased Implementation of Traffic Calming Measures

It is recommended that all of the traffic calming treatments discussed in this section be implemented in phases. The implementation of 4-way stops is a recommended first step, followed by striping dedicated bike lanes. After the initial phases, the roadway operations, speed data and traffic counts on 9th Street and 5th Street should be reevaluated to determine if the measures have achieved the goal of shifting traffic from 9th Street to 5th Street. The more impactful traffic calming measures mentioned above should be only be considered for possible implementation if the data shows additional interventions are needed.

4. Lander Area Pathway System Update (Walkable Bikeable Routes Study)

Developing safe and comfortable walking and bicycling networks has become a much higher priority in many U.S. cities in the past decade where there is a new emphasis on creating “low-stress” walking and bicycling networks. “Low-stress” means that people of all ages and abilities feel comfortable walking or bicycling. Because of this new emphasis, the best practices for evaluating and designing walking and bicycling networks have changed, with an emphasis on quality in addition to connections to destinations.

Historically, walking networks have been built to design minimums—resulting in less-than-ideal sidewalks and crossings and often challenging conditions for people using wheelchairs or other mobility aids. Likewise, bicycle networks have also been built with minimal resources—resulting in bike facilities that only work for the small percentage of people who are comfortable bicycling on almost any type of street and with or without dedicated space for bicyclists. Most recently, micromobility devices (e.g., electric scooters, electric bikes, hoverboards, and electric skateboards) have become more popular, creating different needs.

This section identifies pathways for people walking, biking, and rolling in Lander.

4.1 Current Lander Area Pathway System

The current Lander Area Pathway System (LAPS) is made up of on-street bicycle routes, shared-use paths, and off-street paved and unpaved trails. The current LAPS map is shown in Figure 27. This map delineates the system's streets, off-street routes, on-street routes, on-road loops, and off-road loops.

HDR updated the current LAPS map to show the existing pathway system and shared use types (Figure 28). For purposes of this report, the various loops throughout town are not named on the map. The map differentiates the various routes, as follows:

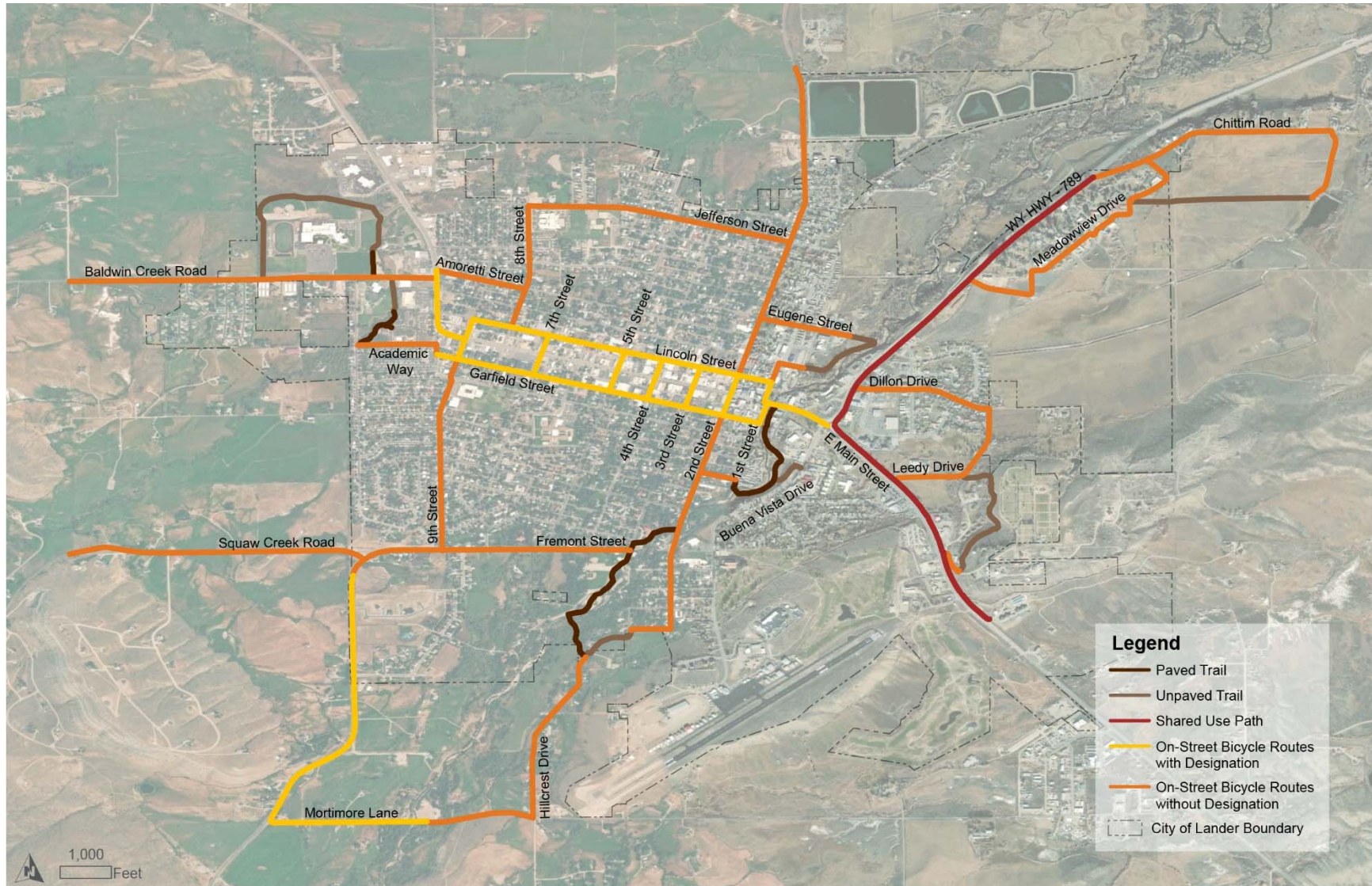
- On-street Bicycle Routes with Designation: streets with on-street pavement markings
- On-street Bicycle Routes without Designation: streets without on-street pavement markings
- Paved Trails
- Unpaved Trails
- Side Paths

On-street Bicycle Routes with Designation include streets near the Main Street Corridor. HDR verified that most of these streets currently utilize “sharrow” pavement markings. Main Street, from 1st Street to Buena Vista Drive, is the exception, with the narrow shoulders currently being designated as a “Bike Lane.” A portion of Sinks Canyon Road (east side) and Mortimore Lane (north side) currently have a duplicate shoulder striping on one side of the road, with a bike lane adjacent to the travel lane, and a buffered pedestrian pathway (using the bike lane as the buffer) on the outer edge of the shoulder.

Figure 27. Current LAPS Map



Figure 28. Updated Existing LAPS Map



The On-street Bicycle Routes without Designation are streets and county roads that have been identified as being “shared use routes” but do not have pavement marking on the road. In some cases there is sporadic “Bike Route” signage (Photo 5) on the designated on-street routes. This signage is somewhat useful for wayfinding by bicyclists, but is probably not seen by motorists unless they are specifically looking for a bikeway.

Observations show that confident riders on Main Street (east) and Highway 789 (north) typically “take the lane” when riding on these segments of highway. However, lower-speed riders tend to ride their bikes on the sidewalk, which is the more comfortable option. Both sections of highway have very narrow shoulder space and do not accommodate on-street bicycle use easily. It is recommended that the sidewalks on Main Street (east) and Highway 789 (north) be designated as side paths because of the limited shoulder space on the highways. If designated as shared use, these sidewalks provide connectivity and complete a loop around the Dillon Subdivision. Bicyclists would be expected to yield to pedestrians on these shared used sidewalks.

For Highway 789, the sidewalk connects the State Campus and the CWC Outreach Campus with Main Street. The Lander Cycling Club recommended providing signage encouraging mixed use on this segment of sidewalk and would be for use by lower-speed, less-confident bicyclists.

The sidewalk on Main Street, east of the Buena Vista Drive intersection, was recently upgraded and extended to Smith Creek Road. This sidewalk is used by residents living at the Blue Ridge Apartments and is used by Catholic College students living in the dormitories near Mount Hope Drive to get to the downtown College Campus.

On Meadow View Drive, a section of sidewalk winds through the State Campus, with elevated crossings at some locations where the sidewalk crosses the road. The sidewalk provides a connection to the Lucky Pond Trail, and completes a loop around the State Campus. It is recommended to make the roadways through the State Campus bike boulevards and encourage pedestrians to utilize sidewalks to access the Lucky Pond Trail.

It is recommended to eliminate an on-street connection on 3rd Street (near City Park) to Cascade Street, and over to 2nd Street. Pedestrians and bicyclists would then use the greenway behind the Trinity Episcopal Church that connects with 2nd Street (Photo 6).

Photo 5. Bike Route Signage



Photo 6. Greenway Behind the Trinity Episcopal Church Connecting with 2nd Street



A newer off-street unpaved trail was recently built and has been added to the updated LAPS map along Hillcrest Drive between Bridger Street and the City Park Trail. This trail provides a safer way to access the City Park Trail, and when connected with the Pope Agie River greenway, creates another loop. Based on public comments received, it is also recommended that the City evaluate the intersection of 3rd Street and Cascade Street with traffic counts and determine if this intersection should be a 4-way stop. Currently the north-south legs on 3rd Street are stop controlled, with Cascaded Street open to through traffic. A 4-way stop or changing the stop condition to be on Cascade Street may help eliminate confusion at this intersection.

4.2 Proposed Lander Area Pathways System

Stakeholder input was gathered to assess the status of existing pathways, locations for where new pathways should be designated, and potential upgrades for on-street facilities. Stakeholder groups included City staff, the Lander Pathways Committee, and the Lander Cycling Club. Comments provided by these groups are included on the map in Appendix A. These comments were reviewed and incorporated into the proposed LAPS map where feasible.

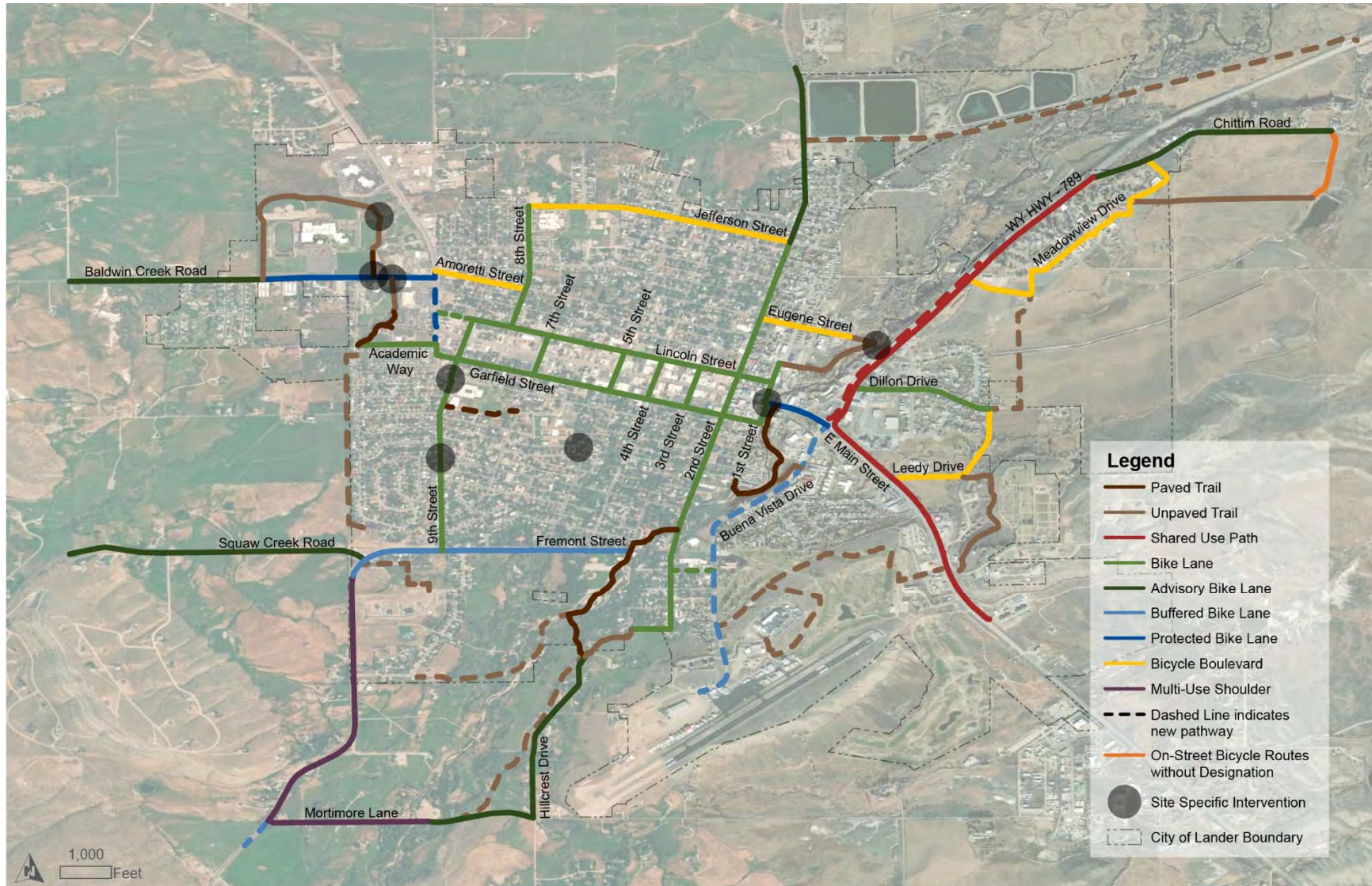
The proposed classifications to and updated Pathways System map (Figure 29) were determined through ADT, speed limits, and existing street characteristics. Additionally, FHWA's [Small Town and Rural Multimodal Networks](#) was used to detail the proposed facilities. The proposed system expands the types of designated facilities, identifies which bicycle facilities are proposed to be striped, advisory, buffered, or protected, and identifies bicycle boulevards (on-street routes). The facilities are classified as follows:

- **Bike Lanes** are striped lanes with clear markings to define the facility from motor vehicle traffic. Preferred widths are 6 feet.
- **Buffered Bike Lanes** provide extra separation between moving traffic or adjacent uses (i.e., parked cars). Buffers are marked with two solid white lines. If buffers exceed 3 feet in width, interior diagonal cross hatching or chevron markings are required.



- **Protected Bike Lanes** are physically separated from adjacent uses, such as vehicular traffic. This separated facility provides the highest level of comfort and safety on-street bicycle facilities.
- **Bicycle Boulevards** are low-stress, shared bicycle facilities with vehicle traffic, designed to provide access to local destinations and through neighborhoods. They prioritize bicyclists over vehicles through the use of shared lane markings (SLM), wayfinding, and the lack of center line markings to promote safe passing of bicycles by motorists. Access management, traffic calming, and crossing treatments also can be used help to promote bicycle priority and safety through these routes. Bicycle Boulevards are similar to the existing shared use streets with sharrows in Lander, but have improved wayfinding and traffic calming.
- **Advisory Bike Lanes** (also known as advisory shoulders or dashed bicycle lanes) create space for bicyclists on roadways that are too narrow for traditional striped bike lanes. Pavement markings (broken lane line) delineate space for bicycles and pedestrians. However, vehicles are allowed to enter the advisory lane to clear passage of oncoming vehicles. Preferred width of advisory bike lanes is 6 feet, with a minimum of 4 feet if no curb and gutter are present. Generally, no center line is marked on the roadway, with exceptions at specific locations because of topography, at-grade crossings, and bridges.
- **Side Paths** are separated from vehicular traffic and are used by people walking, bicycling, or rolling, either for transportation or recreation purposes. Minimum width of facilities should be 10 feet and is preferred at a width of 12 feet, with marked crosswalks at intersections, and etiquette signage if necessary.
- **Multi-Use Shoulders** are facilities where one side of the street is striped for two-way pedestrian and bicycle traffic. They are proposed in more rural locations where there is lower speed and traffic and where the topography makes it cost-prohibitive to widen a narrow street to create more space for bicycles

Figure 29. Proposed LAPS Map



4.3 Proposed Bicycle Facilities Types

The NACTO [*Contextual Guidance for Selecting All Ages & Abilities Bikeways*](#) decision matrix (Table 19) was used to identify what type of bicycle facilities would be most appropriate to create a low-stress space within the road section given the existing number of lanes, motor vehicle speed, and motor vehicle volume. This guide recommends the following types of bicycle facilities based upon motor vehicle speed, volume, number of lanes, and operational characteristics:

- Advisory Bike Lanes
- Bicycle Boulevard
- Bike Lane
- Buffered Bike Lane and Traffic Calming
- Protected Bike Lane
- Side Path

Each of the streets and pathways shown on the proposed LAPS map shown in Figure 29 were reviewed and evaluated to determine the best use of the facility. The detailed evaluations can be found in Appendix C in tabular form. HDR measured street widths (curb face to curb face) in the field to help determine which types of bicycle facilities would best fit the street. Most of the Lander streets are either 49 feet or 44 feet wide (curb face to curb face).

Table 19. NACTO All Ages and Abilities Bikeways Decision Matrix

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000—2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500—1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500—3,000			Buffered or Protected Bicycle Lane
	≤ 3,000—6,000			Protected Bicycle Lane
	Greater than 6,000	Protected Bicycle Lane		
Greater than 26 mph†	Any	Multiple lanes per direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
	≤ 6,000	Single lane each direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Multiple lanes per direction	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

* While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities’ traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume

Generally, streets with a width of 49 feet (curb face to curb face) were determined to be wide enough to accommodate on-street parking and a dedicated bike lane (shown as light green lines in the proposed LAPS map). The cross section for these types of roads is similar to what is proposed for 9th Street (Figure 21, page 55) or Lincoln Street (Figure 31, page 74).

Streets with a width of 44 feet (curb-to-curb) were determined to be wide enough to accommodate dedicated bike lanes and on-street parking on both sides of the road. Generally, these streets are recommended to have bike lanes where there are higher ADT and have been recommended as be Bicycle Boulevards where there are lower ADT.

Baldwin Creek Road, Squaw Creek Road, North 2nd Street, Chittim Road, Hill Crest Drive, and a portion of Mortimore Lane are maintained by Fremont County beyond the City's jurisdiction. These roads have very narrow shoulders with speed limits that range from 35 mph up to 45 mph. Pavement marking applications and other signing treatments should be considered to help improve multimodal awareness on these roads.

The Lander Cycling Club hosts an annual event called the Fremont Area Road Tour (F.A.R.T) where bicyclists ride loops on roadways in the Lander Area. Some of these loops include the Tomato Loop and the Baldwin Creek—Squaw Creek Loop. The potential for other loops was also identified in the *Lander Area Study* completed by HDR in December 2016. These included loops on North Second Street/Lower North Fork Road to Tweed Lane and to the Highway near Buford and back to town on the Highway over Lander Hill. It is recommended that the City and Fremont County work together to help make these loops safer.

4.4 Proposed Improvements to Bicycle Facilities

4.4.1 Mortimore Lane

In the past, Fremont County has discussed rebuilding Hill Street and finishing Phase 2 of the Mortimore Lane Reconstruction project. As part of those projects, multimodal improvements are planned to improve safety along the Tomato Loop. The Tomato Loop is used frequently by pedestrians and bicyclists, and these roads are perceived as being unsafe and not very comfortable to walk or bike on because of sight distance issues and narrow shoulders. Advisory Bike Lanes along Tomato Loop would to help improve multimodal awareness until reconstruction takes place. Ultimately, reconstruction with wider road sections that accommodate multimodal use is the recommended long term solution to improve safety on Hillcrest and Mortimore Lane.

A portion of Mortimore Lane was recently reconstructed, as Phase 1 (between Sinks Canyon Road and the bridge crossing the Popo Agie) to include a buffered pedestrian path on the north side of the road. The Phase 2 reconstruction project has been planned to continue multimodal improvements from the bridge to Hillcrest and possibly on to Highway 789. However, there are right-of-way challenges for this phase, especially in the segment between the bridge and Hillcrest. Reconstruction of Hillcrest also has right-of-way issues, with the current right-of-way being limited to the existing edge of pavement, the pavement section being very narrow, and the road having some sharp horizontal curves with sight distance issues.

The recently reconstructed portion of Mortimore Lane and the Sinks Canyon portion of the Tomato Loop are proposed as roads with a Multi-Use Shoulder. Sinks Canyon has a widened shoulder on the east side, and Mortimore Lane has a widened shoulder with rumble strips for separation with the travel lane on the north side. Striping along with signage, would help indicate that the extra-wide shoulder is a multi-use path for walking and biking. An option for striping would be a double white edgeline with cross-hatching for buffer striping (on Mortimore Lane the rumble strips could be encapsulated inside the buffer striping), and a skip-stripe yellow centerline. Photo 7 shows an example of that type of striping.

Photo 7. Double White Edgeline with Cross-Hatching For Buffer Striping



4.4.2 Baldwin Creek Road

As mentioned previously, Baldwin Creek Road is recommended to be reduced from four lanes to three lanes with protected bike lanes. Protected bike lanes are separated physically from adjacent uses, such as vehicular traffic. These physical barriers can include vertical separation with delineators, bollards, or rubberized curbs of various shapes, sizes or lengths. Protected bike lanes can also be vertically elevated to the sidewalk elevation or an elevation between the travel lanes and sidewalk.

On Baldwin Creek Road, removable, flexible delineators within the bike lane buffer striping would provide vertical separation and have a traffic calming effect. Traffic calming on Baldwin Creek Road, especially within the 20 mph School Zone, is something the community identified as being important to improve safety for students and at Baldwin Creek Road's intersection with Smith Street.

The delineators would need to be removable so that they do not hinder snow removal during the winter months. The base of the delineator would need to be inset into the pavement so the delineators are not damaged by snow plows. It is recognized that installation and removal of delineators at the beginning and end of snowy months will add maintenance time for City crews, and the delineators would need to be stored somewhere when not in place.

An alternative to removable delineators, would be rumble strips within the bike lane buffer striping. Technically, the bike lane would no longer be considered “protected” because there would be no physical barrier, but the rumble strips would provide some additional level of safety. The bike lane could also become a buffered bike lane with paint being the only treatment. However, it should be noted that the latter treatments discussed would not provide the same level of traffic calming as vertical separation.

4.4.3 Main Street and Highway 789

The proposed concept on Main Street (east) and Highway 789 (north) builds upon the Side Path. On Highway 789, a shared use path is proposed for the east side of the Highway. The proposed LAPS map includes the existing sidewalk on the west side of the Highway. It is recommended that this sidewalk be extended north to where the highway shoulder narrows on the west side (near the terminal end of the guardrail). The shoulder narrows at this location with new sidewalk, bicyclists would be able to traverse the shoulder onto the side path coming into Lander from the north. A minimum width of 10 feet and preferred width of 12 feet for side paths would accommodate both pedestrians and bikes.

The proposed LAPS shows paved trails, unpaved trails, and locations that have the potential for future off-street pathways. These future off-street pathways in many cases would require negotiation with landowners and other entities like irrigation districts.

The Lander Cycling Club recommends planning to pave some of the existing unpaved trails and identified future pathways. The City acknowledges that there are opportunities to pave existing unpaved off-street trails and to expand the off road pathway system. The City has concerns about upfront and long-term maintenance costs of trails, and would need to secure funding for construction and maintenance for future development of the system. Upgrading proposed Safe Routes sidewalks and on-street pathways is a higher priority for the City at this time than further development of the existing off-street trail system.

Photo 8. Shared Lane Markings, also Known as “Sharrows”



4.4.4 Garfield Street and Lincoln Street

Garfield Street and Lincoln Street are adjacent and parallel to Main Street through Lander. These streets carry residual through traffic from Main Street and pass through a mix of residential and commercial land uses. Currently, the streets are two-way, with two lanes of traffic and two parking lanes. Garfield Street is 44 feet wide (curb-to-curb), and Lincoln Street is 49 feet (curb-to-curb).

The streets are marked with shared lane markings, also known as “sharrows” (Photo 8). The Lander Cycling Club requested that complete dedicated bike lanes be added to Lincoln Street and Garfield Street with “Watch for Bicycle” signage at intersection or other engineering controls that will aid with bike visibility and/or priority at intersections. Existing roadway widths for each

road were evaluated. Figure 30 and Figure 31 show the existing conditions and alternatives for each street.

LINCOLN STREET AND OTHER 49-FOOT-WIDE ROADS

Figure 30 shows the existing 16.5-foot shared use roadway with marked sharrows and 8-foot on-street parking lanes along Lincoln Street. The existing cross-section measures approximately 59 feet wide (depending on the sidewalk width), with the curb face to curb face measuring 49 feet.

Figure 30. Lincoln Street—Existing Cross-Section

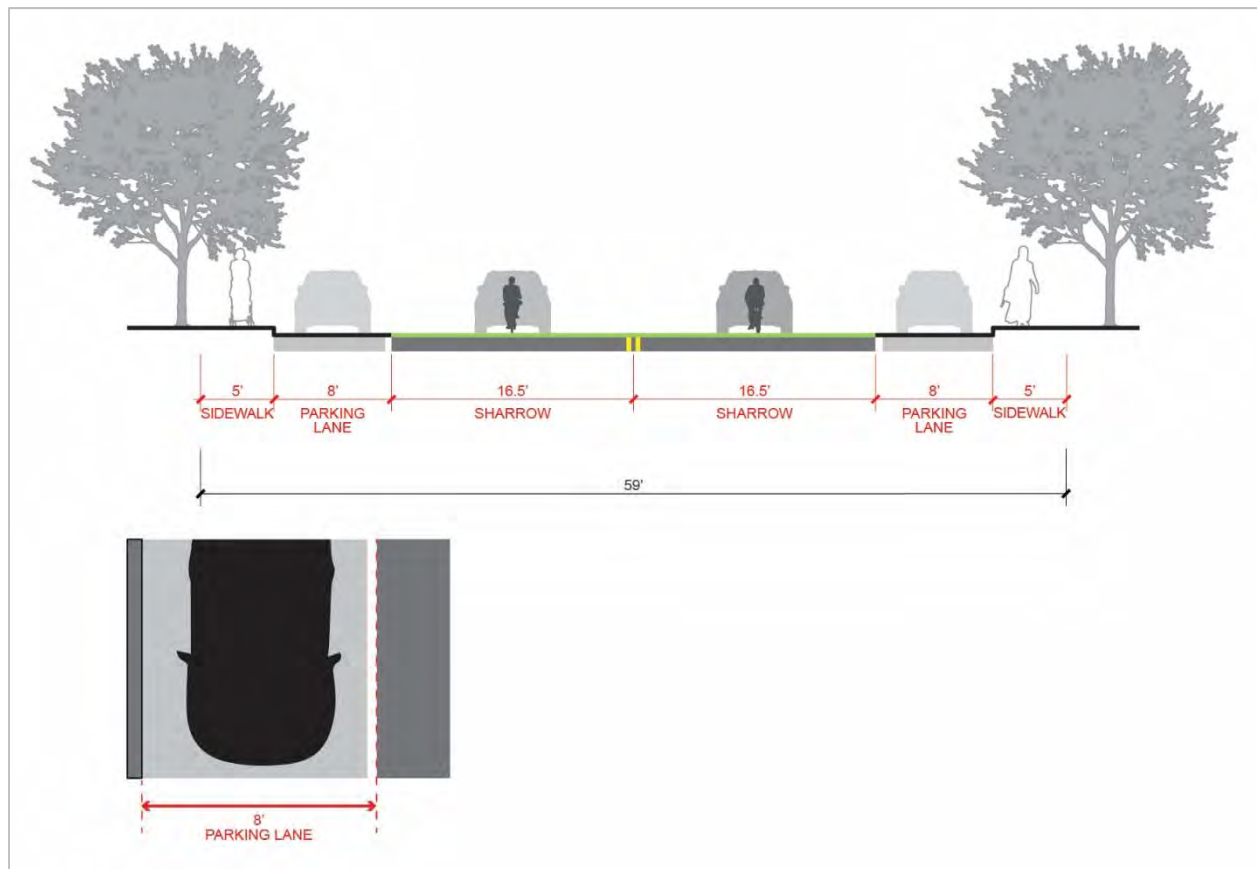
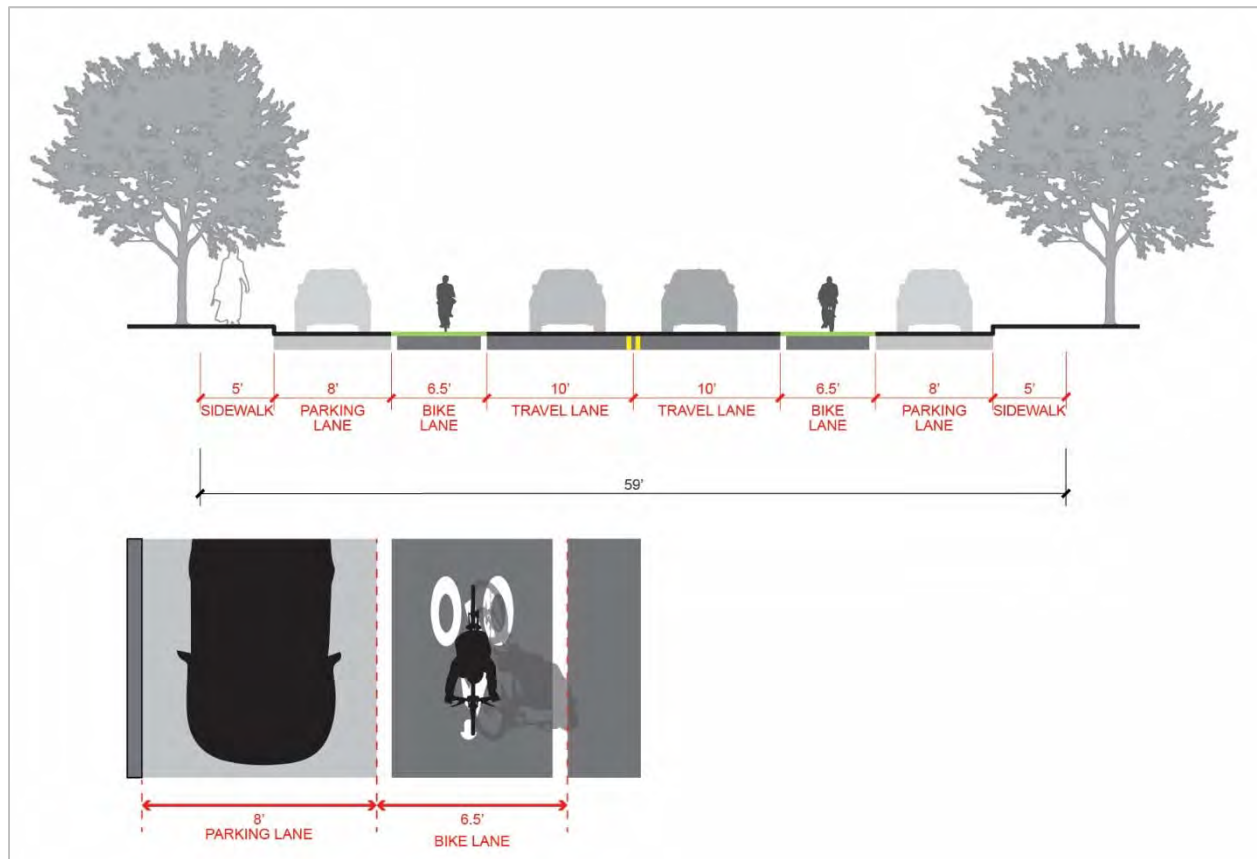


Figure 31 shows an alternative cross-section that was developed based on design guidelines that promote optimal safety among users, particularly with bike lanes adjacent to vehicular travel lanes. This cross-section replaces the marked sharrow lane with a drive lane of 10 feet and striped bike lanes 6.5 feet wide, maintaining two lanes of on-street parallel parking. The alternative cross-section measures the same as the existing at approximately 59 feet (depending on existing sidewalk width), with the curb face to curb face measuring 49 feet. The narrower roadway would have a traffic calming effect, and the striped bike lanes should also to be more comfortable for bicyclists.

Figure 31. Lincoln Street (or 49' Wide Street)—Proposed Double Parking Cross-Section



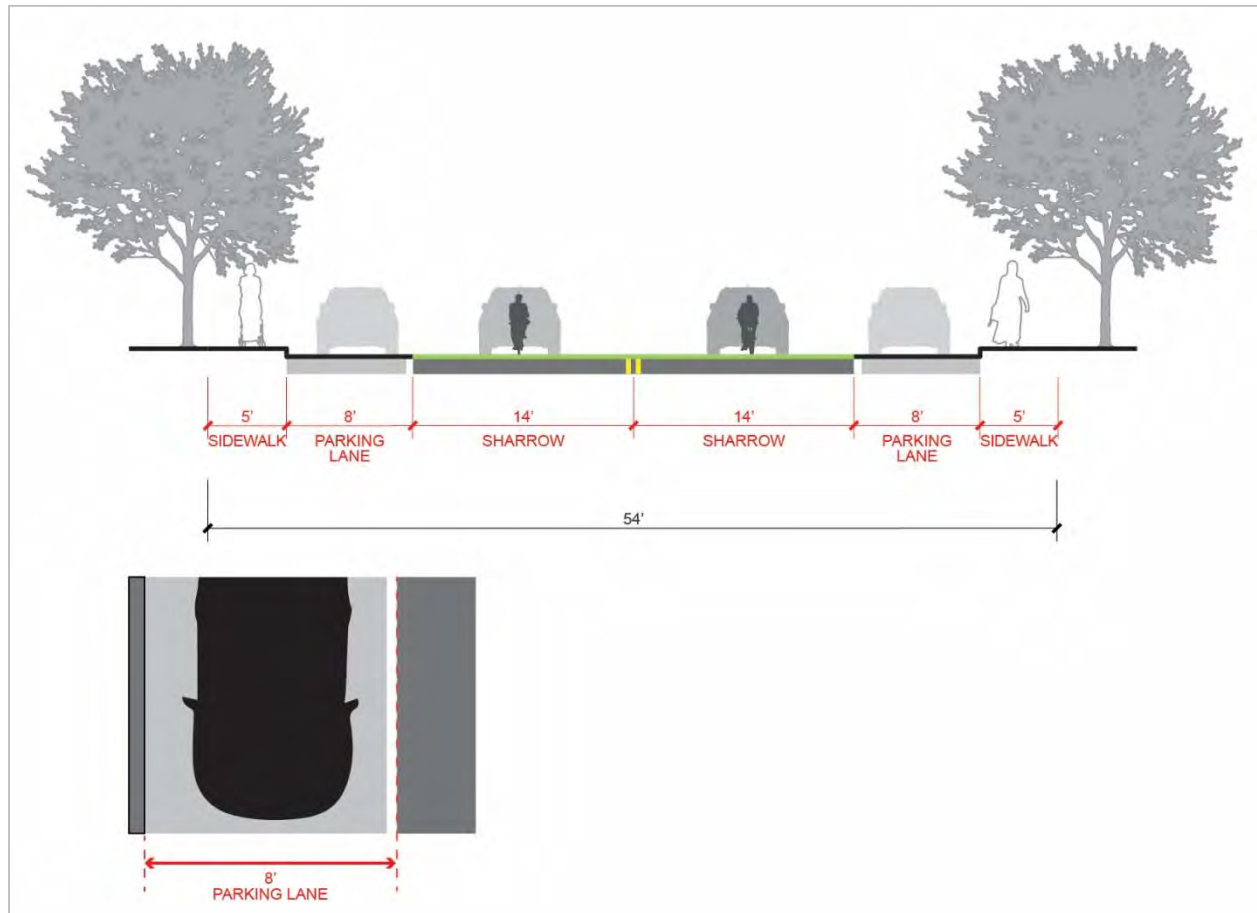
Lincoln Street, as well as other roads with the 49-foot curb face-to-curb face width, has been identified in the proposed LAPS map as Bike Lanes with the light green color. These include:

- 1st Street
- 2nd Street (Garfield to Jefferson)
- 3rd Street
- 4th Street
- 5th Street
- 7th Street
- 9th Street
- Dillon Drive
- Enterprise Boulevard

GARFIELD STREET AND OTHER 44-FOOT-WIDE ROADS

The cross-section for Garfield Street is similar to that on Lincoln Street but with narrower dimensions. Garfield Street has two parking lanes measuring 8 feet wide, two shared use travel lanes with marked sharrows measuring 14 feet wide (Figure 32), with a total cross-section of 54 feet and a curb-face to curb-face measurement of 44 feet.

Figure 32. Garfield Street—Existing Cross-Section



Garfield Street, as well as other roads with this the 44-foot curb face to curb face width have been identified in the proposed LAPS map as Bicycle Boulevards with the yellow color, which include:

- Jefferson Street
- 8th Street (south of Wood Street)
- Amoretti Street
- Eugene Street
- 2nd Street (south of Wyoming Street)
- Bridger Street
- Wyoming Street (new on-street path)
- Meadow View Drive (northeast end)

Because of the narrower dimensions on Garfield Street, there are two proposed cross sections for Garfield. Figure 33 shows an example with just one parking lane. The parking lane on the north side is converted to a dedicated bike lane. The cross-section maintains the 11-foot travel lanes and includes two 7-foot striped bike lanes and one 8-foot on-street parking lane. This includes a buffer between the parking and travel lanes along the bike lane. The cross-section width remains at 54 feet, and the curb-to-curb measurement remains at 44 feet.

This single parking lane concept is a good alternative because it increases safety for all modes, and provides bike lane, travel lane, and parking lane widths that are above minimum design standards. However, eliminating on-street parking can be problematic, especially along corridors close to Main Street. If implemented, the recommendation is to replace the northern on-street parking lane because it would impact the lower number of on-street parking spaces. From 1st Street to 5th Street, there are more commercial properties with parking lot accesses and fewer on-street parking spaces. There are more residential properties west of 5th street, and in this area it may be even more undesirable to eliminate on-street parking. A combination of the two different parking lane and bike lane options along Garfield Street on the north side, could make it more palatable, especially west of 5th Street.

Figure 33. Garfield Street—Proposed Single Parking Lane Cross-Section

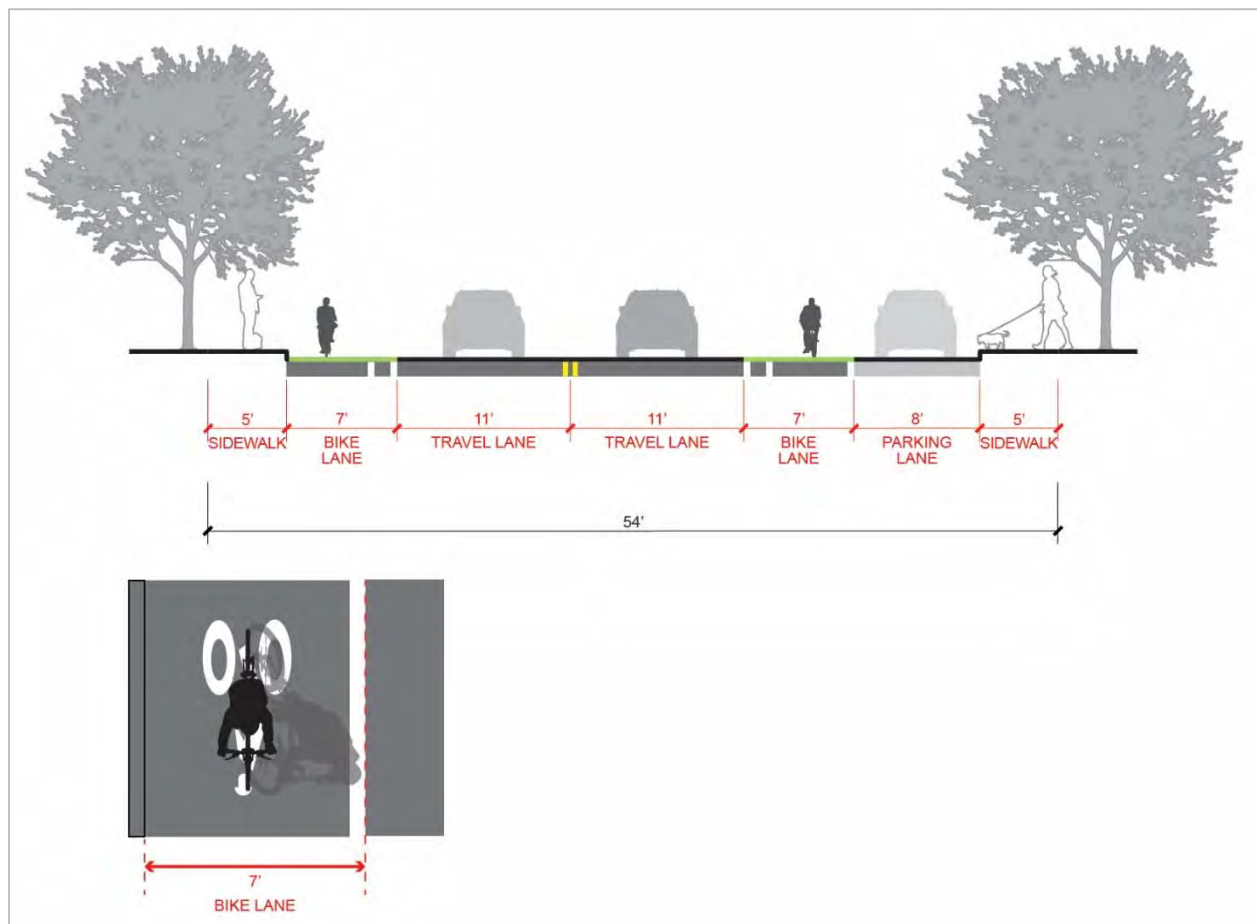
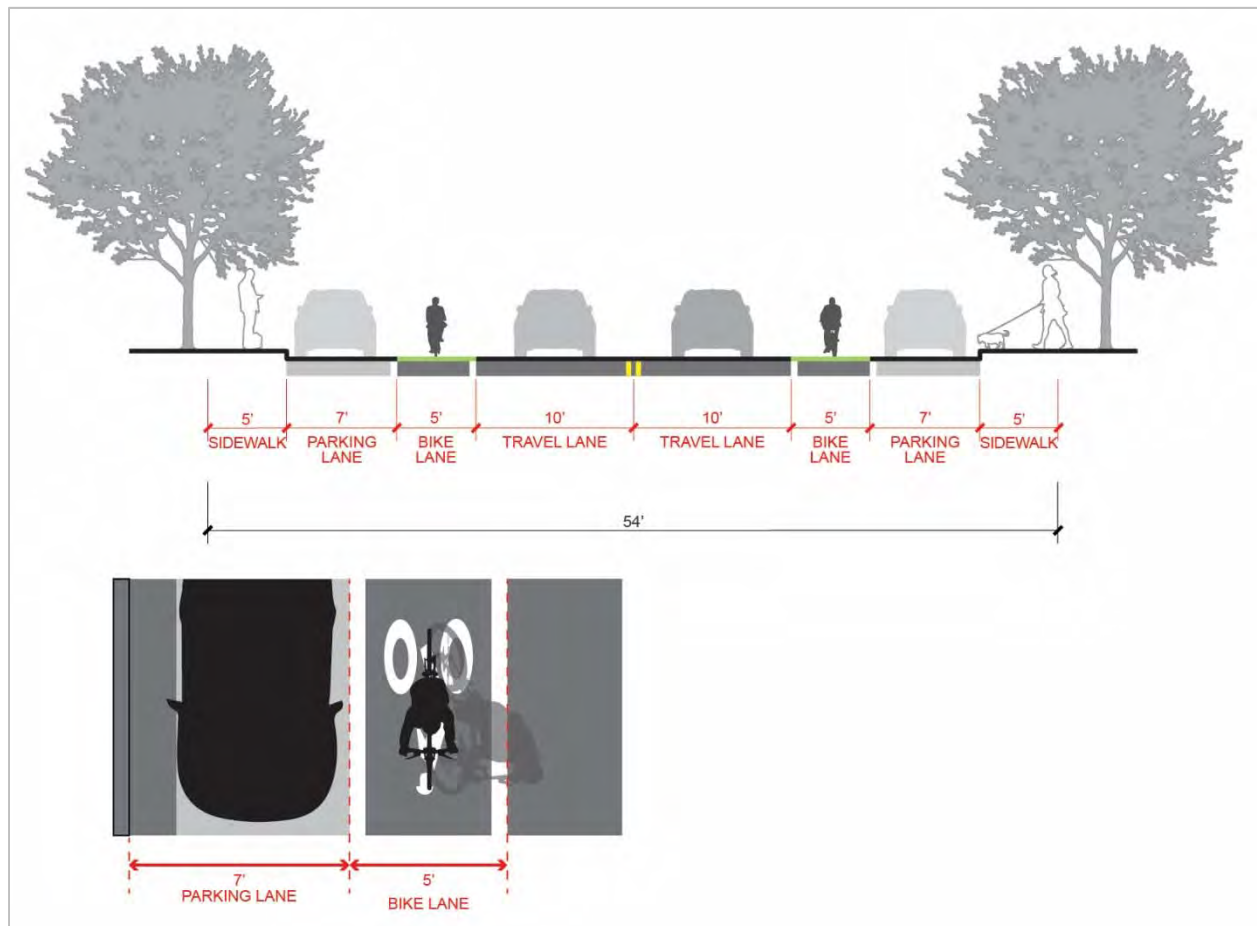


Figure 34 shows the second proposed cross-section and is the recommended alternative. This alternative keeps both lanes of parking while still adding two bike lanes. This recommendation lowers the travel lane widths to 10 feet each, parking lanes to 7 feet and bike lanes to 5 feet. This is the preferred option because no parking is taken away from the street, but still accommodates all modes of transportation.

Figure 34. Garfield Street—Proposed Double Parking Lane Cross-Section



Garfield Street, as well as other roads with this the 44-foot curb face to curb face width have been identified in the proposed LAPS map as Bike Lanes with the light green color. There are other 44-foot wide roadways that we are recommending receive a similar treatment. These include:

- Buena Vista Drive (New On-street Path)
- 2nd Street—Between Garfield Street and Wyoming Street
- 8th Street—North of Wood Street

For long-term planning purposes, it is recommended that Garfield Street be widened to a similar road width to Lincoln Street. Also, upgrading sidewalks, curb ramps, and driveway approaches to meet ADA requirements on Garfield Street and Lincoln Streets needs to be a priority to make

these roads more accessible for all types of users. This is especially true because of their proximity to Main Street.

BUENA VISTA DRIVE

Buena Vista Drive was identified as needing to be converted to a shared use road. Buena Vista Drive provides access to commercial offices, two residential subdivisions, the community center, the hospital, and the rodeo grounds. Buena Vista Drive is 44-feet wide (curb-to-curb). Using the NACTO decision matrix, the traffic volumes are high enough to warrant dedicated buffered bike lanes on both sides of the street. To accomplish this, one lane of on-street parking would need to be replaced with the bike lane. It is recommended to keep the on-street parking where there is residential housing. For example, on-street parking would remain on the east side of the northern end of Buena Vista Drive. On the southern end, on-street parking would remain on the west side.

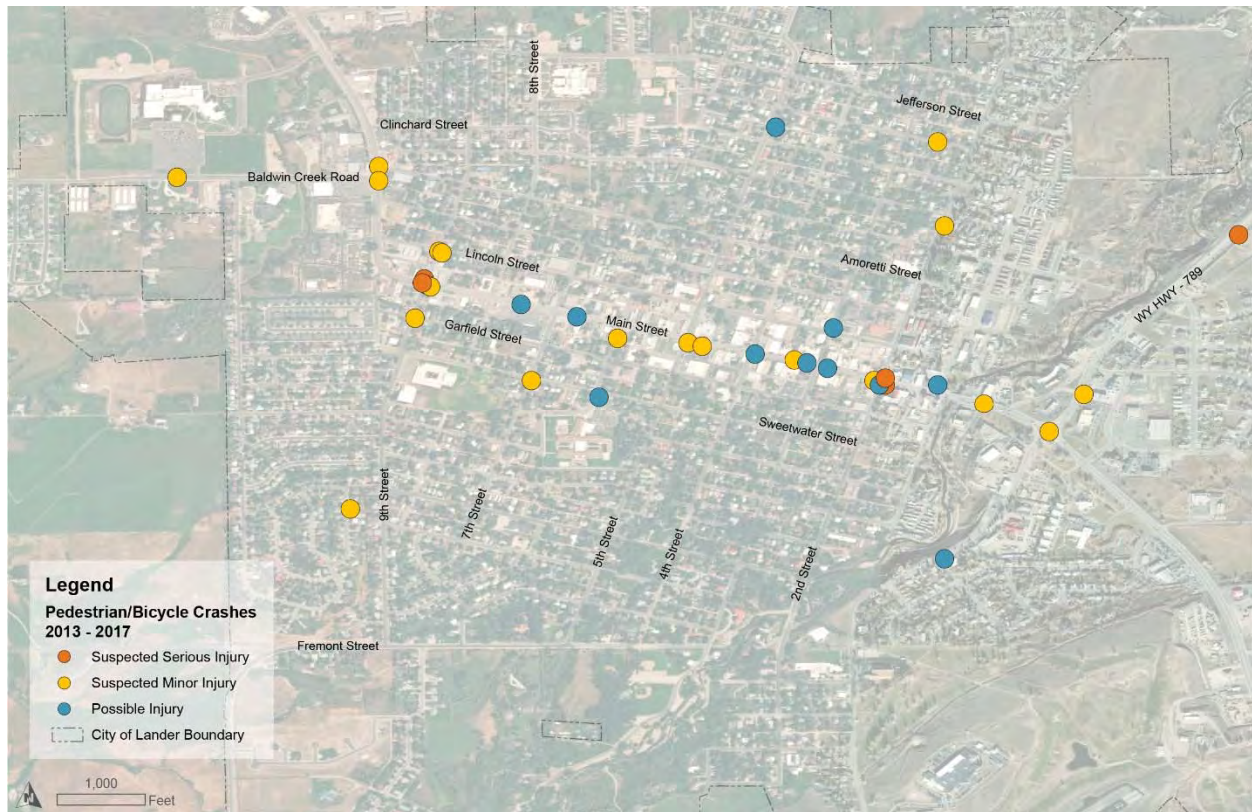
2nd Street south of Garfield Street is only 44-feet wide (curb-to-curb). This street has relatively higher traffic volumes, especially between Garfield Street and Wyoming Street. For that reason, the single parking lane concept is recommended between Garfield Street and Wyoming Street. On-street parking on the east side of the road would become a dedicated as bike lane (emergency parking only) because it would impact the lowest number of on-street parking spaces. The east side of 2nd Street along this section of road is mostly commercial with a few residential lots.

8th Street, north of Wood Street to the Middle School is another 44-foot-wide street where the single parking lane concept is proposed. There is limited residential use on the east side of 8th Street, so replacing on-street parking with a bike lane in this area would have minor impact.

4.4.5 On-street Bike Paths between Lincoln and Garfield

It is recommended that an additional study be conducted for all of the shared use north-south roads that connect Lincoln Street and Garfield Street that are designated to have Bike Lanes. The bicycle and pedestrian crash data map created for the Lander Transportation Plan shows the pedestrian, bicycle and vehicular crashes that happened on the Main Street Corridor between 2013 and 2017 (Figure 35). A study would need to review how bikes use the proposed Bike Lanes that cross Main Street 1st, 2nd, 3rd, 4th, 5th, 7th, and 9th Streets.

Figure 35. Pedestrian, Bicycle, and Vehicular Crashes



A potential treatment to increase safety at the intersections of the dedicated bike paths and vehicular traffic on Main Street is a bike box as illustrated in Figure 36. A future study needs to evaluate this option along with other appropriate design treatments available.

Figure 36. Bike Box Option



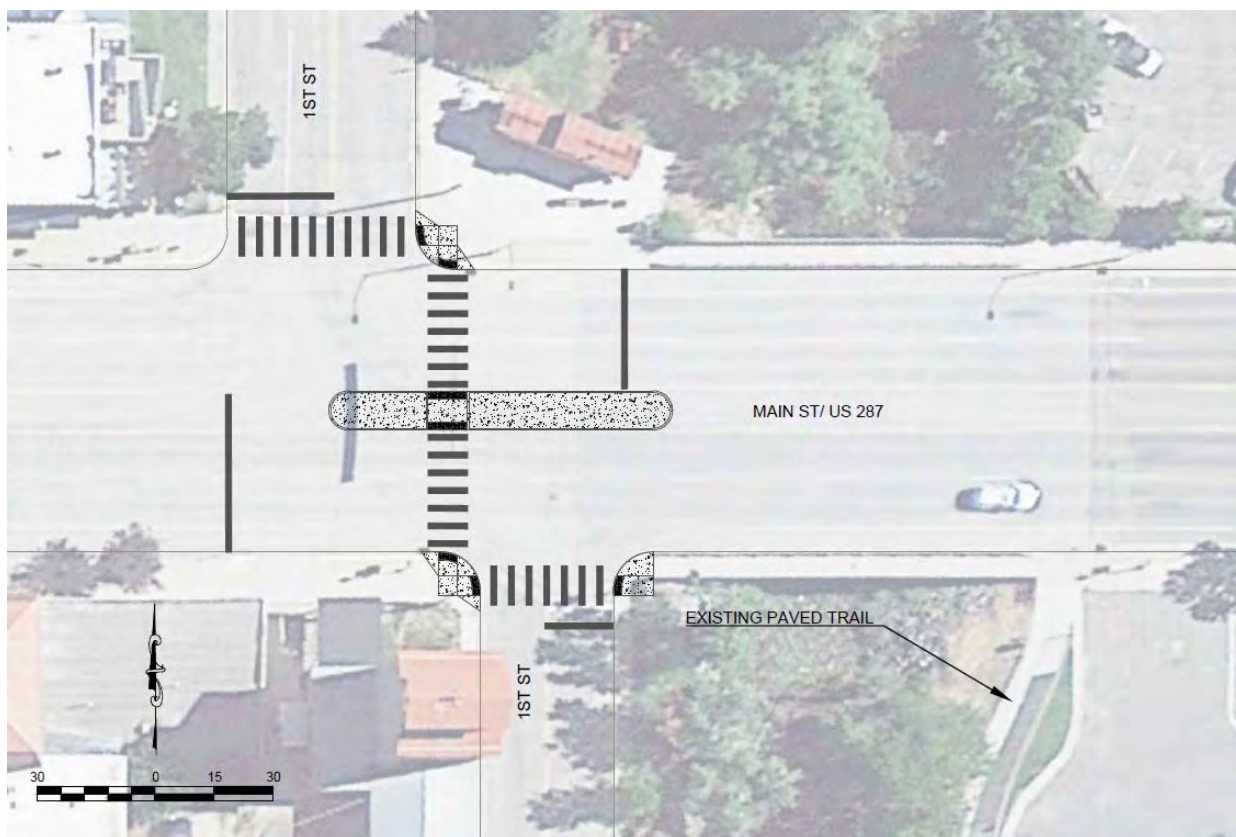
4.4.6 1st and Main Intersection, Trail Crossing, and Shared Use

Multiple stakeholders and the general public had concerns about pedestrian and bicyclist safety at the intersection of 1st Street and Main Street. The intersection is currently a stop condition for northbound traffic on the south leg of 1st Street and the north leg of 1st Street is one-way going

north past the recently constructed Chamber of Commerce building. Vehicles on Main Street are in a free-flow condition through the intersection.

A gap study for this intersection and the block on Main Street between 2nd Street and 1st Street would determine if a (High-intensity Activated Crosswalk) signal would be warranted (Figure 37). Another alternative would be the addition of a median with a pedestrian refuge. In addition to improving pedestrian safety, a raised median at this location would prevent vehicles from turning left from 1st Street onto Main Street northbound, thereby reinforcing the existing right-turn only striping.

Figure 37. New signal and Pedestrian Refuge Median for Main Street/US 287 and 1st Street Intersection



A paved trail runs along the west side of the Middle Fork Popo Agie River and terminates at Main Street east of 1st Street. The Lander Bike Club mentioned that the curb at this location makes it difficult to transition from Main Street to the trail. A mountable curb or ramp could be installed at this location. Care should be taken with the design of a ramp to make sure people with disabilities do not confuse the ramp with a street crossing. The bridge rail between the sidewalk and bridge at this location may make it difficult to install transitions for a ramp or a mountable curb. Another alternative may be to make the sidewalk a shared use path, which making the transition between the path and the Main Street.

On Main Street from 1st Street to Highway 789/Buena Vista Drive, the currently designated bike lanes are only 5 feet from the face of the curb to the outside bike lane stripe, which when you subtract the 2-foot wide concrete gutter pan only leaves around 3 feet of bikeable space in the dedicated bike lane. One alternative is to reduce the width of the travel lanes from 12 feet to 11 feet, which would create wider shoulders. However, with an ADT of over 18,000 along this section, a dedicated bike lane may not be a very good fit, if it cannot be protected. A better long-term solution may be to convert the sidewalks to shared-use paths with additional width to accommodate pedestrians and bikes. When widening a sidewalk to a shared use path existing signs, light poles, and other obstacles should be taken into consideration.

4.4.7 Main Street from 9th to Baldwin Creek

On Main Street, between the intersections of 9th Street and Baldwin Creek, the outer lanes are designated as shared use lanes with sharrows (Bicycle Boulevard). The shoulders are 8 feet wide striped for on-street parallel parking. The ADT at the Baldwin Creek intersection is 8,660. According to NACTO guidance, the ADT is higher than recommended for a Bicycle Boulevard. Bicycle Boulevards are intended to be low-stress, shared facilities with vehicle traffic, designed to provide access to local destinations and through neighborhoods. The current more commercial location and level of traffic are not conducive to a Bicycle Boulevard treatment.

An alternative treatment that is more in line with the guidance would be to dedicate bike lanes on the 8-foot shoulders and use that area for emergency parking only. This would remove on-street parallel parking for two blocks on the east side of the road between Lincoln Street and Amoretti Street. The biggest impact would be at the northeast corner of Main Street and Lincoln Street. On the west side, this would remove on-street parallel parking between Baldwin Creek Road and 10th Street (near Dairyland). The impact would be negligible because off-street parking is provided for the patrons of the commercial businesses on that side of the road.

There are typically two to four vehicles parked at a medical clinic on the highway near this area, especially when the off-street parking lot is full. However, there is usually parking available on Lincoln Street that could be utilized. Figure 38 shows the areas on Main Street where the dedicated bike lanes are proposed.

Figure 38. Proposed Dedicated Bike Lanes on Main Street



4.5 Pathways Parking and Wayfinding

Parking areas at off-street pathways were reviewed to identify potential improvements.

4.5.1 Existing Conditions and Recommendations

There is a gravel parking lot near Baldwin Creek Road that services the JB's Loop and the pathway south behind Baldwin Creek School. JB's Loop also has a parking area on the west end of the loop that services the dog park near that location.

City Park has a good parking area that can be used to access several loops, including the Tomato Loop and a loop that runs behind the Episcopal Church. There is a parking area to access the Barney Loop off of Buena Vista Drive near the City of Lander Maintenance Shop where the water load-out station is located.

The newly completed unpaved path called the Cemetery Trail was difficult for the study team to locate (likely due to the winter conditions at the time of the investigations). On the north end, parking is generally good at Dillon Park. However, better signage is needed at the trailhead(s) designating where, and how to access the path. On the south end, it is unclear how the path connects with Mount Hope Drive. One alternative worth investigation is to connect the south end of Cemetery Trail across Mount Hope Drive with a path within the highway right-of-way down to the existing sidewalk.

Better parking is needed at either end of the Rail Trail. It appears that the City owns property near the north end of Rail Trail. This may be a good location for parking assuming people would walk the loop around onto 1st Street. This is where snow is stored during winter months, which would need to be considered as part of planning parking at this location.

Signage, kiosks, and wayfinding are generally good at trailheads throughout Lander (examples are shown in Photo 9).

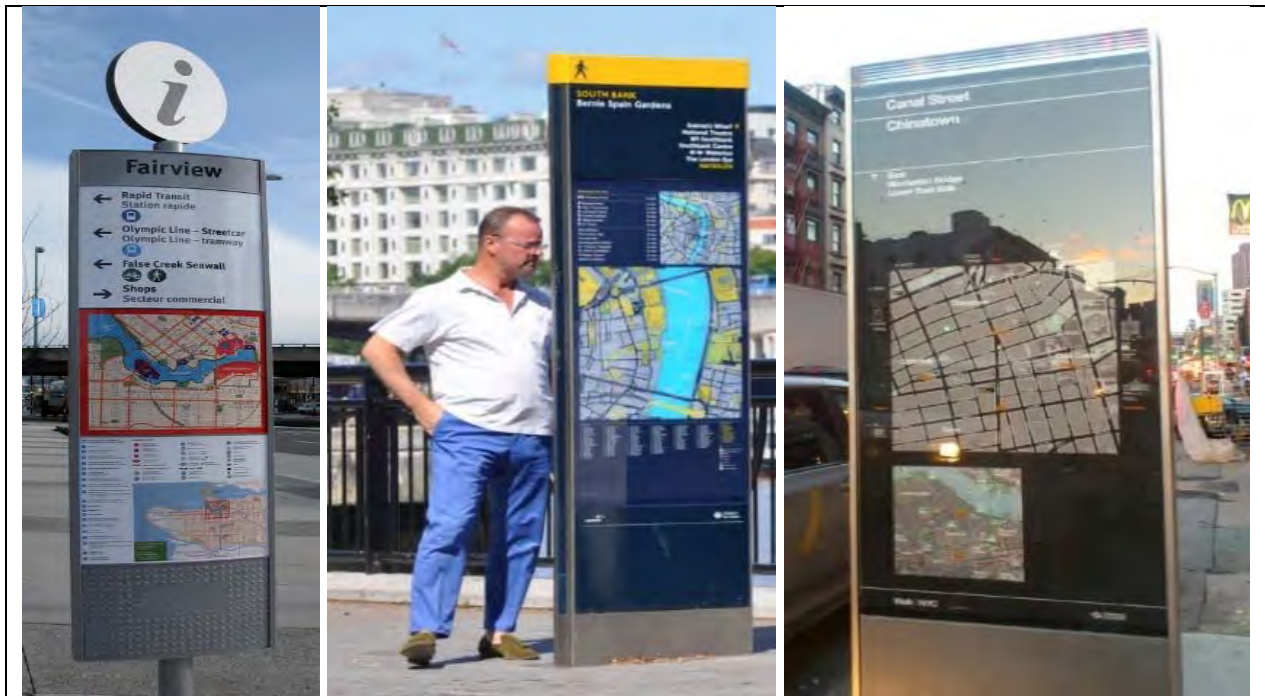
Photo 9. Wayfinding Examples



4.5.2 General Improvements

It is recommended that improvements to signage and wayfinding be included as future on-street improvements are planned and built. Some of the striping treatments that are recommended including shared lane use symbols serve as wayfinding elements and need to be maintained to remain effective. One of the recommendations made by stakeholders is to provide QR Codes at kiosks so that users have electronic access to the most current and LAPS map. Full wayfinding LAPS maps and updated signage and kiosks at strategic locations near trailheads would improve user experience. Examples of kiosks that have been used in other communities are shown in Photo 10.

Photo 10. Example of Kiosks Used in Other Communities



4.6 Additional Recommended Improvements

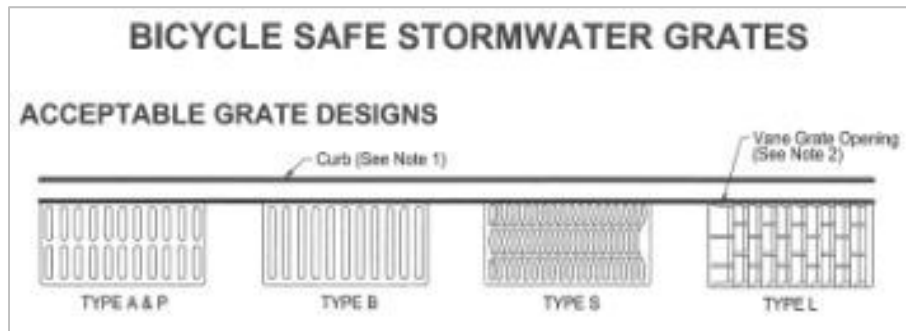
4.6.1 Storm Grates Upgrade

It was recognized that some of the existing storm grates are not bicycle friendly. It is recommended that the City to conduct a separate study and inventory and develop a grate replacement plan. Photo 11 shows an example of existing grates. Figure 39 shows examples of bicycle safe grates.

Photo 11. Example of Existing Storm Grates



Figure 39. Examples of Bicycle Safe Grates



The following intersections were identified as locations where grate replacement is a priority:

- Cascade and South 2nd Street
- 9th Street and Black Street
- 9th Street and Sweetwater Street

4.6.2 Transitions to Street Grade at Pathway/Street Connections

A deficiency that was identified in the public comments by the Lander Cycling Club referred to several locations where there are full curb sections that make it difficult to transition from the street onto the pathways (Photo 12). The pathway that connects to Main Street east of 1st Street was previously discussed.

At these locations, it is recommended that depressed sidewalks, or mountable curbs, or curb ramps be installed. Depressed sidewalks would be the best solution because they are not typically confused for roadway crossings. Mountable curbs would need to be designed so that bikes can easily make the transition from the street level to the sidewalk level. A curb ramp would need to be designed so that it is not confused with roadway crossings, and would need to have a detectable warning device.

Photo 12. Example Locations around Lander with Full Curb Sections



4.6.3 Drainage Issues on Bridger Street at the New Off-street Path

There is a drainage issue near Bridger Street and Hillcrest Drive where the newly constructed off-street unpaved path connects to Bridger Street. Water pools/settles near the transition between the pathway and the roadway and causes some users to remain on Hillcrest Drive rather than using the safer off-street path. It is recommended the City review the issue and determine if there is a solution.

4.6.4 Pedestrian Bridge on Highway 789 across the Popo Agie River

There is a need to add a connection across the Popo Agie River from the Post Office, adjacent retail stores, Central Wyoming College, along with the connections between the Wyoming Catholic College dorms and residential subdivisions that are isolated from the downtown area and all the basic community amenities and assets. At the first public meeting and meetings with stakeholders, several comments suggested a pedestrian bridge from Highway 789 near Valley View Drive and Dillon Drive.

A preliminary location for a pedestrian/bicycle bridge was identified near Valley View Drive (Figure 40). This location was selected because it is near the Rail Trail, and the City owned property on the east side of the river. There is significant grade change at this location from Highway 789 to the elevation of the Rail Trail. The western abutment of this type of structure would be tall, and a circular ramp would be required to navigate the change in grade.

A bridge at this location would likely have significant cost. A structure at this location would benefit the State Campus, Central Wyoming College, and Dillon Subdivision. It would have any added benefit for the Post Office, some retail stores, or Wyoming Catholic College dorms. However, a bridge at this location would not reduce walkable distances for most users, especially those trying to get to Main Street. Based on the benefit when compared with the likely significant cost of the structure, perhaps a better use of funds would be to make improvements on Highway 789, Main Street, and the Main Street Bridge crossing the Popo Agie.

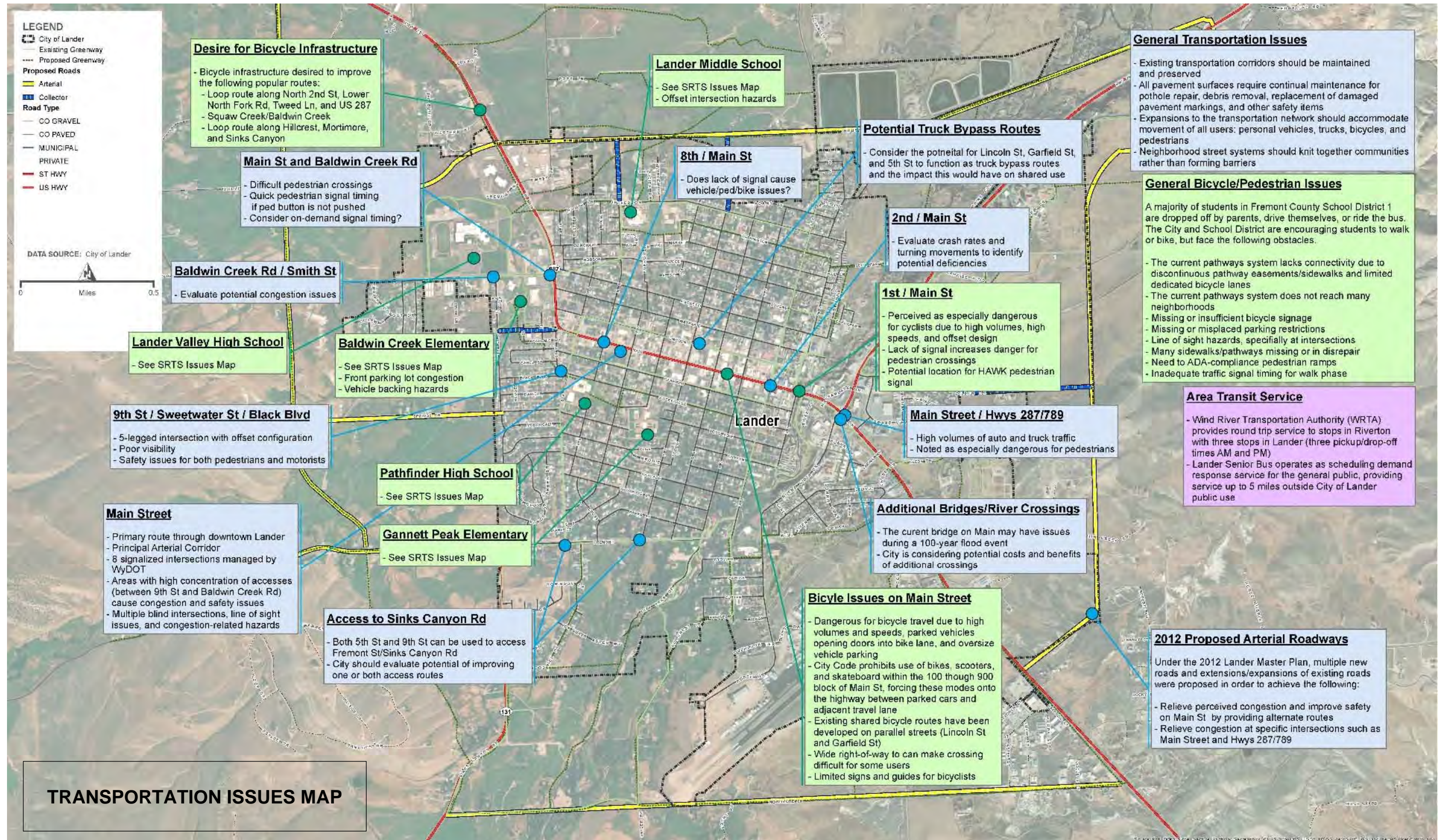
Figure 40. Preliminary Location for a Pedestrian/Bicycle Bridge near Valley View Drive

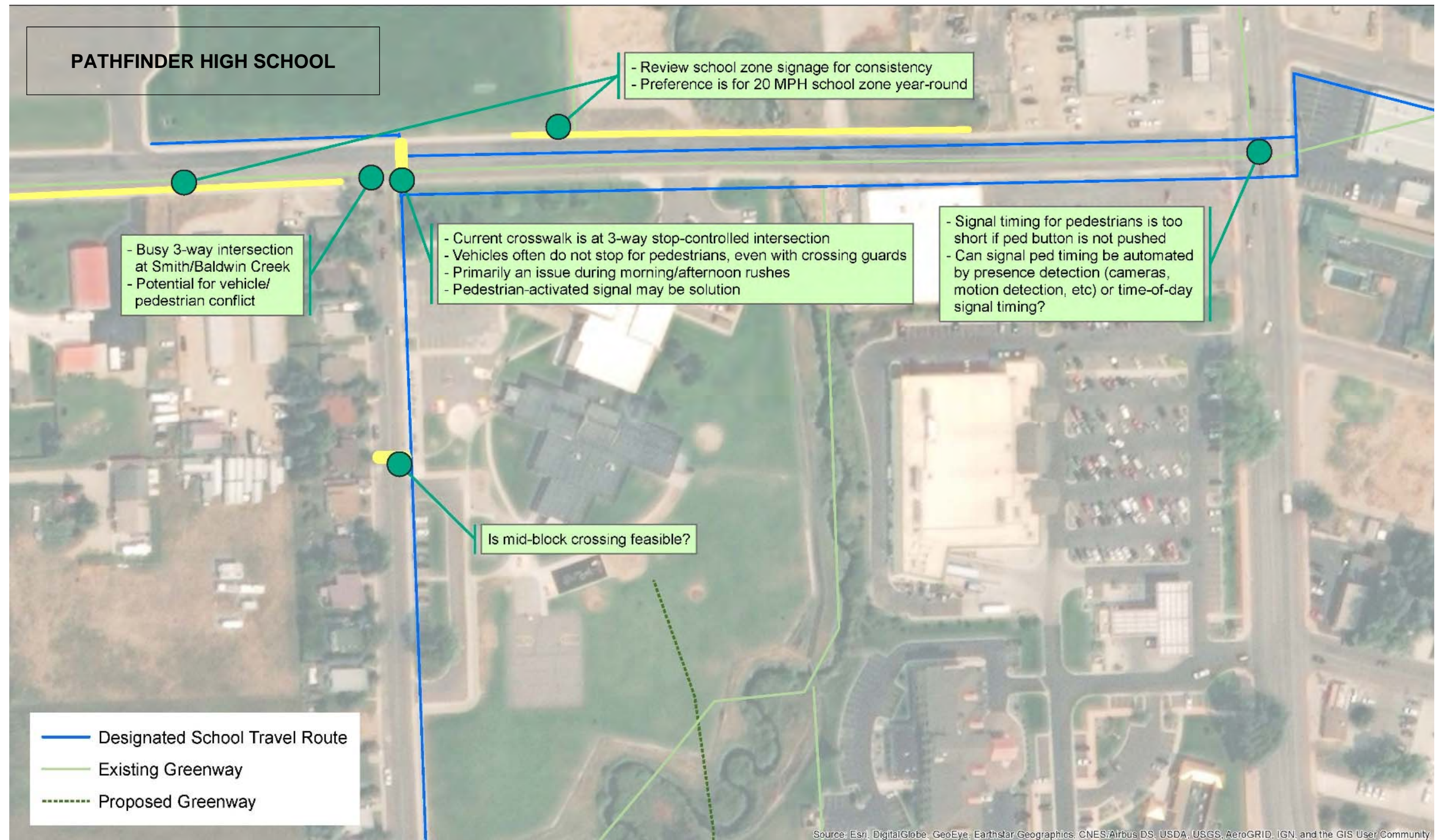


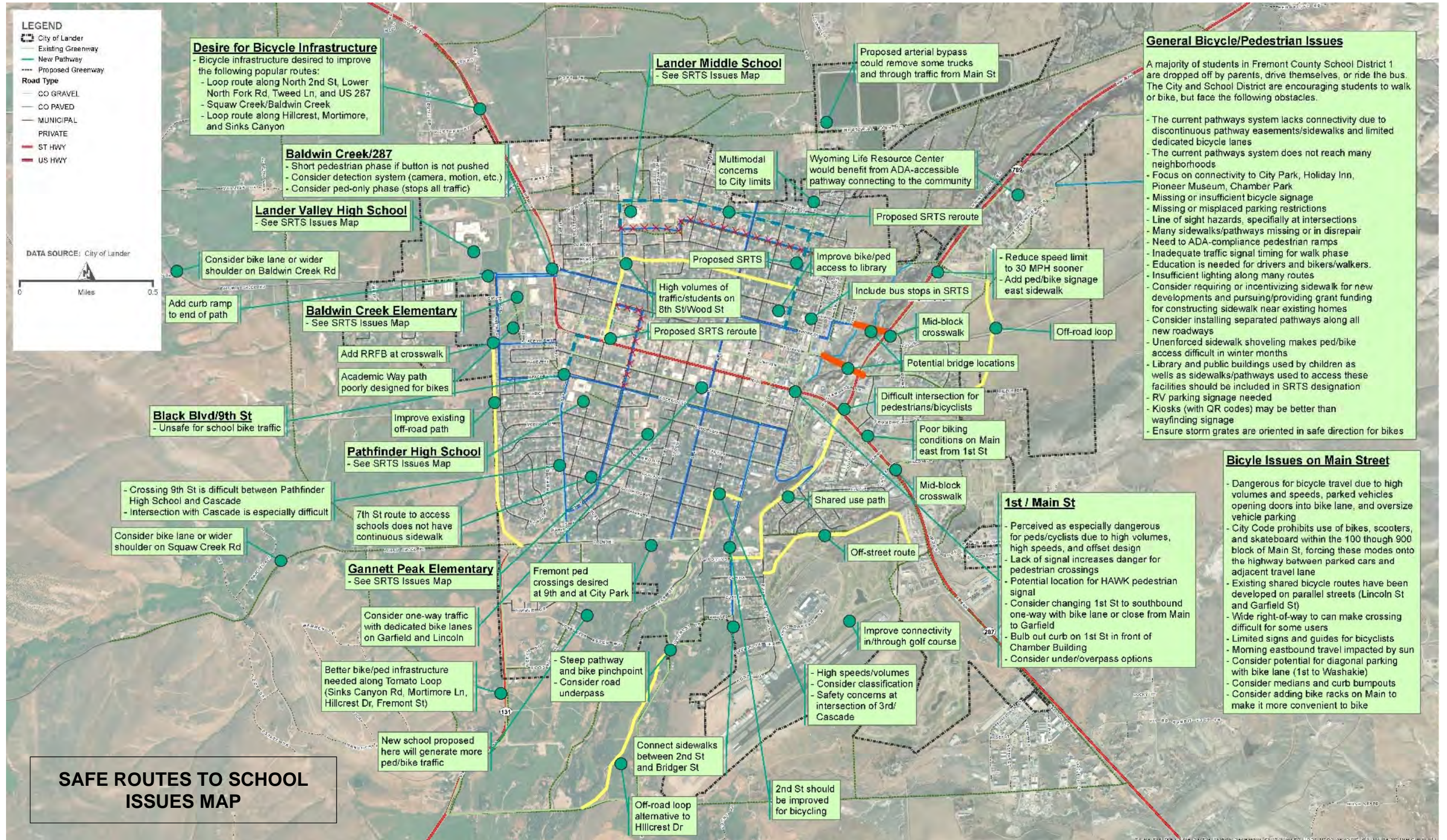


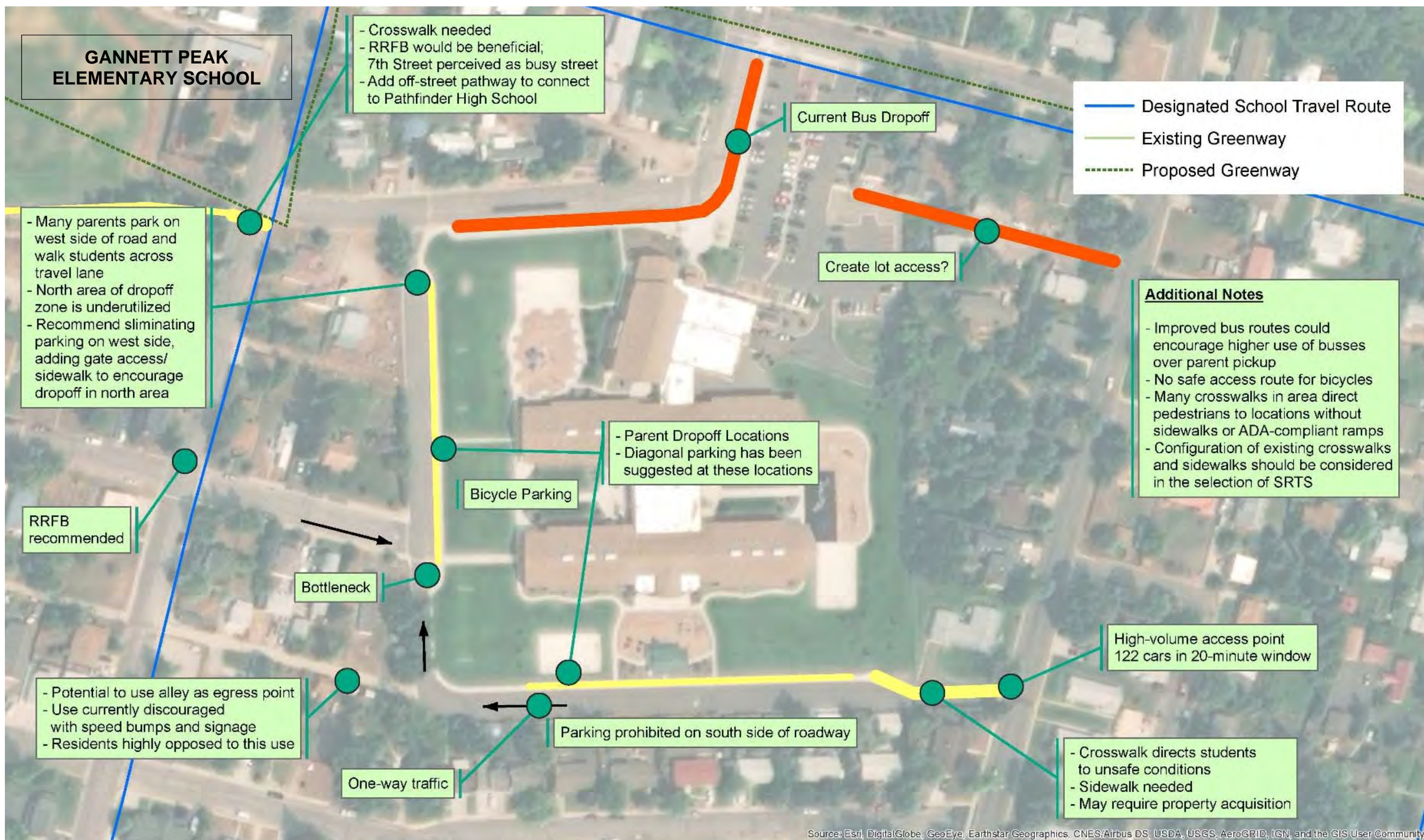
Appendix A.

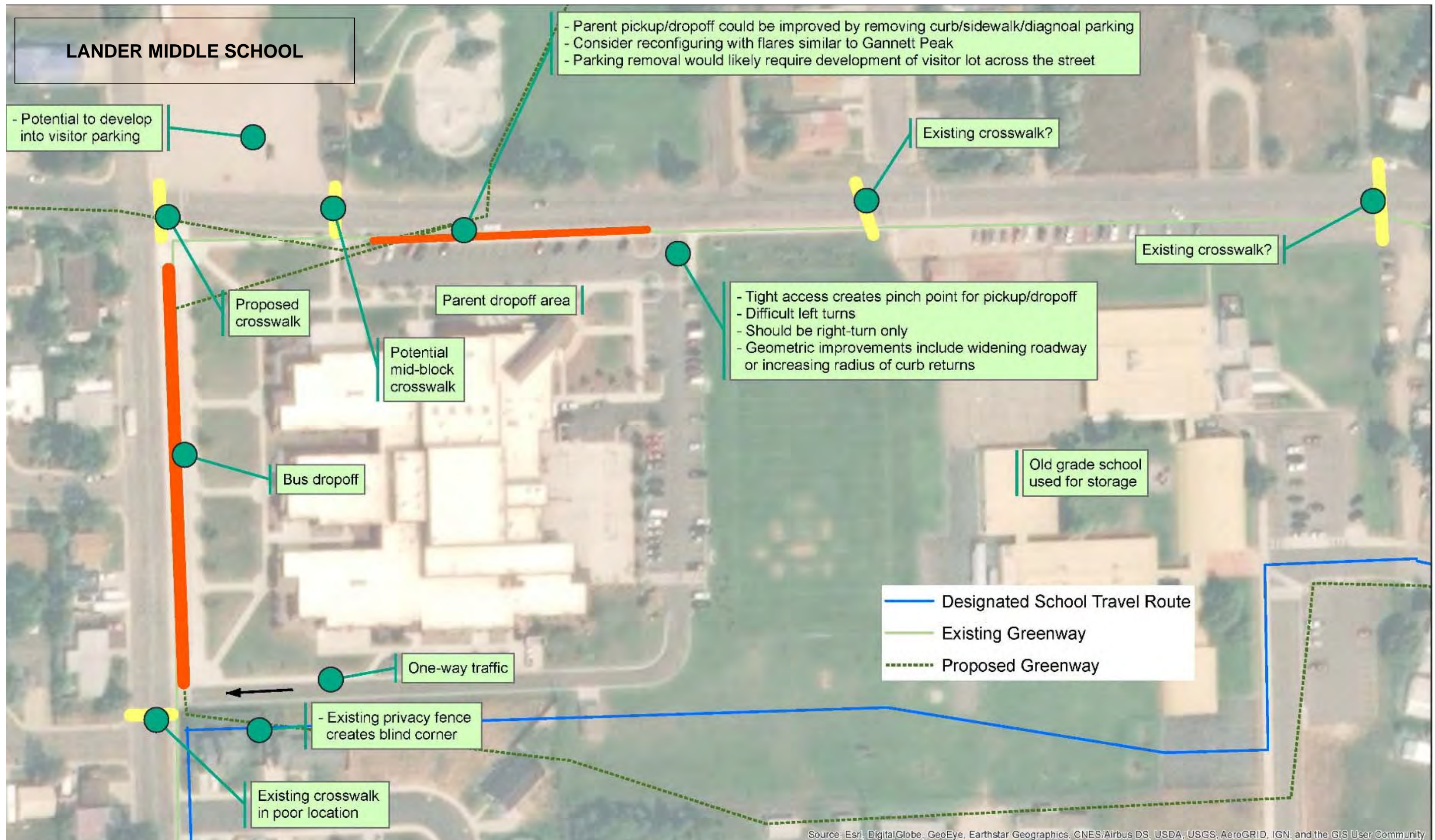
Maps with Public and Stakeholder Comments















Appendix A.

Public Meeting Data

CITY OF LANDER
NOTICE OF PUBLIC INFORMATION MEETING / OPEN HOUSE
Safe Routes to Schools and Walkable, Bike-able Routes Study
And Lander Transportation Plan

Date: October 21st, 2019

Place: Lander City Hall
Council Chambers
240 Lincoln Street
Lander, WY 82520

Time: 6:00 PM – 7:30 PM

The City of Lander, the Wyoming Department of Transportation (WYDOT), and HDR Engineering will hold a public information meeting/open house to inform the public of two transportation related studies that are being conducted in the City of Lander. The first study is a non-motorized transportation study related to providing safe routes to schools and walkable, bike-able routes within the City of Lander. The second study is being completed to analyze the existing transportation network, identify and discuss future connections, determine locations where there are Level of Service issues, and provide the City of Lander with a current Transportation Planning Document.

The open house will be informal allowing for open discussion with the steering committee and design consultant. The purpose of the meeting is to inform the area residents why the studies are being conducted, what the studies entail, and to gather feedback and public input about transportation related issues in the City of Lander.

A short presentation will take place at 6:10 PM at Lander City Hall located at 240 Lincoln Street in Lander. The City of Lander and consultant staff will be available with displays before and after the presentation to discuss the studies and answer your questions. During this time, you will also have the opportunity to present written comments.

For further information regarding this meeting contact Kyle Lehto, Project Engineer with HDR at (307)-228-6063.

PUBLISH: October 16, 2019

Safe Routes to Schools and Walkable, Bike-able Routes Study And Lander Transportation Plan

Public Meeting/Open House

October 21, 2019

Lander City Hall

Sign-in Sheet (Please Print)

#	Name	Property/Business Name	Mailing Address	Phone #
1	DANE LANEILLE Hahn		547 Washington St Lander	
2	THOMAS PEDE	GANNETT PEAK SPORTS	155 CUSTER ST LANDER	
3	TREY WARREN	HOUSEHOLDER PROPERTIES	6 Northwoods Lander	
4	Debbie & John Larser	Property	PO Box 1807, Lander	
5	Barbara Oakleaf	Property	800 Vance Dr Lander	
6	ROBERT FAY		217 GARFIELD LDR	
7	ALAN CULVER		206 MARKET	
8	Jerry & Sandy Bath	252 Tweed Lane Sweetwater, WY	628 Main St	
9	Chris & Anna Holme		336 Eugene St	
10	DAVE BARKER	FCS D #1	PO Box 436	

Safe Routes to Schools and Walkable, Bike-able Routes Study And Lander Transportation Plan

Public Meeting/Open House

October 21, 2019

Lander City Hall

Sign-in Sheet (Please Print)

#	Name	Property/Business Name	Mailing Address	Phone #
11	Michael Inman		POB 725 82520	
12	Jagoe Warren	Bhava Shala ^{Community} Space	6 Northwoods	349-1160
13	Charlie Wilson	Caprine Investments	550 main st	330-4635
14	Jen Wilson	" "	" "	349-0945
15	Nysa Whitford	The Bike Mill	109 Main	703 517-9779
16	DON REYNOLDS		809 VANCEA	330-7482
17	KENT SIMON		PO Box 684	335-6954
18	Gary Krumm		7 TIMBERLINK TRL	349-8708
19	W. Webster	Riverview Lane	763 WASHAKIE ST	330-7383
20	Adam Keifenheim	Lander Cycling Club	1085 McDougall Dr.	612-636-5860

Safe Routes to Schools and Walkable, Bike-able Routes Study And Lander Transportation Plan

Public Meeting/Open House

October 21, 2019

Lander City Hall

Sign-in Sheet (Please Print)

#	Name	Property/Business Name	Mailing Address	Phone #
21	Mike Dicken	Jurassic Classic Mtn Bike Festival	PO Box 1433 Lander	479-890-1289
22	Justin Hunkins	^{Citizen} 824 1/2 Main St →		590-5405172
23	Callie Domek	Public Citizen 824 1/2 Main St. Lander →		307-349-0978
24	Saundra Anderson	Lander Pathways Com	PO Box 119 Hudson	307-714-5757
25	Patrick Merrenbink	^{460 Washlake} Public Citizen	460 Washlake	307-349-6875
26	Bailey Bunnan (Schreier)	→	1527 N. 2nd St	307-709-8643
27	KATE McLAH		455 Wulf River Ave	349-3435
28	Sandy Wilson		205 River Pl	320-7165
29	Kevin Wilson Molly Herber	Nurse FC Library board	926 Hobson St.	407-873-1003
30	Joe Kenney	Fremont Broadcasting	1530 Main	332-5683

Safe Routes to Schools and Walkable, Bike-able Routes Study And Lander Transportation Plan

Public Meeting/Open House

October 21, 2019

Lander City Hall

Sign-in Sheet (Please Print)

#	Name	Property/Business Name	Mailing Address	Phone #
31	Molly Harber	9216 Hwy		
32	STEVE BAUMANN	PLANNING	2140 SQUAW CREEK RD	349-2500
33	Kara Colovich		489 S. 2nd St	307.349.4772
34	Kurt Imhoff		" "	509.205.2298
35	Dave Dufek			
36	Mike Quinn			
37	Marga Jarias		532 S 8th Lander	
38	Sara Felix	Parks & Rec. Dir.		
39	Michelle Escudero		801 S. 3rd Street, Lander, WY	P: 307-332-7248 C: 301-219-1836
40				

Survey Card

Safe Routes to Schools and Walkable, Bike-able Routes Study And Lander Transportation Plan Public Meeting/Open House October 21, 2019

Comments:

I'm a property owner bordering the NORTH LANDER BYPASS PROPOSAL. THIS IS MY PRIMARY CONCERN AS IT WILL IMPACT ME. IS THERE CONSIDERATION TO BRING THE BYPASS TO IN FROM MILEFORD ON N 2nd, then connect from the SEWER PONDS TOWARDS THE RIVERTON HWY.

Name: W. Webster Email: wwest@exwy3.com
Address: Washakie St & Riverview L. Phone: 330-7387

Your comments will be considered as the project proceeds in design, please return by November 15, 2019. Comments can also be e-mailed to: kyle.lehto@hdrinc.com.

Survey Card

Safe Routes to Schools and Walkable, Bike-able Routes Study And Lander Transportation Plan Public Meeting/Open House October 21, 2019

Comments:

Thank you for holding this open house and continuing to address our safety-transportation needs. My primary hope is that the town and county work towards developing bicycle paths that can help move recreational bicycle, walking and jogging off busy roads. I would like to see the Baldwin/Square Cr. loop developed as a path route. I think a significant 2nd gain of this would be attracting tourism and complimenting our excellent mountain biking trails.

Name: Charles Wilson Email: cwilson@wyoming.com
Address: 62 Ridge Rd/50 West Phone: 307-330-4635

Your comments will be considered as the project proceeds in design, please return by November 15, 2019. Comments can also be e-mailed to: kyle.lehto@hdrinc.com.

Survey Card

Safe Routes to Schools and Walkable, Bike-able Routes Study And Lander Transportation Plan Public Meeting/Open House October 21, 2019

Comments:

I will be submitting a recommendation package on behalf of the Lander Cycling Club. I will send this to Kyle Lehto once all of our member comments are compiled.

Name: Adam Keifenheim Email: adam.keifenheim@gmail.com
Address: 1085 McDougall Dr. Phone: 612-636-5860

Your comments will be considered as the project proceeds in design, please return by November 15, 2019. Comments can also be e-mailed to: kyle.lehto@hdrinc.com.

Survey Card

Safe Routes to Schools and Walkable, Bike-able Routes Study And Lander Transportation Plan Public Meeting/Open House October 21, 2019

Comments:

I would like to see the public health benefits of combining transportation (eg. pedestrian or cycling path) with land use and design (eg. access to public parks and open spaces) incorporated into the transportation plan. Our public transportation plan should make physical activity easier and more accessible. Increasing physical activity in our community will save lives i.e. ↓ coronary heart disease ↓ diabetes ↓ obesity etc. Would love to talk more about incorporating health benefits!

Name: Kevin Wilson, RN Email: kevin.wilson1987@gmail.com
Address: 926 Hobson St. Phone: 407-873-1003

Your comments will be considered as the project proceeds in design, please return by November 15, 2019. Comments can also be e-mailed to: kyle.lehto@hdrinc.com.

PHYSICAL ACTIVITY: AN ESSENTIAL INGREDIENT FOR HEALTH

Attached to Comment card
about Physical Activity

Being physically active is one of the most important steps that people of all ages and abilities can take to improve their health.⁶ We know that increasing people's physical activity levels will significantly reduce their risk of chronic diseases and premature death and support positive mental health and healthy aging.^{6,7} Increased physical activity can help children and adolescents; young, middle-aged, and older adults; women and men; people of different races and ethnicities; and people with disabilities and chronic health conditions.^{6,7}

This section provides a brief review of the prevalence and costs of chronic diseases in the United States and the well-established benefits of physical activity. This section also summarizes the *2008 Physical Activity Guidelines for Americans* and documents the current levels of physical activity in the United States.

Chronic Diseases in the United States

Chronic diseases are the leading causes of death in the United States and major contributors to years lived with a disability.² In 2012, almost 50% of U.S. adults, or 117 million people, were living with a chronic disease, and of this group, about 60 million were living with two or more chronic diseases.¹ Specifically,

- More than 15 million U.S. adults aged 20 years or older (6.4% of the population) had coronary heart disease in 2007–2010.²¹
- In 2010, more than 6 million adults aged 18 years or older (2.6% of the population) reported ever having had a stroke.²²
- In 2012, more than 29 million people (9.3% of the population) had diabetes, a disease that can lead to other serious health complications, including heart disease, blindness, kidney failure, and lower-extremity amputations.²³
- More than 1.5 million people were diagnosed with cancer in 2011, and more than 13 million are living with the disease.^{24,25}
- During 2011–2012, more than one-third of adults aged 20 years or older and 1 out of every 6 children and adolescents aged 2–19 years had obesity.²⁶
 - ▶ Children with obesity have an increased risk of type 2 diabetes,²⁷ high blood pressure,^{28,29} and being obese as an adult.^{30–32}
 - ▶ Adults with obesity have an increased risk of coronary heart disease, type 2 diabetes, some types of cancers (e.g., postmenopausal breast, colorectal), osteoarthritis, and stroke.³³
- About 16 million adults aged 18 years or older and more than 2 million adolescents aged 12–17 years had a major depressive episode in 2012³⁴ that negatively affected their ability to work, sleep, study, eat, and enjoy life.³⁵

Some population groups are disproportionately affected by chronic disease. In general, the prevalence of chronic disease increases with age, varies by race/ethnicity, and is higher among people with lower education or income levels.^{36–38}

In addition to negatively affecting the lives of individuals, chronic diseases are costly to the United States. In 2012, health care expenses for people who live in the community were \$1.35 trillion, and chronic diseases ranked as four of the top five most costly conditions.³⁹ Not surprisingly, as the number of chronic conditions that a person has increases, health care spending also increases substantially.³

Benefits of Physical Activity

Physical activity can reduce illness from chronic diseases and premature death.⁷ People who are physically active have about a 30% lower risk of early death than people who are inactive.⁷ Even low amounts of physical activity reduce this risk.⁷ Conversely, physical inactivity accounts for about 11% of premature deaths in the United States.^{40,41} The benefits of physical activity in preventing chronic disease are numerous and well-established.^{6,7} Regular physical activity helps prevent risk factors for disease (such as high blood pressure) and protect against multiple chronic diseases (such as heart disease, stroke, some cancers, type 2 diabetes, and depression).^{6,7}

Health Benefits Associated with Regular Physical Activity

Children and Adolescents	Adults
<ul style="list-style-type: none"> ■ Improved cardiorespiratory fitness. ■ Improved muscular fitness. ■ Improved bone health. ■ Favorable body composition. ■ Improved markers of cardiovascular and metabolic health. 	<ul style="list-style-type: none"> ■ Lower risk of early death. ■ Lower risk of heart disease and stroke. ■ Lower risk of high blood pressure and adverse blood lipid profile. ■ Lower risk of type 2 diabetes. ■ Lower risk of colon and breast cancer. ■ Lower risk of metabolic syndrome. ■ Prevention of weight gain. ■ Weight loss, particularly when combined with reduced calorie intake. ■ Improved cardiorespiratory fitness. ■ Improved muscular fitness. ■ Prevention of falls. ■ Reduced depression. ■ Better cognitive function (for older adults).

Source: 2008 Physical Activity Guidelines for Americans.⁶

Note: Strong evidence supports the association of physical activity with these health benefits.

People living with chronic disease—such as heart disease, diabetes, osteoporosis, cancer, depression, and arthritis—can get a variety of health benefits from being physically active.^{7,8,42-54} For example, people with heart disease, type 2 diabetes, or high blood pressure can lessen the severity of their condition, as well as prevent disease progression and premature death.^{7,46-50} For other diseases, such as arthritis and depression, physical activity helps people manage or reduce symptoms.⁴²⁻⁴⁵ For example, during 2010–2012, more than 52 million adults were living with arthritis,⁵⁵ and this population could potentially reduce joint pain and other

symptoms of arthritis through physical activity.^{42,45,56} People with chronic disease often get multiple health benefits from physical activity. For example, for people with type 2 diabetes, increased physical activity can improve insulin sensitivity and blood glucose control, while also reducing other cardiovascular risk factors and improving mobility.^{47,50}

Among adults, physical activity is associated with improved quality of life,^{7,57,58} emotional well-being,^{7,59,60} and positive mental health.^{7,59-61} Some evidence suggests that physical activity in children and adolescents can lower levels of anxiety and depression.^{7,62-64} It can also help improve health-related quality of life for people with chronic disease.⁷ For example, in several cancer survivor groups, physical activity was associated with improvements in physical function, quality of life, and cancer-related fatigue.^{65,66}

For adults, regular physical activity helps prevent weight gain, contributes to weight loss (particularly when combined with reductions in calorie intake), and helps with weight maintenance after weight loss.^{6,7} Regular physical activity also helps children and adolescents have a more favorable body composition.^{6,7}

Academic benefits are also associated with regular physical activity. When schools encourage participation in physical activity as part of physical education, recess, classroom lessons, or extracurricular activities, students can improve their academic performance, as shown by improvements in grades and standardized test scores.^{67,68} Physical activity can also help students improve their cognitive skills and their ability to concentrate and pay attention.^{67,68}

Regular physical activity is also important for healthy aging.⁶ Physical activity helps improve balance, stamina, flexibility, joint mobility, agility, walking, and overall coordination.⁶⁹ Regular physical activity can help extend years of active independent life, reduce functional limitations, and reduce the risk of falls.^{8,69,70} Physical activity can also help to prevent or delay conditions that are especially worrisome for older adults, such as osteoporosis and muscle loss.⁷⁰⁻⁷² Physical activity may also delay the onset of cognitive decline in older adults.^{7,73-75}

In addition to the health benefits, regular physical activity may be associated with lower health care costs.⁷⁶⁻⁷⁹ A recent study compared health care expenditures among adults with different levels of physical activity and found that \$117 billion (in 2012 dollars; 11% of aggregate health care expenditures) annually were associated with inadequate levels of physical activity.⁷⁶

Physical Activity Guidelines for Americans

In 2008, the U.S. Department of Health and Human Services issued the first *Physical Activity Guidelines for Americans*.⁶ These guidelines outline the health benefits associated with physical activity and provide guidance for the amount of physical activity needed for substantial health benefits (see box, page 6). People who are inactive and those who do not yet meet the guidelines are strongly encouraged to work toward this goal. Those who are inactive and become more active may reap the most benefits.⁷ Adults with disabilities who are unable to meet the guidelines should avoid inactivity and try to get regular physical activity according to their abilities.⁶

Physical Activity in the United States

In 2013, about 3 out of every 10 U.S. adults reported being inactive during their leisure time (Figure 1), and only one-half reported levels of physical activity consistent with the guideline for aerobic physical activity (Figure 2).⁸⁰ Physical inactivity was more common among women; people who were older, black, or Hispanic;

and people with lower levels of education (Figure 1). Conversely, adults who were male, younger, white, or Asian or who had higher levels of education were more likely to meet the aerobic component of the *2008 Physical Activity Guidelines for Americans* (Figure 2). In addition, the percentage of older adults who were inactive increased with increasing age: 35% of those aged 65–74 years were inactive, 47% of those 75–84 years were inactive, and 64% of those 85 years or older were inactive. Conversely, the percentage of older adults who met the aerobic guideline decreased with increasing age: 42% of those aged 65–74 years, 31% of those aged 75–84 years, and 18% of those aged 85 years or older.

From the *2008 Physical Activity Guidelines for Americans*⁶

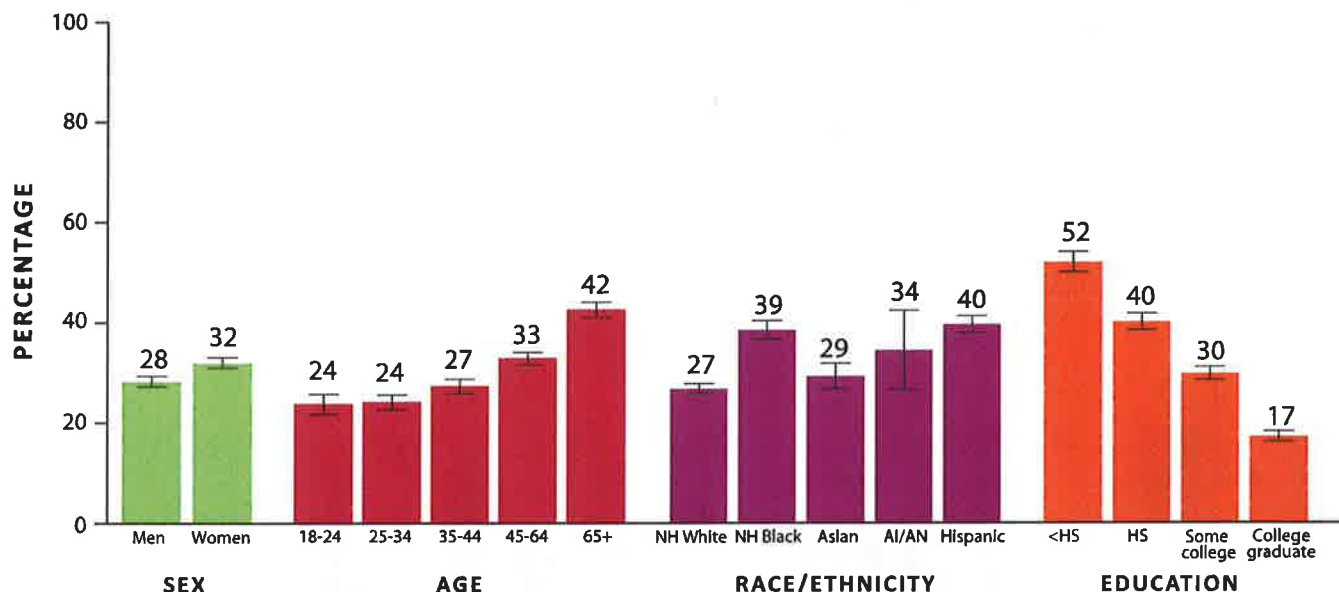
Key Guidelines for Adults

- All adults should avoid inactivity. Some physical activity is better than none, and adults who participate in any amount of physical activity gain some health benefits.
- For substantial health benefits, adults should do at least 150 minutes (2 hours and 30 minutes) a week of moderate-intensity, or 75 minutes (1 hour and 15 minutes) a week of vigorous-intensity aerobic physical activity, or an equivalent combination of moderate- and vigorous-intensity aerobic activity. Aerobic activity should be performed in episodes of at least 10 minutes, and preferably, it should be spread throughout the week.
- For additional and more extensive health benefits, adults should increase their aerobic physical activity to 300 minutes (5 hours) a week of moderate-intensity, or 150 minutes a week of vigorous-intensity aerobic physical activity, or an equivalent combination of moderate- and vigorous-intensity activity. Additional health benefits are gained by engaging in physical activity beyond this amount.
- Adults should also do muscle-strengthening activities that are moderate or high intensity and involve all major muscle groups on 2 or more days a week, as these activities provide additional health benefits.

Key Guidelines for Children and Adolescents

- Children and adolescents should do 60 minutes (1 hour) or more of physical activity daily.
 - ▶ **Aerobic:** Most of the 60 or more minutes a day should be either moderate- or vigorous-intensity aerobic physical activity, and should include vigorous-intensity physical activity at least 3 days a week.
 - ▶ **Muscle-strengthening:** As part of their 60 or more minutes of daily physical activity, children and adolescents should include muscle-strengthening physical activity on at least 3 days of the week.
 - ▶ **Bone-strengthening:** As part of their 60 or more minutes of daily physical activity, children and adolescents should include bone-strengthening physical activity on at least 3 days of the week.
- It is important to encourage young people to participate in physical activities that are appropriate for their age, that are enjoyable, and that offer variety.

Figure 1. Percentage of U.S. Adults Aged 18 Years or Older Who Were Inactive During Their Leisure Time, 2013

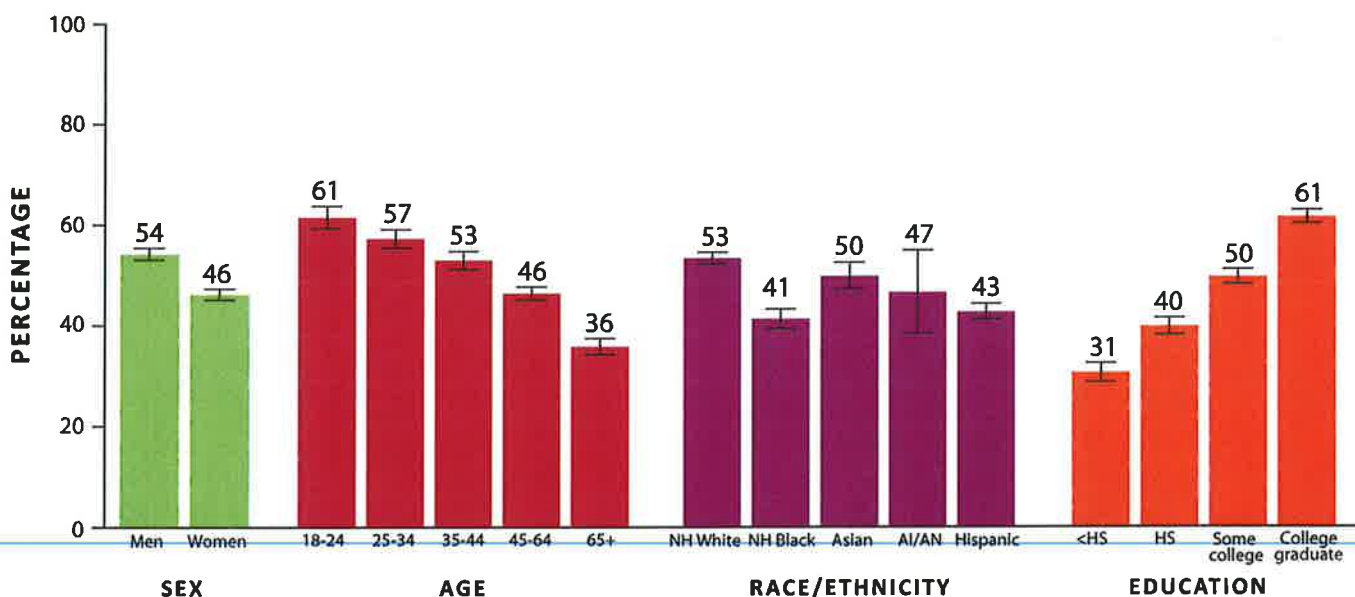


Abbreviations: AI/AN, American Indian/Alaska Native; HS, high school; NH, non-Hispanic.

Source: Centers for Disease Control and Prevention, National Center for Health Statistics, National Health Interview Survey (NHIS).

Notes: Estimates are age-adjusted (except those by age group) to the 2000 U.S. standard population using five age groups: 18–24 years, 25–34 years, 35–44 years, 45–64 years, and 65+ years. Estimates by race are for people who reported only one race. People of Hispanic ethnicity may be of any race. Estimates are not presented for Native Hawaiians or Other Pacific Islanders because the NHIS public-use data sets do not provide the necessary level of detail. Estimates by education are limited to people aged 25 years or older. NHIS questions ask about frequency and duration of light-intensity to moderate-intensity and vigorous-intensity leisure-time physical activity. Inactivity for adults is defined as reporting no leisure-time physical activity that lasted at least 10 minutes. Error bars represent upper and lower bounds of the 95% confidence interval.

Figure 2. Percentage of U.S. Adults Aged 18 Years or Older Who Met the Aerobic Physical Activity Guideline, 2013



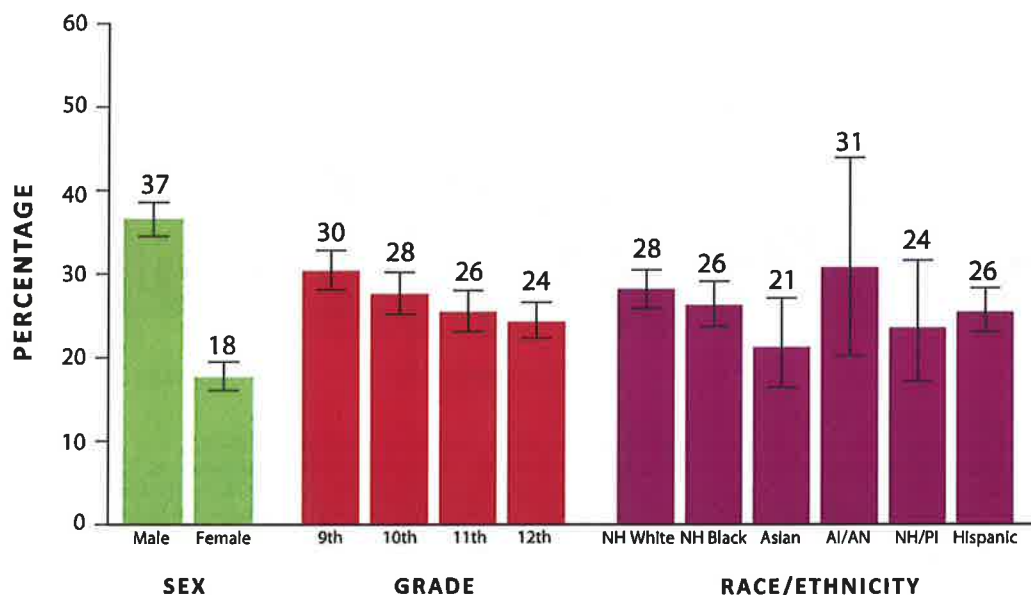
Abbreviations: AI/AN, American Indian/Alaska Native; HS, high school; NH, non-Hispanic.

Source: Centers for Disease Control and Prevention, National Center for Health Statistics, National Health Interview Survey (NHIS).

Notes: Estimates are age-adjusted (except those by age group) to the 2000 U.S. standard population using five age groups: 18–24 years, 25–34 years, 35–44 years, 45–64 years, and 65+ years. Estimates by race are for people who reported only one race. People of Hispanic ethnicity may be of any race. Estimates are not presented for Native Hawaiians or Other Pacific Islanders because the NHIS public-use data sets do not provide the necessary level of detail. Estimates by education are limited to people aged 25 years or older. NHIS questions ask about frequency and duration of light-intensity to moderate-intensity and vigorous-intensity leisure-time physical activities. Meeting the aerobic component of the 2008 Physical Activity Guidelines for Americans is defined as reporting at least 150 minutes of moderate-intensity or 75 minutes of vigorous-intensity aerobic physical activity a week, or an equivalent combination. Error bars represent upper and lower bounds of the 95% confidence interval.

In 2013, only 27% of high school students reported levels of physical activity that met the guideline for 60 minutes of physical activity a day (Figure 3).¹⁰ Male high school students and students in lower grade levels were more likely to meet the guideline; no differences were observed by race.^{10,80}

Figure 3. Percentage of U.S. High School Students Who Met the Aerobic Physical Activity Guideline, 2013



Abbreviations: AI/AN, American Indian/Alaska Native; NH, non-Hispanic; NH/PI, Native Hawaiian/Other Pacific Islander.

Source: Centers for Disease Control and Prevention, Youth Risk Behavior Surveillance System.

Notes: Meeting the aerobic component of the 2008 *Physical Activity Guidelines for Americans* is defined as reporting at least 60 minutes of “any kind of physical activity that increases your heart rate and makes you breathe hard some of the time” on all days during the 7 days before the survey. Estimates by race are for students who reported only one race. People of Hispanic ethnicity may be of any race. Error bars represent upper and lower bounds of the 95% confidence interval.



Summary of Community Preventive Services Task Force Recommendation

The Community Preventive Services Task Force (CPSTF) recommends built environment strategies combining one or more intervention approaches to improve pedestrian or bicycle transportation systems with one or more land use and environmental design interventions based on sufficient evidence of effectiveness in increasing physical activity. Their recommendation is based on a systematic review of all available evidence.



Major Findings

- Physical activity increased among individuals in communities with new or improved projects or policies combining transportation (e.g., pedestrian or cycling paths) with land use and design components (e.g., access to public parks).
- Combinations of activity-supportive built environment characteristics were associated with higher levels of transportation-related physical activity, recreational physical activity, and total walking among exposed individuals.

The CPSTF recommendation is based on evidence from a systematic review of 90 studies. These studies used diverse designs, assessed and compared different combinations of interventions or existing built environment characteristics, and evaluated longitudinal changes or cross-sectional differences for a wide range of physical activity outcomes.

What are Built Environment Intervention Approaches?

Built environment intervention approaches to increase physical activity create or modify environmental characteristics in a community to make physical activity easier or more accessible. Intervention approaches must be designed to enhance opportunities for active transportation, leisure-time physical activity, or both. The CPSTF recommends intervention approaches that include one or more components from each of the boxes below.

Built Environment Approaches in Combination by Intervention Type

Pedestrian and Bicycle Transportation System Intervention Component	Land Use and Environment Design Intervention Component
<ul style="list-style-type: none">o Street pattern design and connectivityo Pedestrian infrastructureo Bicycle infrastructureo Public transit infrastructure and access	<ul style="list-style-type: none">o Mixed land useo Increasing residential densityo Proximity to community or neighborhood destinationso Parks and recreational facility access



Facts about Physical Activity

Despite the benefits, less than half of all adults, and 3 in 10 high school students in the United States, get the recommended daily amounts of physical activity.^{1,2}

Regular physical activity is one of the most important things people can do for their health. It can help individuals control weight, reduce risk of cardiovascular disease, reduce risk for type 2 diabetes and metabolic syndrome, reduce risk of some cancers, strengthen bones and muscles, and improve mental health and mood.³



Be Active: Connecting Routes + Destinations

CDC's Division of Nutrition, Physical Activity, and Obesity developed a set of resources and guidelines to help communities implement combined built environment approaches. Materials include Real World Examples, an Implementation Resource Guide, a Visual Guide, and a slideshow that public health professionals can use to talk with others about enhancing the built environment.

www.cdc.gov/physicalactivity/community-strategies/beactive/index.html

Connecting Activity-Friendly Routes to Everyday Destinations



Learn More

Summary of Evidence and Task Force Finding

<https://www.thecommunityguide.org/findings/physical-activity-built-environment-approaches>

CDC, Division of Nutrition, Physical Activity and Obesity

<https://www.cdc.gov/nccdphp/dnpao/index.html>

The Benefits of Physical Activity

<https://www.cdc.gov/physicalactivity/basics/pa-health/index.htm>

¹ Carlson SA, Fulton JE, Schoenborn CA, Loustalot F. Trend and prevalence estimates based on the 2008 Physical Activity Guidelines for Americans. *American Journal of Preventive Medicine* 2010;39(4):305-313.

² Centers for Disease Control and Prevention. Facts about physical activity. Atlanta (GA): CDC.gov. Available from URL: <https://www.cdc.gov/physicalactivity/data/facts.htm>

³ Centers for Disease Control and Prevention. Physical activity and health: the benefits of physical activity. Atlanta (GA): CDC.gov. Available from URL: <https://www.cdc.gov/physicalactivity/basics/pa-health/index.htm>

Established in 1996 by the U.S. Department of Health and Human Services, the Community Preventive Services Task Force (CPSTF) is an independent, nonfederal panel of public health and prevention experts whose members are appointed by the director of CDC. The CPSTF provides information for a wide range of decision makers on programs, services, and other interventions aimed at improving population health. Although CDC provides administrative, scientific, and technical support for the CPSTF, the recommendations developed are those of the CPSTF and do not undergo review or approval by CDC. Find more information at www.thecommunityguide.org.

The Community Preventive Services Task Force Recommendation for Combined Built Environment Approaches to Increase Physical Activity



Connecting Activity-Friendly Routes to Everyday Destinations

An activity-friendly route is one that is a direct and convenient connection with everyday destinations, offering protection from cars, or making it easy to cross the street. Everyday destinations are places people can get to from where they live by walking, bicycling, or public transit. These destinations can include grocery stores, schools, libraries, parks, restaurants, cultural and natural landmarks, or healthcare facilities. Below are six examples of connecting activity-friendly routes to everyday destinations.

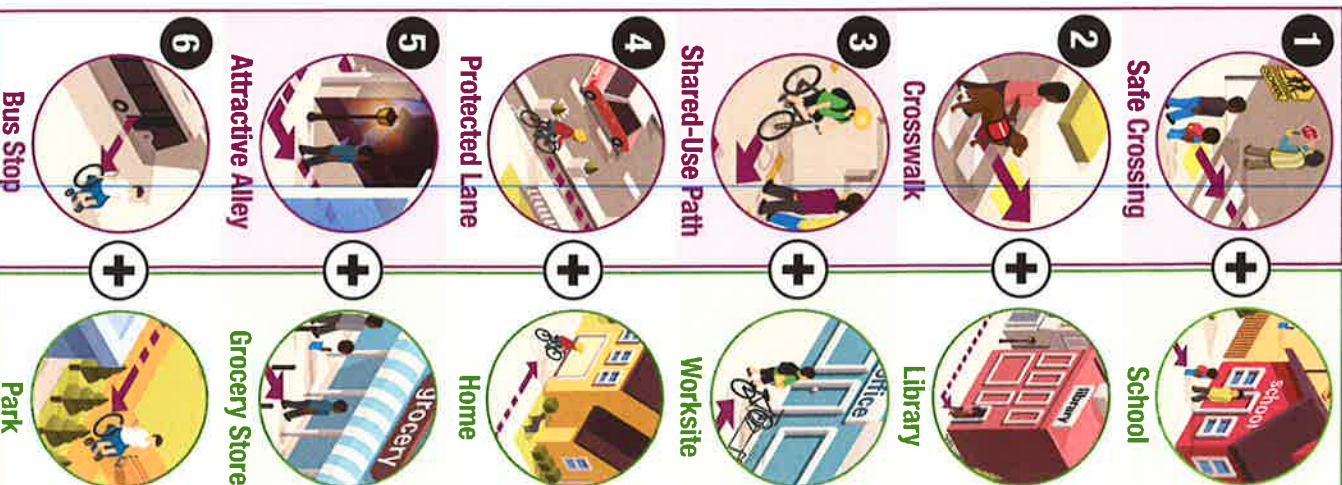


Activity-Friendly Routes

Pedestrian, Bicycle, and Transit Transportation Systems

Everyday Destinations

Land Use and Environmental Design



Centers for Disease Control and Prevention
National Center for Chronic Disease Prevention and Health Promotion

For more information about the Community Preventive Services Task Force recommendation, visit www.thecommunityguide.org/findings/physical-activity-built-environment-approaches and www.cdc.gov/physicalactivity/community-strategies

Survey Card

Safe Routes to Schools and Walkable, Bike-able Routes Study And Lander Transportation Plan Public Meeting/Open House October 21, 2019

Comments:

Great effort in general. My opinion is that whatever the routes are that continuous sections of quality sidewalk is critical. Main St. may not be a heavy use pathway for getting to school but being able to ~~safely~~ safely navigate a parts of Main would be important. Right now not being able to bike on the sidewalks makes biking dicey. It seems like Main is plenty wide and ripe for creative solutions.

Name: Patrick Mettenbrink Email: patrick-mettenbrink@uols.edu

Address: 460 Washakie St. Phone: 307-349-6875

Your comments will be considered as the project proceeds in design, please return by November 15, 2019. Comments can also be e-mailed to: kyle.lehto@hdrinc.com.

Survey Card

Safe Routes to Schools and Walkable, Bike-able Routes Study And Lander Transportation Plan Public Meeting/Open House October 21, 2019

Comments:

Please continue including the library on any proposed routes - it is a key community hub for all age groups.

Name: Molly Herber

Email: mgherber33@gmail.com

Address: _____

Phone: _____

Your comments will be considered as the project proceeds in design, please return by November 15, 2019. Comments can also be e-mailed to: kyle.lehto@hdrinc.com.

Survey Card
Safe Routes to Schools and Walkable, Bike-able Routes Study
And Lander Transportation Plan
Public Meeting/Open House
October 21, 2019

Comments:

I need a bike loop/trail for kids - Dillon Park?

Get trail/street maps in relocation packets.

Make 1st South one way to accomodate RV parking

Reserve some parking spots for Chamber visitors
only on N 1st one way.

Name: B. Fossan as presented in previous citizen contacts. Email: _____

Address: _____ Phone: _____

**Your comments will be considered as the project proceeds in design, please
return by November 15, 2019. Comments can also be e-mailed to:
kyle.lehto@hdrinc.com.**

Lehto, Kyle

From: Rajean Strube Fossen <rsfossen@landerwyoming.org>
Sent: Wednesday, October 23, 2019 2:23 PM
To: Lehto, Kyle
Subject: Transp plan ?

Kyle are there local indexes for trail construction and trail maintenance per mile? Same with new sidewalks if needed as a result of the study.

I honestly did not look at the scope but I hope there will be some basic costs of construction and maintenance for preferred alternatives to assist staff and council in the decision making. It came up in council last night.

Have a good day!
RaJean

Lehto, Kyle

From: Lehto, Kyle
Sent: Monday, October 28, 2019 11:48 AM
To: 'Anne Even'
Subject: RE: public comment

Thanks Anne.

I'm in agreement that the 2009 plan needs to be built upon and updated. That is the primary reason for the new study. We're aware of the ongoing concerns with the vehicular traffic around Gannett Peak and have a few alternatives in mind. With respect to proposed sidewalk locations/safe route corridors, the 2009 map provides a good starting point and is something that needs to be built upon.

My intent on sending you the 2009 Safe Routes map was to allow an additional opportunity for you to comment on the previously identified corridors and see if they still made sense and/or if you had any comments on how they should be change/modified/improved. I wasn't sure if you'd seen the map that was provided at the public meeting, which is why I sent it to you. The goal is to update previously identified safe route corridors so they make sense with the current reality. There are several corridors that we've already identified as needing to be modified, and are hopeful that through public comments other modifications may be identified. The verbal comments you provided are helpful and will be taken into consideration as we generate/update the mapping for this study.

Thanks again,
Kyle Lehto, PE
D 307.228.6063 M 307.851.8357

hdrinc.com/follow-us

From: Anne Even [mailto:aevenblog@gmail.com]
Sent: Monday, October 28, 2019 11:17 AM
To: Lehto, Kyle
Subject: Re: public comment

Hi Kyle -

Thank you for your quick response. I appreciate your clarification that TAP funds could possibly be used for sidewalks. I am happy to hear that.

I think one thing I want to make sure of is that we don't take the 2009 Safe Route Study for solid information. A lot of things have changed since 2009 in regards to our schools. Even in the last few years, the traffic flow around Gannett Peak has changed. The loop behind the school used to be only for buses (that was the original intent). But, a few years later, they determined that didn't work well, so now it is used for cars and the buses use the front of the school. With that being said, I think that the traffic flow is very different now than it was in 2009. I am pretty confident that the Lander Middle School has been built after 2009, thus changing flow between all of the schools. And, we don't have neighborhood schools anymore, so that changes things up a bit as well. I think my comments come from first-hand observations, and I think if we only use the 2009 map for safe routes, then we aren't doing our community justice. I think it would be helpful for the committee/folks involved are aware of that.

We have a lot of opportunity to improve our community through this project and help kids get to/from school safely. I am more than happy to help be a positive influence in this project.

I'll also echo the comments in the newspaper about adding a sidewalk along Hillcrest. Mortimore is now great for pedestrians, and we just need to make improvements on Hillcrest and we have a solid and safe loop for our community.

Thank you,
Anne Even

On Fri, Oct 25, 2019 at 11:29 AM Lehto, Kyle <Kyle.Lehto@hdrinc.com> wrote:

Hi Anne.

Thank you for taking the time to write your comments, they are greatly appreciated. One thing I should mention is that the costs for improving designated safe routes don't necessarily have to be the responsibility of the property owner. There are Transportation Alternative Program (TAP) grants available which are FHWA funds, administered through WYDOT. The grants are 80% grant with a 20% local match. My past experience with these projects is that the Landowner doesn't pay for any of the upfront cost and the City comes up with the 20% match. The difficulty typically comes because property owners end up inheriting the maintenance of the sidewalk once it's in place. Some folks don't want to shovel snow or have the potential that they'll be required to replace sidewalk in the future. The added value with respect to (free) added curb appeal is sometimes missed.

The goal for this project is to identify safe route corridors, identify locations where continuous sidewalk doesn't exist, and identify locations where existing sidewalk is not ADA accessible. Other items will likely include crosswalk identification and improvements. In 2009 there was a Safe Route study completed that identified safe route corridors. We had a map at the meeting with those shown and requested the public make suggestions. I wanted to send that map to you in case you wanted to mark it up and send it back to me. I think I can incorporate your comments below, but sometimes a picture is worth 1000 words and I want to make sure I get your comments captured accurately.

Kyle Lehto, PE

D 307.228.6063 **M** 307.851.8357

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From: Anne Even [<mailto:aevenblog@gmail.com>]

Sent: Friday, October 25, 2019 9:47 AM

To: Lehto, Kyle <Kyle.Lehto@hdrinc.com>

Subject: public comment

Hi Kyle -

I wasn't able to attend the meeting at city hall on Monday night in Lander, but I wanted to share some thoughts and ideas about safe routes to school. My own personal goal is for there to be sidewalks for kids to use when

they walk to school. I know sidewalks are the responsibility of the property owner, but I really feel that some money or incentives for sidewalks should be made for priority routes. I am passionate about this subject, and am willing to help create solutions.

1. Personally, I think Cascade is a major route that kids use to get to Gannett Peak and Baldwin/High School. There are major gaps in sidewalks on Cascade, which force kids into the street.

2. South 7th Street is also lacking sidewalks, within a block of the school. It would highly benefit from having sidewalks!

3. On South 5th Street, between Cliff and Brodie, there is a house that sits where the cars can turn into Gannett to drop off their kids. Oddly, there isn't a sidewalk to enter the school on this stretch (I don't think that road behind the school has a formal name). I think work could be done with the property owner to ask for an easement to create a sidewalk so kids could walk to school through this section. Currently, it is only wide enough for a car. I think this was a major design flaw that needs to be corrected. If a kid get to that intersection, they are supposed to enter through the front of the school, which is actually another 6 block walk. They must continue on 5thth Street past Brodie, Popo Agie, Spruce, Sweetwater. Turn on Sweetwater to 6th. Then, go to Popo Agie and enter the school property. I think this is a very poor design.

4. Another major problem of kids using 7th Street is that many, many cars use alley between Cliff and Canyon to exit the school driving lane. Although the school discourages this, people use this alley as a road. The problem it creates is an un-safe exit for cars on 7th street, and many kids are walking on 7th to get to school, and cars aren't always looking for kids when leaving this alley. It is really quite dangerous as 7th and Canyon is another major school entrance area.

5. 9th and Cascade is a very dangerous spot for kids to cross. Cars coming down the hill on 9th street are traveling very fast, and a lot of kids from the Garner/Vance/Welch/McDougall area use 9th and Cascade to exit that neighborhood to go to Gannett. Likewise, many kids use Cascade from other parts of town to cross 9th to get to Baldwin/High School. I'd like to see a painted crosswalk, or some flashing lights, or something to get the traffic to slow down in this area. Another problem is those roads don't align well at 9th and Cascade, which creates some tricky crossing for pedestrians and cars. It is easier to cross caddy-corner, which I know isn't proper, but it makes the most sense because the streets aren't aligned. Also, in the winter, cars coming down the hill on 9th often can't make the turn on Cascade to the right and slide. I'm waiting for the day that a car or pedestrian gets hit in this area. There have been several close calls.

6. I was disappointed to see Academic Way become a through street. That is one more street that kids have to cross on their way to Baldwin/High School. I was disappointed to see so much construction in March, which then stalled out until summer, and created undue situations for kids. Smith is a major pedestrian street for school as well.

7. The intersection of 9th, Sweetwater, and Black is very poorly designed for pedestrians. The fact that intersection sits on a curve and the streets are misaligned creates a hard intersection for kids and cars to see. I think this could be improved significantly.

8. The sidewalk on Baldwin that runs along the old Shopko is quite concerning. Traffic into/out of that parking lot is not controlled and seems quite vast, and cars look to exit the parking lot, not realizing there is a sidewalk along this route. I think this is a bit of a problem. The same can be said for Bailey Tire. These a major school routes, and kids are crossing very commercial areas and it isn't very safe.

9. I think the Indian Lookout subdivision needs a sidewalk from their neighborhood to Baldwin on the south side of the street. It is part dirt, part mud, part sidewalk, and I think it would benefit from having dedicated pedestrian space. It is a short stretch, but would serve a large population of students.

I can't comment a lot on the North side of town since I don't live there, see it first hand, and my kids don't go to school there yet. To be honest, I am not sure I'm going to let my kids get to the middle school on their own because I don't feel like there is a safe route for them to get there. I trust them going to Baldwin currently, but beyond that, I don't feel we are set up as a town to move students from the south side to the north side to the middle school in a safe manner.

Please let me know how I can be of assistance to this project.

Anne Even

792 Garner Dr

Lander WY 82520

Lehto, Kyle

From: Joanne Slingerland <joanneslingerland@icloud.com>
Sent: Thursday, October 31, 2019 1:57 PM
To: Lehto, Kyle
Subject: Lander Transportation study

Hello:

I appreciate the opportunity to comment on transportation safety considerations for Lander.

The lack of consistent sidewalks has always been a concern for me. I am an avid walker and am frustrated with the lack of sidewalks in our community. On any given street you might have a fair distance with a decent sidewalk, then are abruptly directed into the street without a sidewalk, or forced into the street because an old, broken up sidewalk needing repair. It's imperative as Safe Routes to School are being studied that the sidewalk issue is addressed. Kids should not have to walk in the street to get to school.

I would also like to see extensive development of pathways for cycling, walking and running. We have a good start, but more could be done. Lander is an active community and potential new residents seek out these types of activities when considering a move. More opportunities for safer walking and cycling leads to a healthier community.

Routing commercial truck traffic away from main street should be considered. Lander's downtown area would be safer for cyclists and pedestrians if traffic could be slowed and commercial trucks rerouted.

Thank you,
Joanne Slingerland

Lehto, Kyle

From: Kathryn Garber Primrose <kathryngprimrose@gmail.com>
Sent: Monday, November 11, 2019 9:15 AM
To: Lehto, Kyle
Subject: Safe Routes/Pathways Public Comment

Hi Kyle,

I wasn't able to attend the public meeting, so I wanted to submit some written comments about the current safe routes to school and pathway system in and around Lander.

My coworker submitted comments a couple weeks ago and in your response you included the current safe routes to school map, which she sent my way- that was really helpful information to see, thanks for passing that along!

Admittedly, my scope of safe routes to school is a little limited - my kids attend Gannett Peak and we live in an adjacent neighborhood, so I can only really comment on what I see on a daily basis.

- I would love to see more crosswalks/signals/signs on 9th Street (especially south of the crosswalks at Dabich and 9th). If our kids walked to school, they'd cross 9th at Cliff St or around that area, and I don't feel comfortable with them crossing on their own. Traffic is moving very quickly down the hill and a lot of kids who are using that as a route on their bikes don't cross to ride on the correct side of the street (which I don't blame them), causing more confusion for folks turning onto 9th from those adjacent streets.
- Any chance of establishing a safe route "zones," rather than a few choice streets - say, if you live within a five block radius of a school, then your street is considered a safe route to school?
 - While the safe routes to school map is a great starting point, I don't think it accurately reflects how traffic and students on foot or on bikes are actually entering the school grounds. I'm glad to see 7th and 9th streets there because those are well traveled routes and definitely need continual sidewalks, but because the school has multiple entrance points, for me it's just as important that those adjacent streets - like Canyon, Popo Agie, Cliff, and Cascade also have continual sidewalks. The quickest route from our house to the school is about 5 blocks, but if we only relied on the safe routes map (to ensure sidewalks the whole way), it would at least double the length of the route.
 - On a related note, would the incentives programs for sidewalk installation/replacement/repair only be available to residents on the designated safe routes or will anyone be able to apply?
- The drop off/pick up entrance for cars off 5th street has no pedestrian entrance. I know two families that live within two houses of this entrance, and they either drive their kiddo to school or their kids are walking a route to another entrance that doesn't have continual sidewalks. Is there anyway to work with the homeowner next to that entrance to create a wider easement to include a sidewalk?
- Parents use the alleyway south of Canyon to exit the school grounds onto 7th. I know the school discourages this and there is a sign about no thru traffic, but I see multiple cars use it every morning. This creates another (and unofficial) intersection on a designated safe route, I doubt you can block off that alley, but clearly the signs aren't deterring people.

I don't know how much of Main Street falls within this plan, but I had a couple of comments related to that area:

- A crosswalk/sign/signal at 1st and Main. People are going to cross there regardless, so it seems like something could be implemented to make it safer for pedestrians/bike riders.
- Is the truck bypass at all in play? I know it was in the city's master plan, but I wonder if it's at all a reality or being considered on any level. I think construction of the bypass would make a huge (positive) impact on downtown - I don't think it would stop tourists from stopping, shopping downtown, eating at restaurants, etc, but it would make the Main Street corridor more pedestrian/bike friendly and might give downtown business and organizations more opportunities for downtown events, or there could be a redesign or improvements that wouldn't be possible otherwise.

And one thought about pathways - a walking/bike path along Baldwin Creek/Squaw Creek Rd would be fantastic. It's well used by a variety of walkers, runners, cyclists, roller skiers, and with little or no shoulder, and lots of curves and hills, it would be great not to have to share the road with vehicles.

Thanks for your time, it's really appreciated. I'm excited to see the city taking steps to making our town safer for cyclists and pedestrians!

Kathryn Primrose
1015 Cliff Street
Lander

Lehto, Kyle

From: Adam Keifenheim <adam.keifenheim@wyo.gov>
Sent: Tuesday, October 22, 2019 2:16 PM
To: Lehto, Kyle
Subject: Re: Notice of Public Meeting - October 21, 2019 @ 6PM City Hall - City of Lander Transportation Studies

Kyle,

I think that I can just manage in PDF with the LAPS map you provided. I will just mark a letter at the locations of the Lander Cycling Club comments on the map, and then provide a table of those letters and their corresponding detailed descriptions. Does that work for you?

On Tue, Oct 22, 2019 at 1:28 PM Lehto, Kyle <Kyle.Lehto@hdrinc.com> wrote:

Hi Adam.

Attached is the LAPS map and the Safe Routes Map that we generated/plotted for the meeting last night. Please let me know if these will work.

I have the shapefiles from the 2012 Master Plan and from the 2009 Safe Routes to schools. If you'd like I can plot some line work for various pathways from the past reports (and try to match the attached LAPS maps but with an aerial background). Or if you'd like just a blank google earth aerial image in PDF format I could send you one of those as well (at higher resolution the road names sometimes tend to disappear). I could also try to produce something in AcrMap, but the aerial imagery might not be as good.

Kyle Lehto, PE

D 307.228.6063 M 307.851.8357

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From: Adam Keifenheim [mailto:adam.keifenheim@wyo.gov]
Sent: Tuesday, October 22, 2019 12:55 PM
To: Lehto, Kyle <Kyle.Lehto@hdrinc.com>
Subject: Re: Notice of Public Meeting - October 21, 2019 @ 6PM City Hall - City of Lander Transportation Studies

Kyle,

Could you provide me with an electronic map of the city that you are using? I am going to index the Lander Cycling Club recommendations onto the map for clarity.

On Tue, Oct 15, 2019 at 11:33 AM Lehto, Kyle <Kyle.Lehto@hdrinc.com> wrote:

Hello.

We will be having a public meeting for the City of Lander Transportation Studies on October 21, 2019 at 6 PM. The meeting will be at Lander City Hall located at 240 Lincoln Street. I have attached the public notice that will be advertising prior to the meeting.

The purpose of the meeting is to inform the area residents why the studies are being conducted, what the studies entail, and to gather feedback and public input about transportation related issues in the City of Lander. We wanted to thank those of you who were able to meet with us prior to this public meeting and provide comments. Our hope is that this public meeting will be an opportunity to gather additional comments.

Please feel free to share this public notice and get the word out about the meeting. There will be a County 10 Post publishing a day or two before the meeting. I will send out the link when the post goes live.

Thank you,

Kyle Lehto, PE

Civil Engineer

HDR

325 Main Street (PO Box 467)

Lander, WY 82520

D 307.228.6063 **M** 307.851.8357 **F** 307.228.6061
kyle.lehto@hdrinc.com

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Regards,

Adam Keifenheim, P.E.

Wyoming Department of Environmental Quality

Air Quality Division, District 5, Lander Field Office

307-335-6948

E-Mail to and from me, in connection with the transaction of public business, is subject to the Wyoming Public Records Act and may be disclosed to third parties.

--

Regards,

Adam Keifenheim, P.E.

Lehto, Kyle

From: Adam Keifenheim <adamkeifenheim@gmail.com>
Sent: Friday, November 15, 2019 10:19 AM
To: Lehto, Kyle
Subject: Lander Cycling Club Recommendations for the Lander Area Pathways Study
Attachments: LAPS map with LCC comments.pdf; LCC Pathways Study Recommendations.xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

Kyle,

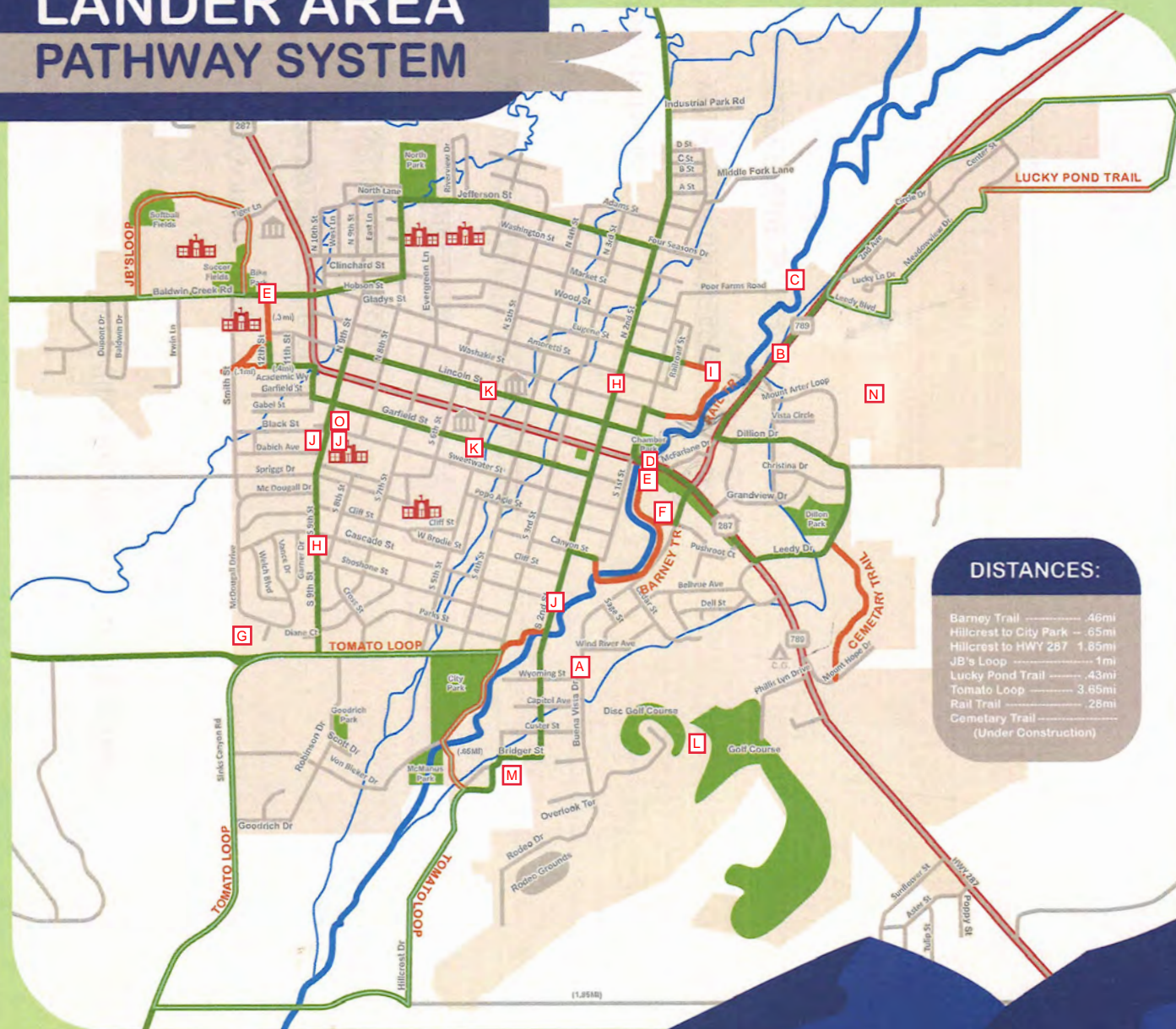
Attached are the Lander Cycling Club's official recommendations. Please see the attached documents and let me know if you have any questions.

-Adam Keifenheim

The list below are the official recommendations from the Lander Cycling Club to the Lander Area Pathways Study, 2019. These comments are meant to be referenced with the document "LAPS map with LCC comments.pdf". These comments represent only the clubs cycling related comments and do not negate any members' other comments on pedestrian safety, trail needs, and convenience.

Item	Description
A	Sharrows and preferred bike route signs on Buena Vista from 287/789 to the Rodeo Grounds Connect to South 2nd street via 1 block of Wyoming St.
B	Multi-use (bikes allowed) signage for the wide sidewalks on 789 between the Post office and CWC. In addition, a sidewalk or shoulder on the west side of 789.
C	North Side pedestrian bridge across the river.
D	Main Street Underpass and River bridge from south side pathway to Chamber Park.
E	Handicap Accessible ramp at south side pathway near the Maverick gas station, as well as a handicap accessible ramp at the pathway connecting to Baldwin Creek Rd. behind the Shopko.
F	Pave Path between Buena Vista Water Station and River Pathway (Barney tr.).
G	Pave Path between McDougall and Squaw Creek Rd. / Fremont St intersection, reclaim other paths on this hillside and fix erosion.
H	Sharrows and preferred bike route signs on South 9th and North 2nd.
I	Pave River Path behind County Jail (Rail tr.).
J	Replace dangerous storm water drains (ones with holes running parallel to the traffic and can eat a bicycle wheel) with normal drain covers at: Cascade and south 2nd, 9th and Black St, 9th and Sweetwater st. and all other locations.
K	Paint complete bike lanes (not just sharrows, but white line lane paint) on Lincoln and Garfield. Complete with "WATCH FOR BICYCLES" signs at Lincoln and Garfield stop signs.
L	A public and paved pedestrian pathway from Buena Vista, through the golf course area, to 789/Phillis Lyn Drive.
M	Fix water drainage issues at the new pedestrian trail at Bridger St.
N	Pedestrian trail between Dillon Dr. and CWC.
O	Fix the pothole meeting the curb concrete at the jogging corner on South 9th and the intersection with Sweetwater st. This pothole is particularly dangerous because it is deep, blind, at an intersection, on a preferred bike route, along a busy street, and in the natural path of a bike because of the changing road direction.

LANDER AREA PATHWAY SYSTEM



DISTANCES:

Barney Trail	46mi
Hillcrest to City Park	.65mi
Hillcrest to HWY 267	1.85mi
JB's Loop	1mi
Lucky Pond Trail	.43mi
Tomato Loop	3.65mi
Rail Trail	28mi
Cemetery Trail	(Under Construction)



PARKS



CITY LIMITS



HIGHWAY



STREETS



OFF STREET
ROUTES



ON STREET
ROUTES



ON ROAD
LOOPS



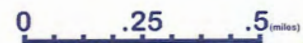
OFF ROAD
LOOPS



MUSEUMS



SCHOOLS



Lehto, Kyle

From: Louisa Hunkerstorm <louisahunker@gmail.com>
Sent: Tuesday, November 5, 2019 1:43 PM
To: Lehto, Kyle
Subject: Re: input for Lander transportation planning

Hi Kyle,

Thanks for getting back to me so quickly about this!

And thanks for sending the map. The "safe routes" are interesting... they definitely do not represent areas of "lower traffic volumes." S. 9th and S. 2nd are some of the busiest roads in town. They do represent typical/popular routes to the various schools, both for foot/bike and vehicle traffic.

I'm curious what the intent of these "safe routes" is. Are they the streets to prioritize first in terms of sidewalks and improved crosswalks? If so, that actually makes a ton of sense to me; we have to prioritize somehow. If the idea is to advertise that kids should use these streets... I think that's likely to be a massive failure. Kids will take the most direct routes to school from their house, whether or not they are the designated "safe routes." I would advocate for making ALL streets safer for kids, starting with some key thoroughfares such as the ones on the map.

Thanks for listening!
Louisa.

On Fri, Oct 25, 2019 at 12:01 PM Lehto, Kyle <Kyle.Lehto@hdrinc.com> wrote:

Thank you Louisa. I wanted to share the map that was at the Public Meeting. There was a Safe Routes to Schools Study that was previously completed in 2009. The routes identified in that study are shown on the attached map. Please feel free to mark up the map if there are routes that could be modified to be better. These routes were partially selected because they were identified as having lower traffic volumes. However, I think that if continuous sidewalks were in place the traffic volume becomes less of a concern.

We appreciate the comments and will utilize them in generating the Issues Map for the studies. Making crosswalks safer is definitely something we're addressing. Rectangular Rapid Flashing Beacons (RRFBs) have been shown to increase driver yield rates by 60-75%. We will be looking for intersections and midblock crossing where adding RRFBs will improve safety.

Thank you,

Kyle Lehto, PE

 307.228.6063  307.851.8357

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From: Louisa Hunkerstorm [mailto:louisahunker@gmail.com]
Sent: Friday, October 25, 2019 10:31 AM
To: Lehto, Kyle <Kyle.Lehto@hdrinc.com>
Subject: input for Lander transportation planning

Hi Kyle--

I'm writing with some input for the Lander transportation planning process. I live on South 7th street right by Gannett Peak Elementary school and have two little kids. We frequently walk and bike around town.

Here are my thoughts on safe routes to schools:

1. **We need more sidewalks.** The lack of consistent sidewalks, especially near schools where there are lots of kids, is a real hazard. Personally, I would be thrilled to have a sidewalk in front of my house if the city paid for it.
2. Vehicle traffic does not consistently respect crosswalks. I have a crosswalk right in front of my house, so I am able to witness this regularly. Right before school, a volunteer stands in the crosswalk and enforces traffic laws. At all other times of day, I do not trust cars to stop at the crosswalks. There are various lighting schemes that make crosswalks more visible to traffic so cars are more likely to stop at them-- I think those are a great idea. We may also just simply need stronger enforcement of crosswalk laws.
3. The biggest hazards on the south side of town are 9th street and 5th street. These should be a priority for sidewalks and crosswalk enforcement.
4. There is a locked gate where Spruce Ct meets the Gannett Peak Elementary parking lot. I would like to see this become a route for kids to walk/bike to school. It would shorten their journey on busy streets.

Here are my thoughts on bike routes:

1. I desperately want bike lanes on Main Street. I know this has been proposed in the past and rejected because many people were against it, and I would like to see the city have more backbone in standing up for this good idea-- there will always be people who just hate all change, no matter how good it would be for our town. I bike around town a lot, and in my experience the least safe area is the hill from the post office down to 1st street. Cars drive very fast, and bikes are expected to stay in the shoulder "bike lane." However, at the bottom of the hill there are parked cars in the "bike lane," so bikers have to merge into fast traffic at that point. It's scary.

I would love to be informed about the process as it develops!

thanks for taking input--

Louisa

Lehto, Kyle

From: Megan Calkins <mego.schmego@gmail.com>
Sent: Monday, November 18, 2019 10:20 AM
To: Lehto, Kyle
Subject: Safe routes to school survey

Follow Up Flag: Follow up
Flag Status: Flagged

For the lander transportation plan we would like to see more sidewalks on South 7th Street. We see a lot of students using 7th St on their way to Gannett peak and there are not sidewalks for the majority of that route from 9th to the school. Thanks!

Lehto, Kyle

From: Lehto, Kyle
Sent: Friday, October 25, 2019 11:51 AM
To: 'Missy White'
Subject: RE: a couple more thoughts

Hi Missy.

Thank you for attending the meeting and for the comments below. It's always helpful to have member of the council attend these types of meetings and I wanted to let you know that it's much appreciated.

These will be very helpful in the development of the issue map we're compiling. The comments you've provided will also be helpful for our traffic engineer, providing insight into area that should be explored in more detail. I'm in agreement with notion behind #3...education and changing driver perceptions about what types of mobility belong on the road can sometimes be difficult. I think the City is on the right track towards changing those perceptions with the use of the "sharrows", it may just take time.

Kyle Lehto, PE
D 307.228.6063 M 307.851.8357

hdrinc.com/follow-us

From: Missy White [mailto:mwhite@landerwyoming.org]
Sent: Tuesday, October 22, 2019 1:40 PM
To: Lehto, Kyle
Subject: a couple more thoughts

THanks for the event last night, Kyle. Looked like it was well attended and lots of comments were made.

I thought of a few more since then to add--

- 1) adding signs at the appropriate intersections on Lincoln and Garfield noting that cross traffic doesn't stop might help alleviate incidents
- 2) I don't have a solution, but do wonder how to better manage adequate time for pedestrians to cross (especially true for 2nd, 3rd, 4th and Main) AND make turns. My understanding is that it's illegal for cars to turn in front of the path of pedestrians when they have walk signal. This can mean a loooooong time before making a left hand turn, often missing a cycle and/or people doing the "Left on red" technique that then affects the other direction of travels turn. Maybe it's time for designated LH turn signals at some intersections?

this seems to be a bigger and bigger issue with WCC students doing more walking between Main Street facilities.

- 3) can big signs be placed that "Bike DO belong on the road"? OK, thats only kind of tongue in cheek
Seriously, more driver education needs to happen that bicycles not only have the right to be on streets but are obligated to be on streets!

Thanks
Missy

Lehto, Kyle

From: Nick Hunkerstorm <ncstorm@gmail.com>
Sent: Saturday, October 26, 2019 7:51 PM
To: Lehto, Kyle
Subject: Safe routes response.

Hi Kyle-

I would like to submit some input regarding the Lander Safe Routes project. I live on S. 7th with my family – which includes two small boys. We walk, bike and drive around the neighborhood quite often, and as a result I have some thoughts to share.

1. I think Lander needs more paved sidewalks, and I think the City needs to find the resources to make this a reality. I can't tell you how many times I've had to walk in the street with my 3 year old who is learning ride a bike because there aren't available paved sidewalks. This is dangerous for us and for drivers, and the city needs to take responsibility for preventing a terrible tragedy.
2. The traffic on 7th street during the morning elementary school drop-off is bad. As traffic piles up, people become more desperate to be on time to work. And often times they make desperate moves to get onto 7th street (speeding down the alley between Canyon and Cascade, cutting in front of traffic as they merge onto 7th, etc.). The crossing guard at Canyon has been helpful, but I wonder if strategically placed round-a-bouts might help traffic flow more smoothly in the morning.
3. I think the biggest hazards on the south side of town are 7th and Cascade. Because there are not many stop signs on these streets, drivers tend to speed. In the winter time when the unpaved sidewalks are full of snow (because no one really clears snow from the grassy walkways), I often see youngsters walking in the street on the way to school. This presents a significant hazard with fast traffic and the unpaved sidewalks that aren't easy to clear snow from.
4. Also, **THANK YOU** for fixing all the horrible pot-holes on Garfield and Fremont. This was long overdue. It would be great to have a more consistent funding source to enable a more deliberate maintenance schedule for fixing potholes into the future. I am assuming that the 1% sales tax will take care of this?
5. Finally, I agree with this statement from my wife (Louisa Hunkerstorm):

"I desperately want bike lanes on Main Street. I know this has been proposed in the past and rejected because many people were against it, and I would like to see the city have more backbone in standing up for this good idea-- there will always be people who just hate all change, no matter how good it would be for our town. I bike around town a lot, and in my experience the least safe area is the hill from the post office down to 1st street. Cars drive very fast, and bikes are expected to stay in the shoulder "bike lane." However, at the bottom of the hill there are parked cars in the "bike lane," so bikers have to merge into fast traffic at that point. It's scary."

Thanks,
Nick Hunkerstorm

Lehto, Kyle

From: Thomas Pede <tpede1@gmail.com>
Sent: Friday, November 15, 2019 8:57 PM
To: Lehto, Kyle
Subject: Comments on Safe Routes to Schools and Walkable, Bike-able Routes Study And Lander Transportation Plan
Attachments: Why bike infrastructure in Lander is important (1).docx
Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Lehto,

Thank you for conducting these studies and providing the opportunity for public input.

My comments are not about specific improvements, but an overall vision for Lander and improvements to its transportation network, especially pertaining to bicycles. As such, it may be too broad to really be helpful, but my hope is that this vision could help steer us in a positive direction.

Sincerely,
Thomas Pede

Cycling infrastructure is not just for cyclists - it benefits everyone.

What would you guess is the return that a typical city could expect to receive for a given dollar invested in bicycle infrastructure? \$1.10? \$1.50? \$2.00?

A number of studies have been conducted trying to quantify exactly what that relationship looks like. The modest ones tend to have a benefit-to-cost ratio of 2:1 or 3:1. Some of them, especially where the studies have been done in the UK or the Netherlands, where there is more of a cycling-centric culture, (and possibly a bias) report ratios as high as 20:1 or 35:1. Regardless of the exact number, the consensus of these studies seems to show that we're not talking about a *cents-on-the-dollar* kind of return. We're talking about *multiple times the initial investment* kind of returns.¹

That seems too good to be true. How could it be? Largely, it comes down to improved health outcomes. After all, health care is expensive. Riding bikes makes people healthier, and cycling infrastructure prevents deaths. But that's just the beginning. When it's safe to do so, more kids ride to school, and when they arrive, their brains are primed to learn. Where there is multi-modal transportation businesses thrive and property values increase. With tight budgets it could be tempting to conclude, "that sounds great and all, but the City can't afford it." However, it's just the opposite. We can't afford not to.

When something as simple as a bike rack is installed, it obviously benefits those looking for a good place to park and lock their bike. But it also benefits people who choose to walk, by keeping walkways clear, and it benefits drivers, because everyone who chooses a bike over a vehicle is going to leave a space available for others to park their vehicles.

Now imagine that on steroids. What would it look like to contribute large-scale investment in infrastructure for cyclists and pedestrians? How can we get that 8x return on a whole lot of dollars instead of a few? One way is to have pockets & corridors set aside for these modes of transportation. Examples of this approach are Pearl Street in Boulder, CO or the Pedestrian Mall in Iowa City, Iowa. Where this exists, communities thrive.

Propose restricting vehicular access to a block or street and you'll be sure to have some voices of opposition, initially. Ironically, these types of changes tend to benefit most the people who oppose them. If you have a home next to the river, it's understandable that you'd want to keep your little piece of paradise to yourself. But if a biking/ walking trail is installed, the value of your property will have increased by at least 4%, on average². That's \$12k extra in your pocket when you sell your \$300,000 house.

Lander has some characteristics that make it incredible for transportation by bicycle (and walking). The town is relatively flat. The size of the town means a huge proportion of errands and trips involve traveling less than a mile. And the population means traffic is minimal.

However, we have some challenges, too. Our town has been built with the efficiency of traveling by vehicle as a paramount characteristic. Sidewalks are inconsistent. Our walking/ biking paths are short and lacking in connections. The City, in partnership with organizations like the Lander Cycling Club, Lander Pathways, Wyoming Pathways, Rails to Trails Conservancy, Injury Prevention, the Chamber, and Wind

¹ <https://bikeportland.org/2014/11/19/study-dollar-dollar-bike-infrastructure-pays-better-road-maintenance-113616>

² <https://headwaterseconomics.org/trail/51-property-value-bike-paths-residential-areas/>

River Visitors' Council, could solve these connectivity issues. With such a range of people and organizations positioned to benefit, there also comes a plethora of allies and partners.

If we have a path along the river through town and beyond, we'd be providing ourselves a multitude of benefits. Not only would it be great for recreational bicycling, running, and walking, but it also could provide viable transportation alternatives. What an incredible quality of life component we would be adding for our residents if their daily commute to work or school could be done by cycling along a beautiful stretch of river. Also, we would be, as an added benefit, providing fishing access. Out-of-town visitors would be primed for a great experience in Lander if their first impression involved seeing an angler pulling a trout out of the river while a young family rides by.

Though the river provides ample opportunity for us collectively, at present it creates a lack of connectivity, especially on the north side of town. Our transportation network funnels travelers in vehicles, on bicycles, and on foot to cross the bridge on Main Street. The construction of an alternative bridge would improve safety for many trips on foot and on bikes, especially for students of CWC and WCC as well as employees and clients of WLRC. This would be particularly helpful once the above vision for having a path all along the river was realized.

A big part of what makes Lander special is the access to the outdoors, to the mountains. We're known for it - and a lot of people live here for that access and quality of life. Let's lean into that, and make it better. Wouldn't it be incredible to be able to bike - or ski - or walk - from town to Sinks, without having to be on the highway?

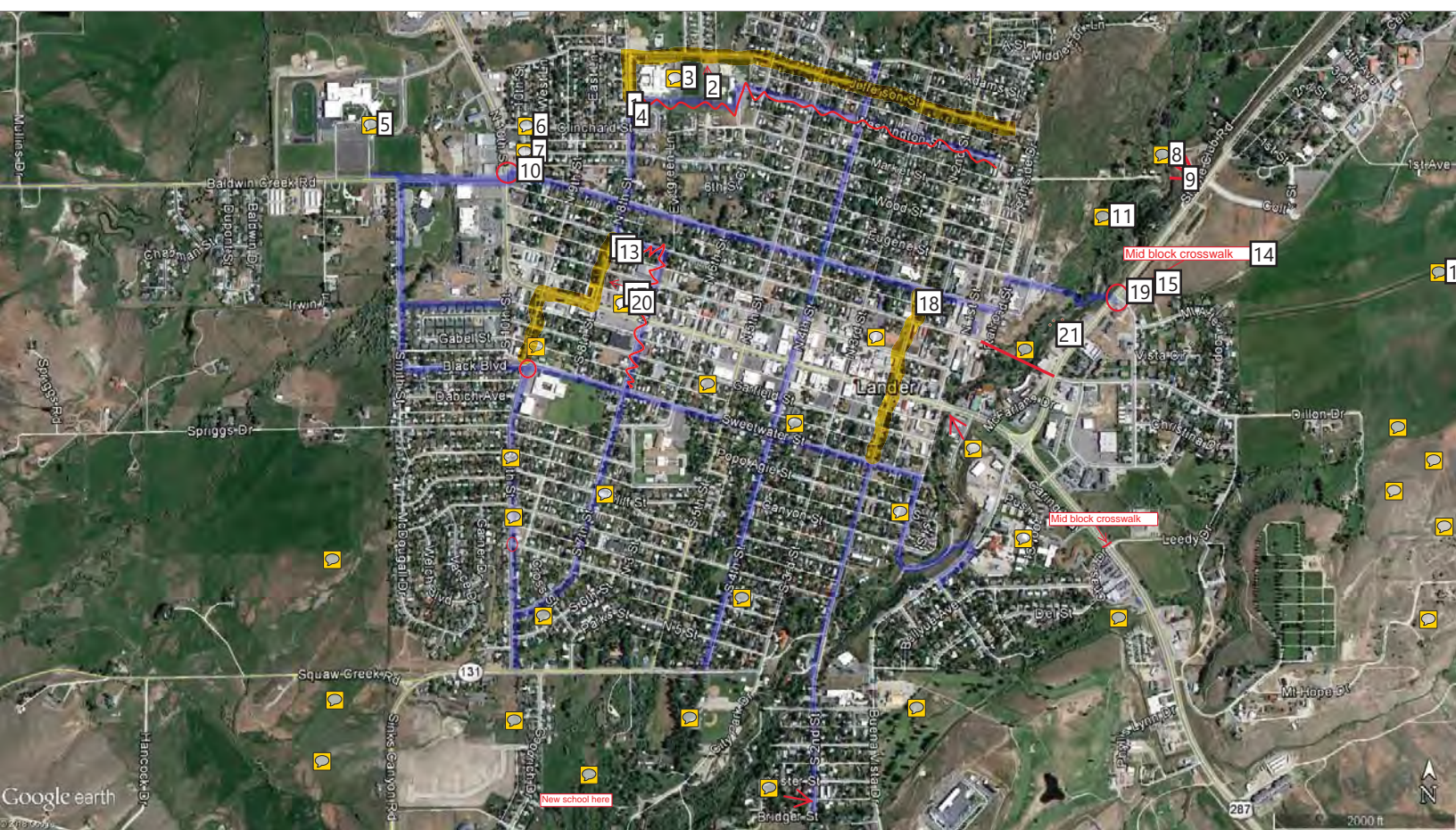
Some ongoing changes make these kinds of changes more important than ever. Firstly, the use of electric bicycles will increase ridership dramatically. Parents hauling kids, elderly folks, disabled people, and plenty of others who just want to ditch their commute by car are beginning to, and will continue to flock to this new technology. Our transportation methods are changing, so our transportation infrastructure needs to change, too.

The second change is the increased use of cell phones. Distracted drivers threaten the lives of pedestrians and cyclists. Let's provide our residents, especially our kids, with protected infrastructure now, proactively. That means committing to more than paint on the roads.

This is my vision for the future of Lander. I hope you share it.

















Sincerely,

Thomas Pede

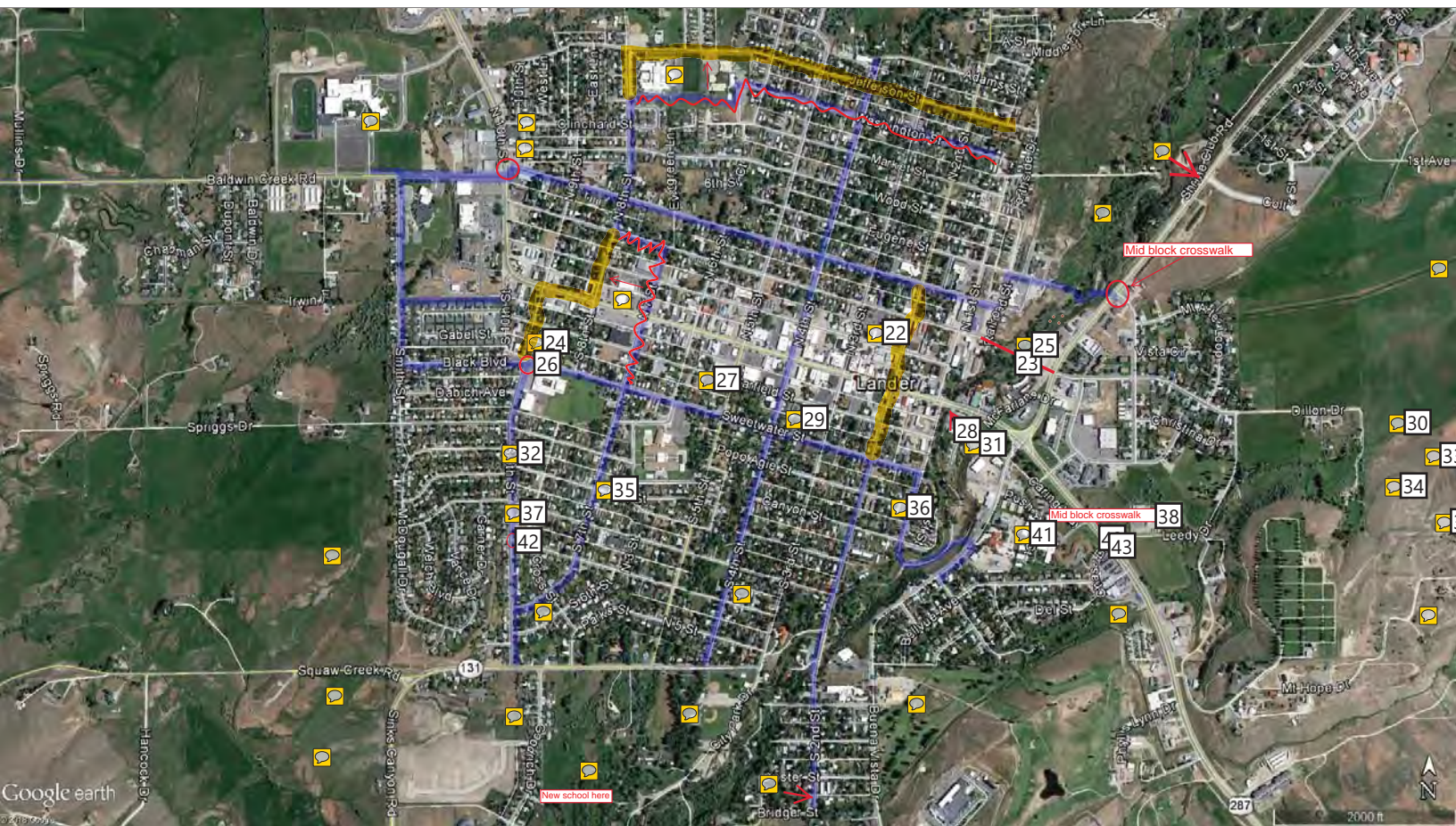







Summary of Comments on Current safe Routes to Schools_with notes.pdf

Page: 1

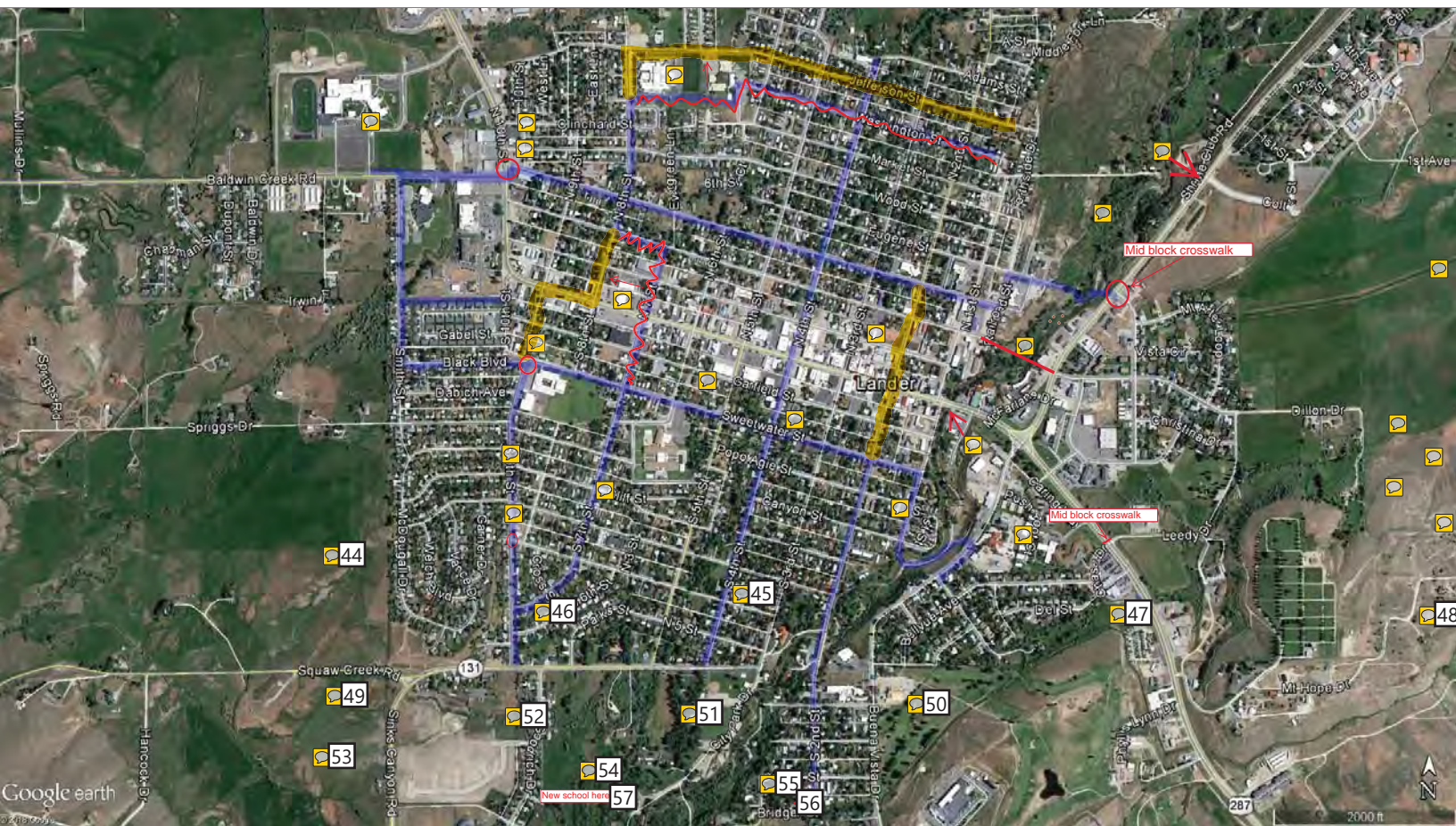
	Number: 1	Author: KLEHTO	Subject: Pencil	Date: 11/12/2019 5:01:29 PM -07'00'
	Number: 2	Author: KLEHTO	Subject: Line	Date: 11/12/2019 5:01:51 PM -07'00'
	Number: 3	Author: KLEHTO	Subject: Sticky Note	Date: 11/12/2019 5:04:10 PM -07'00'
	School District was on-board with moving safe route corridor from Washington to Jefferson			
	Number: 4	Author: KLEHTO	Subject: Pencil	Date: 11/12/2019 5:01:02 PM -07'00'
	Number: 5	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 3:26:40 PM
	Pedestrian crossings at Baldwin and 287 that stop ALL traffic for crossing.			
	Number: 6	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 3:11:44 PM
	Crossin Baldwin and Main - esp. for younger school kids is HORRIBLE!			
	Number: 7	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 4:10:04 PM
	Better signage and visibility at Main and Baldwin. So many little people running across traffic that is not organized. 2 schools.			
	Number: 8	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 4:05:29 PM
	Speed limit should turn to 30 MPH sooner, perhaps by CWC Lander Center.			
	I agree.			
	Number: 9	Author: RWELLS	Subject: Line	Date: 10/22/2019 2:49:08 PM
	Number: 10	Author: RWELLS	Subject: Oval	Date: 10/22/2019 4:09:58 PM
	Number: 11	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:47:55 PM
	Include bus stops in Safe Routes to School. 1st Street and Courthouse?			
	Number: 12	Author: KLEHTO	Subject: Pencil	Date: 11/12/2019 4:59:35 PM -07'00'
	Number: 13	Author: KLEHTO	Subject: Pencil	Date: 11/12/2019 4:58:42 PM -07'00'
	Number: 14	Author: RWELLS	Subject: Text Box	Date: 10/22/2019 4:04:51 PM
	Mid block crosswalk			
	Number: 15	Author: RWELLS	Subject: Line	Date: 10/22/2019 4:05:25 PM
	Number: 16	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:47:18 PM
	Wyoming Life Resource Center desperately needs safe and ADA accessible pedestrian/Bicycle access to the community for the current 60+ and proposed 100+ residents living there and calling Lander home. -Kevin W, RN			
	Number: 17	Author: KLEHTO	Subject: Line	Date: 11/12/2019 5:04:02 PM -07'00'
	Number: 18	Author: KLEHTO	Subject: Pencil	Date: 11/12/2019 5:04:46 PM -07'00'
	Number: 19	Author: RWELLS	Subject: Oval	Date: 10/22/2019 4:09:44 PM
	Number: 20	Author: KLEHTO	Subject: Sticky Note	Date: 11/12/2019 5:02:48 PM -07'00'
	School District Recommended eliminating this section of 7th, and adjusting to run on 8th and 9th.			
	Number: 21	Author: RWELLS	Subject: Pencil	Date: 10/22/2019 4:06:17 PM











Comments from page 1 continued on next page



	Number: 22	Author: KLEHTO	Subject: Sticky Note	Date: 11/12/2019 5:05:34 PM -07'00'
	Add Safe Route on 2nd because of Town Hall, Library, and County Court House			
	Number: 23	Author: RWELLS	Subject: Line	Date: 10/22/2019 4:07:50 PM
	Number: 24	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 4:11:04 PM
	Black Blvd/9th Street intersection unsafe for school bike traffic.			
	Number: 25	Author: RWELLS	Subject: Sticky Note	Date: 11/12/2019 5:05:45 PM -07'00'
	Would love a bridge across the river along N. 1st.			
	Number: 26	Author: RWELLS	Subject: Oval	Date: 10/22/2019 4:09:21 PM
	Number: 27	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 3:13:27 PM
	Challenging car traffic pattern at Gannet creates extra congestion at intersections.			
	Number: 28	Author: RWELLS	Subject: Line	Date: 11/12/2019 5:06:10 PM -07'00'
	Number: 29	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:58:18 PM
	Pedestrian crossing at 1st and Main. Controlled crossing.			
	Number: 30	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:41:22 PM
	Kids crossing Fremont need a flashing sign that is activated at 9th st.			
	Number: 31	Author: RWELLS	Subject: Sticky Note	Date: 11/12/2019 5:06:07 PM -07'00'
	Underpass by river on 1st and Main.			
	Second that.			
	Number: 32	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 3:05:50 PM
	Crossing 9th anywhere between Pathfinder/Central and Cascade is sketchy, especially for kiddos on foot or bikes.			
	Number: 33	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:39:56 PM
	Change City code to make city responsible for sidewalk implementation improvements, not property owners.			
	Number: 34	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:45:25 PM
	Add new montessori school			
	Number: 35	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 3:04:57 PM
	W/ the 2009 plan, what corridor should the Goodrich Street neighborhood use to get to Gannet Peak? The 7th Street route does not have continuous sidewalks. Kids walk out on the busy street all the time.			
	Number: 36	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:54:09 PM
	Soft surface options also good for all users or lines.			
	Number: 37	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 3:07:13 PM
	The stop sign at Cascade headed west to 9th sort of scares me. If you are on bike headed North, you are riding down a hill and the cross street traffic is traveling so fast through street.			
	Number: 38	Author: RWELLS	Subject: Text Box	Date: 10/22/2019 4:00:24 PM
	Mid block crosswalk			
	Number: 39	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:40:49 PM
	Be sure to connect individually w/ CWC and WCC. Designate existing sidewalks as saferoutes (existing).			
	Number: 40	Author: RWELLS	Subject: Line	Date: 10/22/2019 4:00:49 PM
	Number: 41	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:51:16 PM
	The "Bike Laner" along main eastbound up the hill from 1st St. is not consistent in level from road surface to edge of road. Also there's a grate parallel to direction of travel. Difficult to ride.			
	Number: 42	Author: RWELLS	Subject: Oval	Date: 10/22/2019 4:08:58 PM
	Number: 43	Author: RWELLS	Subject: Pencil	Date: 10/22/2019 3:59:39 PM

Comments from page 1 continued on next page



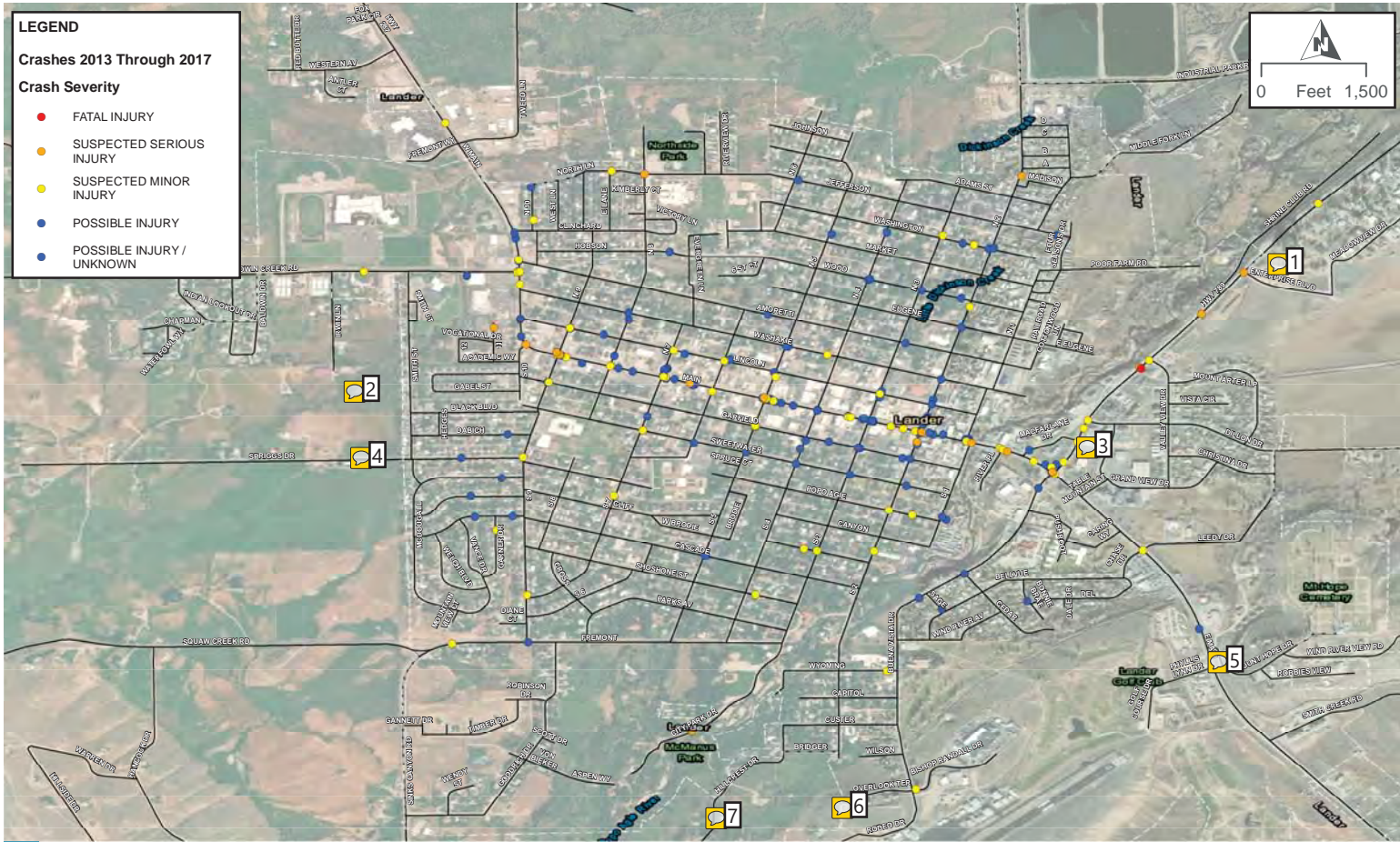
	Number: 44	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 3:54:09 PM
	Think about school drop off traffic (car, walking, bike) from parent perspective with a kid IN EACH SCHOOL. Many parents are in this situation which precludes any options other than driving....which increases # of vehicles which makes everything worse for cars, for bikes, for peds.			
	Number: 45	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:57:27 PM
	Sidewalks REQUIRED in all zones!			
	Number: 46	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 3:03:42 PM
	Pedestrian bridge over Main from S. 1st to N. 1st.			
	Number: 47	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:52:00 PM
	Include library and other public buildings kids use in Safe Routes. Sidewalks along N. 2nd to get to library.			
	Number: 48	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:45:49 PM
	Pedestrian crossing at 1st and Main please.			
	Number: 49	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 3:52:44 PM
	SIDEWALKS EVERYWHERE.			
	Number: 50	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:55:17 PM
	2nd Street not ideal for school bike travel, even on South side.			
	Number: 51	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 3:00:32 PM
	Need ped xing on Fremont for City Park.			
	Number: 52	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 3:07:45 PM
	Incorporate Paths with these corridors.			
	Number: 53	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 3:52:41 PM
	Having the library as a point of connection is very important, please keep in on any proposed routes.			
	Number: 54	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 4:10:22 PM
	New school going in here - will ring more pedestrians and bikers down Goodrich Drive.			
	Number: 55	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 2:56:28 PM
	Connect sidewalk on 2nd Street to sidewalk on Bridger.			
	Number: 56	Author: RWELLS	Subject: Line	Date: 10/22/2019 4:10:14 PM
	Number: 57	Author: RWELLS	Subject: Text Box	Date: 10/22/2019 4:10:57 PM
	New school here			

LEGEND

Crashes 2013 Through 2017

Crash Severity

- FATAL INJURY
- SUSPECTED SERIOUS INJURY
- SUSPECTED MINOR INJURY
- POSSIBLE INJURY
- POSSIBLE INJURY / UNKNOWN



INJURY ONLY CRASHES IN LANDER - 2013 THROUGH 2017

Summary of Comments on Lander_Transportation_Plan_Injury_Only_Crashes_Draft1_20 19_1010_with notes.pdf

Page: 1

- | | | | |
|---|----------------|----------------------|------------------------------|
| Number: 1 | Author: RWELLS | Subject: Sticky Note | Date: 10/22/2019 11:17:36 AM |
| More current crash data since 2017, some things have been improved since then. | | | |
| Number: 2 | Author: RWELLS | Subject: Sticky Note | Date: 10/22/2019 11:12:19 AM |
| This morning I was hit by a car while riding my bike to work. It happened at the Main/5th intersection. It resulted in a concussion, bruises, a broken bike, and cracked helmet. I had chosen to ride Main St. rather than the bike route on Lincoln because of better lighting. I hope whatever path is chosen can be very well-lit, and a very distinct walk/bike/non-motorized travel route so this does not happen to anyone else! THANK YOU for your work!!! | | | |
| Number: 3 | Author: RWELLS | Subject: Sticky Note | Date: 10/22/2019 11:16:49 AM |
| Putting a 3'-high see-through fence (but preferably not chain link) would make this mini park area MUCH more appealing. It would keep small kids and balls away from traffic. Gates would make easy access area. The area next to USFS office, across from USPS. | | | |
| Number: 4 | Author: RWELLS | Subject: Sticky Note | Date: 10/22/2019 11:13:20 AM |
| All I want is to be able to ride bikes w/my family downtown without fear of them getting hit by a car on the street or while walking around downtown. | | | |
| Number: 5 | Author: RWELLS | Subject: Sticky Note | Date: 10/22/2019 11:14:05 AM |
| Cycling-Rinning Shoulder/Lane on Squaw Creek/Baldwin Creek .
High use 13 mile loop. | | | |
| Number: 6 | Author: RWELLS | Subject: Sticky Note | Date: 10/22/2019 11:19:49 AM |
| Educate drivers better that cyclists are SUPPOSED to be on roads. And consider riders (under...age 12?) are suppose to ride on sidewalks. | | | |
| Number: 7 | Author: RWELLS | Subject: Sticky Note | Date: 10/22/2019 11:18:26 AM |
| More sidewalks! Should be required for new builds. Would be great to have grant funding for citizens to install sidewalks at existing homes. | | | |

Crash Severity

- FATAL INJURY
- SUSPECTED SERIOUS INJURY
- SUSPECTED MINOR INJURY
- POSSIBLE INJURY
- POSSIBLE INJURY / UNKNOWN

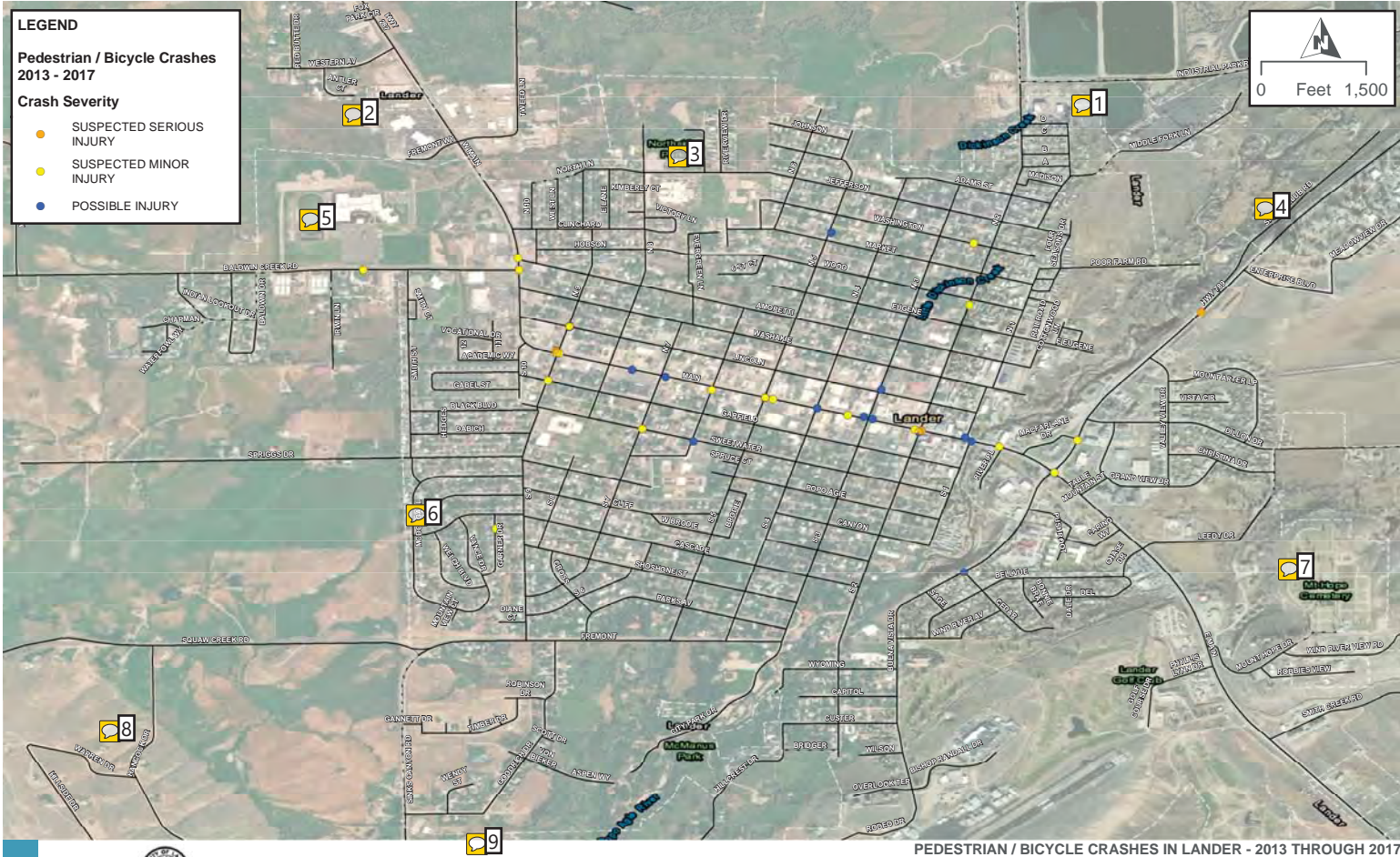


INJURY ONLY CRASHES IN LANDER - 2013 THROUGH 2017



How much time is
required for an
initial visit
to give a
first visit
for a patient
to be seen
at the hospital
or at the clinic

Marine bryozoan colonies
that epiphyte on
Hydractinia & the
corals.
The Corals: Large
colonies - age first
are supported on plate
and within the



PEDESTRIAN / BICYCLE CRASHES IN LANDER - 2013 THROUGH 2017

Summary of Comments on Lander_Transportation_Plan_PedaCycle_Only_Crashes_Figure_Draft1_2019_1010_With notes.pdf

Page: 1

Number: 1 Author: RWELLS Subject: Sticky Note Date: 10/22/2019 10:34:12 AM

- More education/awareness about safe bike/ped. routes for drivers AND bikers/walkers
- Better signage for routes so vehicles know
- Education on safe biking/walking - pamphlets, posters, signs, public media, etc.
- Well-lit routes.

Author: RWELLS Subject: Sticky Note Date: 10/22/2019 10:34:12 AM

- More education/awareness about safe bike/ped. routes for drivers AND bikers/walkers
- Better signage for routes so vehicles know
- Education on safe biking/walking - pamphlets, posters, signs, public media, etc.
- Well-lit routes.

Number: 2 Author: RWELLS Subject: Sticky Note Date: 10/22/2019 8:58:18 AM

Finalize curb! Bulb out on N. 1st at Chamber building.

Number: 3 Author: RWELLS Subject: Sticky Note Date: 10/22/2019 8:59:22 AM

Use lighting masks (on Main St. stop lights) to build shades for sun in morning.

Number: 4 Author: RWELLS Subject: Sticky Note Date: 10/22/2019 9:03:30 AM

Connecting the Main St. sections for bikes between 1st St. and Hwy 789 is needed. The sidewalk is too narrow for pedestrians and bikes. The gutter is too narrow for a bike path and cars are moving very fast and get VERY close. The City tried dedicating a bike lane but it just claimed gutter space

Options:

- Make sidewalk wider
- Color the bike lane green or another noticeable color to draw attention of cars

-Kara

Number: 5 Author: RWELLS Subject: Sticky Note Date: 10/22/2019 8:56:58 AM

Change S. 1st to gather 1-way lane or close from Main to Garfield.

Number: 6 Author: RWELLS Subject: Sticky Note Date: 10/22/2019 8:52:50 AM

Consider 1-way traffic w/dedicated bike land on Garfield and Lincoln.

Number: 7 Author: RWELLS Subject: Sticky Note Date: 10/22/2019 8:54:02 AM

- Slow Main Street traffic.
- Medians and bump-outs.
- Pull traffic onto 1-way streets both South and North 1st.

Number: 8 Author: RWELLS Subject: Sticky Note Date: 12/24/2019 1:19:11 PM -07'00'

Main St. is too fast and not designed well for pedestrians. Crossings at all intersections is poorly thought out. WYDOT plans to double down on this system next year. Needs to be rethought.

Number: 9 Author: RWELLS Subject: Sticky Note Date: 10/22/2019 8:51:03 AM

Diagonal parking all the way down N 1st Main to Washakie w/ bike lane.

LEGEND
 Pedestrian / Bicycle
 2013 - 2017
 Crash Severity

SUSP

FINALIZE CURB!
 BULB OUT ON
 N 1ST @ CHANCE
 BUILDING

FROM
 RAYFIELD
 TO
 CHANCE
 CLOSING

Use Lighting Masts
 to Build Shades
 for Sun in
 morning

• More education/business
 about safe bike/ped.
 routes for drivers
 and bikers/walkers
 • Better signage for routes
 so vehicles know
 • Education on safe biking/
 walking - pamphlets, posters,
 signs, public media, etc.
 • Well-lit routes

Connecting the Main St.
 sections for bikes between
 1st St. and Hwy 789 is
 needed. The sidewalk is too
 narrow for pedestrians+bikes.
 The gutter is too narrow
 for a bike path and
 cars are moving very fast
 and get very close. The City
 tried dedicating a bike lane →

Consider
 1-way traffic
 w/ dedicated bike lane
 on Garfield
 + Lincoln

Main St. is too fast
 and not designed well
 for pedestrians.
 Crossings at all
 intersections is
 poorly thought out.
 WYDOT Plans to
 double down on this
 system next year. Needs
 to be rethought

* Slow main
 street traffic
 • medians + bumpouts
 • pull traffic onto
 1way streets both
 South + North 1st

diagonal parking all
 the way down N 1st
 main to Washakie
 w/ bike lane.

PEDESTRIAN / BICYCLE CRASHES IN LANDER - 2013 THROUGH 2017



Current Bus Dropoff

K thru 3rd Grade
attend Gannett
Peak (525 students
attend this school)

Bikers park here X
Most student X

















Bottle Neck

One way Traffic

There are a lot of
crosswalks around
Gannett Peak that "land"
pedestrians to locations
without sidewalk or ADA
accessible Ramps.
Consideration of existing
crosswalks should be
considered for selection of
Safe routes.

Summary of Comments on School_Gannett Peak_with notes.pdf

Page: 1

	Number: 1	Author: KLEHTO	Subject: Pencil	Date: 11/13/2019 12:59:24 PM -07'00'
	Number: 2	Author: RWELLS	Subject: Sticky Note	Date: 10/22/2019 9:38:58 AM Virtually no safe access into GP for bikers - front is maybe best but busy w/buses, etc.
	Number: 3	Author: KLEHTO	Subject: Pencil	Date: 11/13/2019 12:46:31 PM -07'00'
	Number: 4	Author: KLEHTO	Subject: Line	Date: 11/13/2019 12:46:59 PM -07'00'
	Number: 5	Author: KLEHTO	Subject: Pencil	Date: 11/13/2019 12:45:50 PM -07'00'
	Number: 6	Author: KLEHTO	Subject: Pencil	Date: 11/13/2019 1:00:20 PM -07'00'
	Number: 7	Author: KLEHTO	Subject: Line	Date: 11/13/2019 12:46:49 PM -07'00'
	Number: 8	Author: RWELLS	Subject: Sticky Note	Date: 11/13/2019 1:00:23 PM -07'00' Possible to create access at alleyway on...Spruce easement from private landowner?
	Number: 9	Author: RWELLS	Subject: Sticky Note	Date: 11/13/2019 1:00:35 PM -07'00' Improved bus routes that don't require a bus change and such long ride times could encourage more parents to use buses instead of indiv. pickup.
	Number: 10	Author: KLEHTO	Subject: Sticky Note	Date: 11/13/2019 12:55:57 PM -07'00' Crosswalk needed (may need to be re-stripped). Students walk between Gannett Peak and Pathfinder High School to access pool and other activities. RRFB would be beneficial. 7th Street is perceived as being a busy street. Add off street pathway into pathfinder High School.
	Number: 11	Author: KLEHTO	Subject: Pencil	Date: 11/13/2019 12:37:28 PM -07'00'
	Number: 12	Author: KLEHTO	Subject: Text Box	Date: 11/13/2019 1:00:07 PM -07'00'
Current Bus Dropoff				
	Number: 13	Author: KLEHTO	Subject: Pencil	Date: 11/13/2019 12:30:36 PM -07'00'
	Author: KLEHTO	Subject: Sticky Note	Date: 11/13/2019 12:31:16 PM -07'00'	Current Traffic flow
	Number: 14	Author: KLEHTO	Subject: Pencil	Date: 11/13/2019 12:29:02 PM -07'00'
	Number: 15	Author: KLEHTO	Subject: Line	Date: 11/13/2019 12:39:18 PM -07'00'
	Number: 16	Author: KLEHTO	Subject: Sticky Note	Date: 11/13/2019 12:41:44 PM -07'00' Observed parents parking on this side of the road, and walking students across travel lane. The drop off area on the other side of the road is under utilized the further north. Recommend eliminating parking on west side, and adding another gate access/internal sidewalk further north to encourage drop off further north.
	Number: 17	Author: KLEHTO	Subject: Line	Date: 11/13/2019 12:38:05 PM -07'00'

Comments from page 1 continued on next page



Current Bus Dropoff

Bikers park here X
Most student X

K thru 3rd Grade
attend Gannett
Peak (525 students
attend this school)

Bottle Neck

One way Traffic

There are a lot of
crosswalks around
Gannett Peak that "land"
pedestrians to locations
without sidewalk or ADA
accessible Ramps.

Consideration of existing
crosswalks should be
considered for selection of
Safe routes.

Number: 18 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 12:56:29 PM -07'00'
RRFB recommended at this location.

Number: 19 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 12:50:58 PM -07'00'
These locations are parent drop off locations. School District suggested possibly trying diagonal parking at the student drop off locations.

Number: 20 Author: KLEHTO Subject: Line Date: 11/13/2019 12:56:07 PM -07'00'

Number: 21 Author: KLEHTO Subject: Text Box Date: 11/13/2019 12:59:03 PM -07'00'

K thru 3rd Grade attend Gannett Peak
(525 students attend this school)

Number: 22 Author: KLEHTO Subject: Text Box Date: 11/13/2019 1:23:28 PM -07'00'

There are a lot of crosswalks around
Gannett Peak that "land" pedestrians to
locations without sidewalk or ADA
accessible Ramps.

Consideration of existing crosswalks
should be considered for selection of
Safe routes.

Number: 23 Author: KLEHTO Subject: Oval Date: 11/13/2019 12:32:57 PM -07'00'

Number: 24 Author: KLEHTO Subject: Text Box Date: 11/13/2019 12:36:43 PM -07'00'

Bottle Neck

Number: 25 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 12:54:48 PM -07'00'
Sidewalk needed. There is a cross walk that currently directs students into an unsafe condition. May need to acquire property to add sidewalk.

Number: 26 Author: KLEHTO Subject: Line Date: 11/13/2019 12:53:07 PM -07'00'

Number: 27 Author: RWELLS Subject: Sticky Note Date: 11/13/2019 12:27:30 PM -07'00'
Consider alley for egress for parent drop off.

Number: 28 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 1:04:35 PM -07'00'
City has discouraged alley usage as egress point. Adds to bottleneck. City has graded "speed bumps" and added signage to discourage using alley.
Could be improved/paved to help bottle neck.



Current Bus Dropoff

Bikers park here X
Most student X

Bottle Neck

One way Traffic


K thru 3rd Grade
attend Gannett
Peak (525 students
attend this school)


There are a lot of
crosswalks around
Gannett Peak that "land"
pedestrians to locations
without sidewalk or ADA
accessible Ramps.

Consideration of existing
crosswalks should be
considered for selection of
Safe routes.

Old mayor lives in this area. Residents adjacent to alley were highly opposed to using alley when new school was rebuilt/reconfigured.

 Number: 29 Author: KLEHTO Subject: Pencil Date: 11/13/2019 12:52:56 PM -07'00'

 Number: 30 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 12:52:34 PM -07'00'
Principle said she counted 122 cars turning in at this location in a 15-20 minute window during pick-up/drop-off

 Number: 31 Author: KLEHTO Subject: Line Date: 11/13/2019 12:51:32 PM -07'00'


 Number: 32 Author: KLEHTO Subject: Oval Date: 11/13/2019 12:51:14 PM -07'00'

 Number: 33 Author: KLEHTO Subject: Text Box Date: 11/13/2019 12:38:18 PM -07'00'

One way Traffic

 Number: 34 Author: KLEHTO Subject: Pencil Date: 11/13/2019 12:33:30 PM -07'00'

 Number: 35 Author: KLEHTO Subject: Line Date: 11/13/2019 12:42:03 PM -07'00'

 Number: 36 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 12:43:01 PM -07'00'
Parking currently not allowed on south side (existing no parking signs in place).

GANNETT PEAK

Virtually no
space here
with GP for
bikes - front is
maybe best but
not buer etc.

Improved but don't
route that don't
require a bus
change and such
long ride times could
discourage more parents
to use bus pick up
to nav. pick up

Possible to create
access at alleyway
on... Spence St.
element from ?
private landowner.

Consider alley for
egress for parent
drop off.

Most
student
always
park here



Summary of Comments on Baldwin Creek School_with notes.pdf

Page: 1



Number: 1

Author: RWELLS

Subject: Sticky Note

Date: 10/22/2019 10:05:35 AM

Busy 3-way intersection at Smith and Baldwin Creek.
Potential for pedestrian/vehicle conflict.

BALDWIN CREEK

busy 3 way inter-
section @ Smith
& Baldwin Creek,
Potential for
Pedestrian / vehicle
conflict.



This area could be developed for visitor parking.

Parent Drop-off


Bus Drop-off

Old grade school. Used for storage.

No Public Comments Received. Comments reflect discussions with School District.

Summary of Comments on School_Lander Middle School_with notes.pdf

Page: 1

 Number: 1 Author: KLEHTO Subject: Polygon Date: 11/13/2019 2:17:16 PM -07'00'

 Number: 2 Author: KLEHTO Subject: Text Box Date: 11/13/2019 2:20:00 PM -07'00'

This area could be developed for visitor parking.

 Number: 3 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 3:13:35 PM -07'00'

Parent pickup/drop-off might be improved if the curb/sidewalk/diagonal parking was to be removed. This area could be reconfigured to have flares (similar to what is at Gannett Peak).

If parking is eliminated, the additional parking across the street would likely need to be developed.

 Number: 4 Author: KLEHTO Subject: Line Date: 11/13/2019 3:09:10 PM -07'00'

 Number: 5 Author: KLEHTO Subject: Polygon Date: 11/13/2019 3:21:35 PM -07'00'

 Number: 6 Author: KLEHTO Subject: Rectangle Date: 11/13/2019 3:19:49 PM -07'00'

 Number: 7 Author: KLEHTO Subject: Polygon Date: 11/13/2019 3:22:35 PM -07'00'

 Number: 8 Author: KLEHTO Subject: Rectangle Date: 11/13/2019 3:20:19 PM -07'00'

 Number: 9 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 3:20:02 PM -07'00'

Needs to be a crosswalk

 Number: 10 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 3:20:50 PM -07'00'

Possible Mid-block location for a sidewalk

 Number: 11 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 3:22:12 PM -07'00'

possible existing crosswalk.

 Number: 12 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 3:22:55 PM -07'00'

Possible Existing Sidewalk

 Number: 13 Author: KLEHTO Subject: Pencil Date: 11/13/2019 3:08:53 PM -07'00'

 Number: 14 Author: KLEHTO Subject: Oval Date: 11/13/2019 3:05:20 PM -07'00'

 Number: 15 Author: KLEHTO Subject: Line Date: 11/13/2019 3:05:55 PM -07'00'

 Number: 16 Author: KLEHTO Subject: Pencil Date: 11/13/2019 3:13:51 PM -07'00'

 Number: 17 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 3:10:11 PM -07'00'

This approach is very tight, it becomes a pinch point for dropoff/pickup. Left turns are difficult. Should be posted as right turn only in its current configuration.

Other Alternatives: Increase approach width or increase curb return radii.


 Number: 18 Author: KLEHTO Subject: Pencil Date: 11/13/2019 3:13:46 PM -07'00'

 Number: 19 Author: KLEHTO Subject: Pencil Date: 11/13/2019 2:16:12 PM -07'00'

Comments from page 1 continued on next page



 Number: 20 Author: KLEHTO Subject: Pencil Date: 11/13/2019 2:16:03 PM -07'00'

 Number: 21 Author: KLEHTO Subject: Text Box Date: 11/13/2019 2:16:50 PM -07'00'


Parent Drop-off


 Number: 22 Author: KLEHTO Subject: Text Box Date: 11/13/2019 3:14:08 PM -07'00'

Bus Drop-off

 Number: 23 Author: KLEHTO Subject: Text Box Date: 11/13/2019 3:04:32 PM -07'00'

Old grade school. Used for storage.

 Number: 24 Author: KLEHTO Subject: Pencil Date: 11/13/2019 3:17:26 PM -07'00'


 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 3:17:38 PM -07'00'
one way traffic

 Number: 25 Author: KLEHTO Subject: Rectangle Date: 11/13/2019 3:18:01 PM -07'00'

 Number: 26 Author: KLEHTO Subject: Line Date: 11/13/2019 3:15:10 PM -07'00'

 Number: 27 Author: KLEHTO Subject: Line Date: 11/13/2019 3:15:20 PM -07'00'

 Number: 28 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 3:18:24 PM -07'00'
Poor Location for the Crosswalk

 Number: 29 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 3:16:10 PM -07'00'
The existing privacy fence makes this a blind corner.

 Number: 30 Author: KLEHTO Subject: Text Box Date: 11/13/2019 2:17:54 PM -07'00'

No Public Comments Received.
Comments reflect discussions with
School District.



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This intersection has odd geometry. A roundabout might make sense here. Would a roundabout make pedestrian crossings more dangerous?

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School District Comments
School Zones should be reviewed city wide.

Verify if existing school zone speed limits are based on hours, when flashing, or full time and discuss if any of them should be modified.

Summary of Comments on School_Pathfinder High School_with notes.pdf

Page: 1

Number: 1 Author: KLEHTO Subject: Callout Date: 11/13/2019 1:39:49 PM -07'00'

This intersection has odd geometry. A roundabout might make sense here.

Would a roundabout make pedestrian crossings more dangerous?

Number: 2 Author: KLEHTO Subject: Text Box Date: 11/13/2019 1:39:38 PM -07'00'

School District Comments: School Zones should be reviewed city wide.

Verify if existing school zone speed limits are based on hours, when flashing, or full time and discuss if any of them should be modified.

Number: 3 Author: KLEHTO Subject: Oval Date: 11/13/2019 1:29:12 PM -07'00'

Number: 4 Author: KLEHTO Subject: Oval Date: 11/13/2019 1:29:14 PM -07'00'

Number: 5 Author: KLEHTO Subject: Pencil Date: 11/13/2019 1:27:30 PM -07'00'

Number: 6 Author: RWELLS Subject: Sticky Note Date: 11/13/2019 1:27:35 PM -07'00'
Public Comment: Buses park along street during swim events totally obscuring pedestrians.

Number: 7 Author: KLEHTO Subject: Polygon Date: 11/13/2019 1:33:14 PM -07'00'

Number: 8 Author: KLEHTO Subject: Polygon Date: 11/13/2019 1:31:45 PM -07'00'

Number: 9 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 1:34:13 PM -07'00'
There is one parking spot here. This spot causes problems. School District suggested possibly making it no parking.

Number: 10 Author: KLEHTO Subject: Pencil Date: 11/13/2019 1:34:32 PM -07'00'

Comments from page 1 continued on next page



This intersection has odd geometry. A roundabout might make sense here. Would a roundabout make pedestrian crossings more dangerous?

School District Comments: School Zones should be reviewed city wide. Verify if existing school zone speed limits are based on hours, when flashing, or full time and discuss if any of them should be modified.

 Number: 11 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 1:32:43 PM -07'00'

School District suggested converting to additional parking for students and staff

 Number: 12 Author: KLEHTO Subject: Pencil Date: 11/13/2019 1:36:23 PM -07'00'

 Number: 13 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 1:36:23 PM -07'00'

Add pathway for students walking between Gannett Peak and School/Swimming Pool

 Number: 14 Author: KLEHTO Subject: Polygon Date: 11/13/2019 1:35:24 PM -07'00'

 Number: 15 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 2:09:08 PM -07'00'

Re-stripe crosswalk.

PATHFINDER H.S.

Boys Take Along
Swim Events
Boys Track
Boys Soccer
Boys Basketball

Google earth

300 ft

N



No Public Comments
Received. Comment is
from School District.

1

2

3


Summary of Comments on School_Lander High School_with notes.pdf

Page: 1

 Number: 1 Author: KLEHTO Subject: Text Box Date: 11/13/2019 3:23:29 PM -07'00'

**No Public Comments Received.
Comment is from School District.**

 Number: 2 Author: KLEHTO Subject: Oval Date: 11/13/2019 1:24:13 PM -07'00'

 Number: 3 Author: KLEHTO Subject: Sticky Note Date: 11/13/2019 1:25:44 PM -07'00'
School District suggested that we check the signage at this crossing.

LANDER AREA PATHWAY SYSTEM



PARKS

CITY LIMITS

HIGHWAY

STREETS

OFF STREET ROUTES

ON STREET ROUTES

ON ROAD LOOPS

OFF ROAD LOOPS

MUSEUMS

SCHOOLS



CITY OF LANDER
NOTICE OF PUBLIC INFORMATION MEETING / OPEN HOUSE
Safe Routes to Schools and Walkable, Bike-able Routes Study

Date: February 17th, 2020

Place: Lander City Hall
Council Chambers
240 Lincoln Street
Lander, WY 82520

Time: 6:00 PM – 7:30 PM

The City of Lander, the Wyoming Department of Transportation (WYDOT), and HDR Engineering will hold their second public information meeting/open house to allow for public discussion of the non-motorized transportation study related to providing safe routes to schools and walkable, bike-able routes within the City of Lander. The open house will be informal allowing for open discussion with the steering committee and design consultant. The purpose of the meeting is to discuss the Study Report with area residents, review the study findings, and to gather feedback and public input about the Study Report.

A presentation will take place at 6:10 PM at Lander City Hall located at 240 Lincoln Street in Lander. The City of Lander and consultant staff will be available with displays before and after the presentation to discuss the studies and answer your questions. During this time, you will also have the opportunity to present written comments.

For further information regarding this meeting contact Kyle Lehto, Project Engineer with HDR at (307)-228-6063.

PUBLISH: February 16, 2020

Safe Routes to Schools and Walkable, Bike-able Routes Study

Public Meeting

February 17, 2020

Lander City Hall

Sign-in Sheet (Please Print)

#	Name	Property/Business Name	Mailing Address	Phone #
1	Jebbie Richardson	Country Meadows		332-4779
2	Monika Richardson	City of Lander		330-6553
3	LINDA MILLER	MILLER RANCH	1781 N 2nd St	615 218 3979
4	Alye Miller	Miller Ranch	1781 N 2nd St	307-349-5044
5	Naralyne Middour	Fremont Broadcasting	81530 Main St Lander	332-5683
6	Jim Terrett	Elk Country Homes	8365 State Hwy 789 Lander	349-3149
7	Dave Dotch		P.O. Box 1497, Lander, WY	332-7220
8	James Campbell	City of Lander	1000 McDougall Dr	330-5129
9	Tecia Hubble	Lander	860 North Lane	349-4253
10	Den Reynolds	Lander	809 Vance Dr	330-7482

Safe Routes to Schools and Walkable, Bike-able Routes Study

Public Meeting

February 17, 2020

Lander City Hall

Sign-in Sheet (Please Print)

#	Name	Property/Business Name	Mailing Address	Phone #
11	Sara Felix	Parks & Rec	240 Lincoln	332-4647
12	Matt Hutson		156 Washakie	332-5327
13	Joe Kenney	KOVE KDLY	1530 Main	332-5683
14	Eric Concannon		477 Amoretti	438 -0305
15	Chris Hulme	City Council	336 Eugene St	349 7331
16	Patrick Mettenbrink		460 Washakie	307-349-6835
17	Barbara Oakleaf		800 Vance Dr Lander	307-349-4479
18				
19				
20				

Safe Routes to Schools and Walkable, Bike-able Routes Study

Public Meeting

February 17, 2020

Lander City Hall

Sign-in Sheet (Please Print)

#	Name	Property/Business Name	Mailing Address	Phone #
21	RS Fossan	City of Lander		
22	Travis Sweeney	FLSD #1	863 Sweetwater Lander, WY 82520	307-332-4711
23	Ray Charles	Fremont Ctr	PO Box 609 Lander	332-2650
24	Brandon Reynolds	Lander	1125 McDougall Dr	349-2921
25	Sandy Wilson	Lander	205 River Place	320-7165
26	Sandra Anderson	Lander	PO Box 119 Hudson, WY 82515	307 714 5757
27	Therese	—	2045 Baldwin Cr	330-8218
28	Adam Keifenheim	Lander Cycling Club	PO PO Box 1433	612-636-5860
29	Thomas Peck	GANNETT PEAK SPORTS	371 MAIN	307 332 2926
30	Trenton Jones	Fremont County Fire	305 S Smith rd	307-349-2644

Survey Card

Safe Routes to Schools and Walkable, Bike-able Routes Study

Second Public Meeting

February 17, 2020

Comments:

Thanks for the review
opportunity to comment
Before any action taken recommend a careful review of bikes
pedestrian usage trends and accident causes & solutions.
What are the data indicating re: doing & prioritizing
the Safe Routes to Schools

Name:

Rex Charles

Email:

None

Address:

1705 609 Lander

Phone:

332-7650

Your comments will be considered in the final report. Please return by March 2, 2020. Comments can also be e-mailed to: kyle.lehto@hdrinc.com.

Similar Safe Routes Program. Overall Concern: A solution not a problem.

Survey Card

Safe Routes to Schools and Walkable, Bike-able Routes Study

Second Public Meeting

February 17, 2020

Comments:

Consider Head Start @ North
" New Manchester School @
goodrich subdivision

Name:

Email:

Address:

Phone:

Your comments will be considered in the final report. Please return by March 2, 2020. Comments can also be e-mailed to: kyle.lehto@hdrinc.com.

Survey Card

Safe Routes to Schools and Walkable, Bike-able Routes Study

Second Public Meeting

February 17, 2020

like shared shoulders - both sides of roads or

Comments:

- Like 9th Street 4 way stop to slow traffic & fix strange jog etc. (no roundabout)
- Routing towards 5th St. from 9th & bike lanes on 9th (used by bikes & walkers a lot!)
 - 4 way stop 9th & Cascade since cars headed towards Main (going N) come over hill & are right on top of that corner.
 - Not medians on 9th wld loose space for bikes

Name: Barbara Oakleaf

Email: bookleaf@gmail.com

Address: 800 Vance Dr.

Phone: 307-349-4479

Your comments will be considered in the final report. Please return by March 2, 2020. Comments can also be e-mailed to: kyle.lehto@hdrinc.com.

(Proposed LAPS Map) Bumper on Joem St. Bumper on 9th
bike lanes Buena Vista

Survey Card

Safe Routes to Schools and Walkable, Bike-able Routes Study

Second Public Meeting

February 17, 2020

Comments:

Safe ped. crossing across 789
at Bomgar's intersection and
at First Interstate intersection

Name: Sara Felix

Email: _____

Address: _____

Phone: _____

Your comments will be considered in the final report. Please return by March 2, 2020. Comments can also be e-mailed to: kyle.lehto@hdrinc.com.

Survey Card
Safe Routes to Schools and Walkable, Bike-able Routes Study
Second Public Meeting
February 17, 2020

Comments:

I think you should close 2
lanes on main between 1st & 5th
add a bike lane and diagonal parking

Name: Sarah Edlund

Email: edlund.sarah@gmail

Address: 7916 N 4th

Phone: (907) 349-3219

Your comments will be considered in the final report. Please return by March 2, 2020. Comments can also be e-mailed to: kyle.lehto@hdrinc.com.

Lehto, Kyle

From: Adam Keifenheim <adamkeifenheim@gmail.com>
Sent: Tuesday, February 18, 2020 7:36 AM
To: Lehto, Kyle
Cc: Aaron & Kate; Alyssa Wechsler; Angela Hammer; Melanie O'Hara; Cody McCreary; Scott Van Orman; Rio Rose; Mike Dicken
Subject: Lander Area Pathways Study

Kyle,

I just wanted to say thank you on behalf of the Lander Cycling Club for your work on the Lander Area Pathways Study that you presented last night. Thank you for recommending all of the LCC ideas that were economically feasible and for going above and beyond with regard to recommending bike lanes and bicycle safety. I am also sorry that you had to face such a difficult public in support of motorized traffic. Please know that those were a vocal minority in our town.

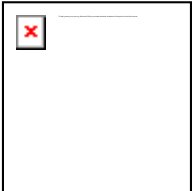
Adam Keifenheim, PE
Lander Cycling Club
Treasurer
Urban and Commuting Coordinator

Lehto, Kyle

From: Rajean Strube Fossen <rsfossen@landerwyoming.org>
Sent: Tuesday, February 18, 2020 7:53 AM
To: Adam Keifenheim; Lehto, Kyle
Subject: Re: Bike Lanes

Thank you Adam. I have presented your comments to Kyle by copy of this email. A phased approach is almost always necessary for funding reasons. I will present this to staff as we get ready to present the final recommendations to council for adoption.

All the best, RaJean



On Tue, Feb 18, 2020 at 7:42 AM Adam Keifenheim <adamkeifenheim@gmail.com> wrote:
Rajean,

I liked Kyle's presentation last night. As the Lander Cycling Club representative for urban riding, might I suggest taking a phased approach to bike lanes? I believe that phase 1 should be Garfield and Lincoln and connecting streets. Phase 2 would be South 9th and all of 2nd street as well as Fremont Street and potentially Jefferson. Phase 3 would be the rest of the locations identified. Please feel free to pass this idea on to the mayor as well. I think if you put all of these in at once, there will be a lot of push back, but a phased approach will alleviate most of that.

I was also happy to hear the other recommendations from HDR for bicycle safety, including fixing stormwater drains, adding in accessible ramps, adding pathways, and providing a sidewalk on both sides of 789 as it heads out of town.

Adam Keifenheim, PE
Lander Cycling Club
Treasurer
Urban and Commuting Coordinator

Lehto, Kyle

From: Liz <2lizzibet@gmail.com>
Sent: Tuesday, February 18, 2020 3:11 PM
To: Lehto, Kyle
Subject: Re: Notice of Two Upcoming Public Meetings for the Lander Transportation Studies

We asked the city to put a stop sign (back) at that intersection.. wouldn't happen because it's an arterial and ambulance route.

Thanks for sharing the slides! - Liz

On Tue, Feb 18, 2020 at 1:25 PM Lehto, Kyle <Kyle.Lehto@hdrinc.com> wrote:

Hi Liz.

We haven't made the repost public yet. But I talked with RaJean and the City if OK with making the presentation slides from last night available publicly. I've attached it to the email. Please let me know if you have any questions. I remember one of the specific comment you'd made when we met had to do with the intersection of 3rd and Cascade being somewhat dangerous. We're recommending that the loop/connection would be better if the greenway/pathway behind the Episcopal Church be used, and the signage indicating and on street route be removed. This would bypass that intersection, hopefully making it safer. We may also recommend that intersection get a 4-way stop in the other study.

Thank you,

Kyle Lehto, PE

 307.228.6063  307.851.8357

hdrinc.com/follow-us

From: Liz [mailto:2lizzibet@gmail.com]
Sent: Monday, February 17, 2020 6:32 PM
To: Lehto, Kyle <Kyle.Lehto@hdrinc.com>
Subject: Re: Notice of Two Upcoming Public Meetings for the Lander Transportation Studies

NOPE.. those are just links to the meeting info.. BUT, wanting to read the Study Reports.. so, first email... will you be sending those out or publishing links to them on County 10 or city website? Thanks, Liz

ps.. last email tonight.

On Mon, Feb 17, 2020 at 6:30 PM Liz <2lizzibet@gmail.com> wrote:

nevermind.. just saw your second email! - L

On Mon, Feb 17, 2020 at 6:29 PM Liz <2lizzibet@gmail.com> wrote:

Can't attend the meetings this week. will you be sending out the Study Report? - Liz

On Fri, Feb 14, 2020 at 10:13 AM Lehto, Kyle <Kyle.Lehto@hdrinc.com> wrote:

Hello.

We will be holding two upcoming public meetings. The first is on Monday, February 17th, 2020 at 6 PM at the Lander City Hall for the Safe Routes to Schools and Walkable, Bike-able Routes Study. As you may recall, this purpose of this study is to update the 2009 Safe Route to Schools Plan and also completing an analysis of the Lander Area Pathway System. The purpose of this meeting is to discuss the Study Report with area residents, review the study findings, and gather feedback and public input about the proposed alternatives in the Study Report.

The second is on Wednesday, February 19th, 2020 at 6 PM at the Lander City Hall for the Lander Transportation Plan. This plan is being completed to analyze the existing transportation network, identify and discuss future connections, determine locations where there are Level of Service issues, and provide the City of Lander with an up to date Transportation Planning Document. The purpose of the meeting is to discuss the Study Report with area residents, review the study findings, and gather feedback and public input about the Study Report.

The intent for both studies is to help provide the City of Lander with a master transportation planning document that covers both vehicular traffic and multi-modal modes of traffic within the City of Lander.

Please feel free to share these public notices and get the word out about the meeting. There should be a County 10 Posts publishing on Sunday. I will send try and send out the link when the post goes live.

Thank you,

Kyle Lehto, PE

Civil Engineer

HDR

325 Main Street (PO Box 467)

Lander, WY 82520

D 307.228.6063 **M** 307.851.8357 **F** 307.228.6061
kyle.lehto@hdrinc.com

hdrinc.com/follow-us


Lehto, Kyle

From: Melanie O'Hara <cabinmels@gmail.com>
Sent: Tuesday, February 18, 2020 9:26 AM
To: Adam Keifenheim
Cc: Lehto, Kyle; Aaron & Kate; Alyssa Wechsler; Angela Hammer; Cody McCreary; Scott Van Orman; Rio Rose; Mike Dicken
Subject: Re: Lander Area Pathways Study

Thanks to Kyle for his steadfast efforts and Adam for recognizing this difficult battle between cyclists and motorists.

I remember similar clashes in the Snowy Range between snowmobilers and cross country skiers in winter, plus all terrain vehicles and hikers/cyclists/campers in the summer. Sadly, the discord continues.

I hope those of us—motorized or not—who love Lander and The Winds, can figure out good, safe compromises as time goes on. Let me know how I can help, Kyle.

Stay Warm! Melanie O'Hara  307-714-4033

Sent from my iPad

> On Feb 18, 2020, at 7:36 AM, Adam Keifenheim <adamkeifenheim@gmail.com> wrote:
>

Lehto, Kyle

From: Thomas Pede <tpede1@gmail.com>
Sent: Monday, March 2, 2020 12:27 PM
To: Lehto, Kyle
Subject: Comments re: Safe Routes to School and Walkable, Bike-able Routes Study

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Kyle,

Please see the attached document for my comments.

Thank you,
Thomas Pede



[Comments re: Safe Routes to Schools and Walkabl...](#)

Comments re: Safe Routes to Schools and Walkable, Bike-able Routes Study
March 2nd, 2020

When I drive into a town or city I've never visited before, one of the primary factors that influences my first impression is what I see right off the bat. If I see mostly pavement and vehicles, I get the impression that this is a corridor to travel through quickly. If, on the other hand, I see active people, trees, benches, vehicles, bikes & storefronts, the impression is one of vibrancy, of economic prosperity as people go in & out of businesses, and of a place where people simply want to be. Placemaking and safety ought to be key goals for us collectively. This study, and what results from it can help us achieve both.

Having consistent, contiguous sidewalks in our town would be a major improvement. It would make walking and biking a safer, more attractive option for all of our residents and visitors, but especially children. While having sidewalks on both sides of every street would be great - the status quo is so far from this goal, that we have to start somewhere. I support the idea, as presented in the Second Public Meeting on February 17th, 2020 of at least making level, safe, ADA compliant sidewalks on key routes to give many children a good option to walk to their schools. I also support the idea that where there will initially only be a sidewalk on one side of the street, unless other factors are of greater importance, we should prioritize the side that will have the most sun exposure for its snow-melting potential. (Obviously that will be on the north side of east-west streets, and I would presume that would be based on proximity of trees and buildings for north-south streets.) I am unsure whether this is already in place, but if it is not, another important starting point for pursuing this goal would be for the City to require sidewalks (and walking/biking paths) with all new development projects.

Although I support these sidewalk improvements, I believe the scope of this study has become narrowed and focused on this one issue. Many other factors impact the walkability and bike-ability of our town. For example, at the 2/17/20 Public Meeting it was mentioned that the students of Gannett Peak Elementary were released when a parent arrived to pick them up. It was unclear if the students were even *allowed* to leave to walk or bike home on their own. Furthermore, if it is a goal to increase walking and biking as modes of transportation in our town, especially for kids to and from our schools, then we need to know what that looks like now; otherwise, we don't have a benchmark for comparison to determine if improvement is taking place.

Another thing I would urge the City and those conducting this study to consider are the factors that make biking and walking different than the things that affect travel in a motorized vehicle. For example, when I ride a bike through this town, I don't always select the route that is most direct; in fact, often, I will go out of my way to combine roads with biking/walking pathways or ride through a park. Sometimes avoiding vehicular traffic is the goal; other times it has to do with snow & ice or other things that may not be apparent or make sense to someone who only travels by vehicle.

Currently, our transportation infrastructure is almost exclusively oriented toward vehicular traffic. By recognizing other modes of travel, adding sidewalks, bike lanes, and connecting pathways, we can make a transportation plan that is more balanced, efficient, and useful for all of us.

Lehto, Kyle

From: Anne Even <aevenblog@gmail.com>
Sent: Friday, February 21, 2020 4:52 PM
To: Lehto, Kyle
Subject: Re: Notice of Two Upcoming Public Meetings for the Lander Transportation Studies

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Kyle -

I've looked over the slides and I like a lot of these ideas. I am all for add sidewalks in missing places and making curbs accessible. I think these would all be very positive things for not just our kids, but parents with strollers, and those with disabilities. Since I live near 9th Street, I like a lot of the ideas to slow the traffic near Fremont, Cascade, and the area around the Pool/Pathfinder/District Office. I would like to be involved in any of these positive changes in our community, just let me know how I can be of help.

I also am concerned around getting a kid safely from 9th Street/Main to the Middle School. My kids will be taking that route this fall, and I currently don't feel they have a good/safe option to get to and from school. I am debating driving them every day because I don't feel like they have a safe route. 8th is busy and looks like it needs more sidewalks. I am also concerned anytime a kid has to cross Main Street on their bike. Even if they dismount their bike and use the crosswalk, I don't think the turning cars do a good job at watching for pedestrians in the crosswalk.

(On a side note, I almost saw a grown man walking his bike at the crosswalk at 2nd/Main get hit by a turning car earlier this week. The pedestrian was not in the wrong. The car did not look and almost hit him.)

I am all for progress and accessibility in this community for our walkers and bikers. I am willing to lengthen my commute to make it safer for those not in cars. I am also ok with restricting parking to allow safer routes.

Please let me know if I can be of help.

Best regards,
Anne Even

On Wed, Feb 19, 2020 at 10:18 AM Lehto, Kyle <Kyle.Lehto@hdrinc.com> wrote:

Hi Anne.

We haven't made the report public yet. But, the City is OK with making the presentation slides from Monday night available publicly. I've attached it to the email. Please let me know if you have any questions. I'd be happy to talk with you over the phone about additional details that might not be covered in the slides. Also, please feel free to email any comments you'd like added into the record.

Thanks,

Kyle Lehto, PE

 307.228.6063  307.851.8357

hdrinc.com/follow-us

From: Anne Even [mailto:aevenblog@gmail.com]

Sent: Wednesday, February 19, 2020 9:39 AM

To: Lehto, Kyle <Kyle.Lehto@hdrinc.com>

Subject: Re: Notice of Two Upcoming Public Meetings for the Lander Transportation Studies

Hi - I wasn't able to attend the Monday meeting and I don't think I can attend tonight. Is there a way I can see the reports and offer my thoughts?

Thanks,

Anne Even

On Mon, Feb 17, 2020 at 9:04 AM Lehto, Kyle <Kyle.Lehto@hdrinc.com> wrote:

Hello. The links below are County 10 posts for the two public meetings.

Safe Routes to Schools and Walkable, Bike-able Routes Study: <https://county10.com/city-of-lander-public-information-meeting-safe-routes-to-schools-and-walkable-bike-able-routes-study/>

Lander Transportation Plan: <https://county10.com/city-of-lander-public-information-meeting-lander-transportation-plan/>

Thanks,

Kyle Lehto, PE

 307.228.6063  307.851.8357

hdrinc.com/follow-us

From: Lehto, Kyle

Sent: Friday, February 14, 2020 10:13 AM

To: 'sfelix@landerwyoming.org' <sfelix@landerwyoming.org>; 'Alan Culver' <cottonwood637@msn.com>; 'Barbara Oakleaf' <boakleaf@bresnan.net>; 'Brian Russell' <brian.russell@wyo.gov>; 'Carol King' <carking335@yahoo.com>; 'Dave Dufek' <ddufek@bresnan.net>; 'David Neary' <dmneary@mac.com>; 'Gina Colovich' <gcolovich489@gmail.com>; 'Kelsey Beck' <pacd.beck@gmail.com>; 'Liz Lightner' <2lizzibet@gmail.com>; 'Paul Primrose' <paulcprimrose@gmail.com>; 'Sara Felix' <sfelix@landerwyoming.org>; 'Saundra Anderson' <saundraanderson@gmail.com>; 'Scott Van Orman' <vanorman@wyoming.com>; 'Adam Keifenheim' <adam.keifenheim@wyo.gov>; 'Michael Cheek' <mcheek@cw.edu>; 'Travis Welch' <travis_welch@nols.edu>; 'dpeevey@landerschools.org' <dpeevey@landerschools.org>; 'tsweeney@landerschools.org' <tsweeney@landerschools.org>; 'jconilogue@landerschools.org' <jconilogue@landerschools.org>; 'jcox@landerschools.org' <jcox@landerschools.org>; 'BNeuendorf@landerschools.org' <BNeuendorf@landerschools.org>; 'CWall@landerschools.org' <CWall@landerschools.org>; 'JShanley@landerschools.org' <JShanley@landerschools.org>; 'JMorton@landerschools.org' <JMorton@landerschools.org>; 'LVoxland@landerschools.org' <LVoxland@landerschools.org>; 'kley@landerschools.org' <kley@landerschools.org>; 'Anne Even' <aevenblog@gmail.com>; 'Bailey Schreiber' <bailey.schreiber@gmail.com>; 'Joanne Slingerland' <joanneslingerland@icloud.com>; 'Kathryn Garber Primrose' <kathryngprimrose@gmail.com>; 'Louisa Hunkerstorm' <louisahunker@gmail.com>; 'Megan Calkins' <mego.schmego@gmail.com>; 'Nick Hunkerstorm' <ncstorm@gmail.com>; 'Thomas Pede' <tpede1@gmail.com>; 'alisonsfrost@gmail.com' <alisonsfrost@gmail.com>; 'mgherber33@gmail.com'

Lehto, Kyle

From: Mike Dicken <mikedicken1@gmail.com>
Sent: Monday, March 2, 2020 12:56 PM
To: Lehto, Kyle
Subject: Re: Safe Routes Study

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kyle,

Thank you for your hard work on this project to make Lander a better place! I want to encourage you to continue with your proposals and not to be swayed by the negative talk that came up during the last meeting. It's very frustrating when people are afraid of change and quickly speak up to thwart the efforts of someone trying to improve our town. I believe we should definitely have continuous sidewalks that are ADA compliant to all the schools as mentioned in your proposals. This is an obvious issue of safety and should be implemented as soon as possible. Regardless of people's opinions, children have a right to walk to school safely.

Also, I want to mention I'm thankful for your hard work in the areas that have not gotten as much attention because we know this is a more broad study. Not only do your efforts go to enhance the basic right of human safety while walking or biking through town, it will also be a major boost to the local economy. When I travel and see a place where being on a bike and a pedestrian is encouraged, it makes a town feel inviting and lively just because they show that the town is friendly and welcoming to all types of users. These proposals will be significant in years to come in how Lander will keep up with the ever-evolving world and make downtown Lander a beautiful place where people would like to hang out and spend their money, instead of the internet or other towns.

Thank you,
Mike Dicken
Local business owner and community member

Lehto, Kyle

From: Joe Kenney <radio1@wyoming.com>
Sent: Wednesday, February 19, 2020 9:16 AM
To: Lehto, Kyle
Subject: Safe Routes comments

Hi, Kyle, this is a response to your presentation at the Lander City Council Chambers on Monday February 17.

First let me say I was relieved that the specter of bike lanes on Main Street didn't come up. Thank you for that. Please realize that there isn't an ounce of animosity in these comments and there is nothing personal in my comments.

I am not the avid bike rider that I once was, but, I still have four bicycles, including a cool Carroll Shelby limited-edition bicycle, a full-suspension mountain bike and a fat bike and I used to put as much as 2,000 miles on my bike every summer. It is my opinion that most of your presentation revolved around bicyclists and very little attention to pedestrians. Has there even been a study on actually how many bikers there are that make such an extensive effort to provide bike lanes and other recommended changes necessary? I think not.

Much of the content at Monday's presentation isn't even the City's responsibility. Perhaps you should take your plan first to the board of School District #1. Blocking off alleys and changing traffic patterns by rerouting traffic through school property does nothing to solve the problem, and diagonal versus parallel parking is just rearranging the deck chairs on the Titanic. The same number of cars still end up clogging up the same streets.

Monday night you invited us to tell you if an idea was stupid. Okay, here goes: spending \$4.4 million dollars the City doesn't have on sidewalks. Turning Baldwin Creek Road into a two lane road with a turn lane with protected bike lanes on both sides. You never did answer how that was going to make the crosswalk at Smith and Baldwin Creek safer. The traffic generated by the results of the construction effort that Palace Pharmacy is doing right now at the former Shopco building would likely overpower the two lanes of traffic. Plus, Palace will have a drive-up window that will be spilling considerable traffic out onto Baldwin Creek. There will also be numerous other businesses in the building with Palace. There may also be the possibility of Burger King building on the corner in front of Palace. Imagine what that might do for traffic at that corner.

Bike lanes, medians, and a round structure in the middle of the 9th and Cascade intersection. There's a series of less-than-brilliant ideas. Medians in the middle of any street will be just like having snow in the center of the street 12 months a year. The median proposed in front of the swimming pool is really the most horrifying of all. It would eliminate left turns from 9th onto Dabich and left turns from Dabich onto 9th, and left turns from 9th into the swimming pool parking lot. Yeah, that's not gonna work. And the idea that if you make using 9th Street so annoying that motorists will decide to use 5th instead is ridiculous. Besides, 5th doesn't need more traffic especially between 7:45 and 8:10 and 2:50 to 3:15.

Widening the alley entrance for sidewalks for children walking to Gannett Peak School accomplishes nothing except making Betty Shirreff's driveway 10 feet long. Close to 100% of the students at that school are delivered there by their parents or busses, so the number of potential children walking on that sidewalk is pretty close to zero.

I am bothered by the casual attitude about eliminating parking on Main Street from 9th to Baldwin Creek, and the possibility of eliminating parking on South Second from Main to Wyoming Street, and eliminating parking on parts of Garfield Street. You're going to a lot of trouble and impacting a whole lot of people who aren't going to take kindly to you taking away the parking spaces in front of their homes to make room for three or four bicyclists per day for maybe six months a year. And, narrowing the lanes of traffic on Main Street from 1st to the intersection at McDonalds is probably the most dangerous suggestion of all. Main Street is a federal highway, there is an awful lot of heavy truck traffic, many

of which are tanker trucks pulling “pups” that need every inch of the lanes we have now. Follow one of those big guys down Main Street sometime and see just how much room they need.

Bicycling is a seasonal activity and many of your recommendations would impact nearly every motorist in town every day of the year. Bicycle riders pay no fees to use the streets on their bikes. But, no matter how many bike lanes you provide, the preponderance of bike riders will obey traffic laws when convenient and will turn into pedestrians at intersections when convenient, and they will still ride on sidewalks on Main Street to get to the bike shops.

Thank you and I hope I didn’t hurt your feelings.

Joe Kenney
Owner Manager
KOVE KDLY

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Lehto, Kyle

From: Lehto, Kyle
Sent: Tuesday, April 7, 2020 8:18 AM
To: 'radio1@wyoming.com'
Subject: RE: Safe Routes comments

Hi Joe. We were finalizing the report, pulling together all of the public comments, and I realized I never sent the official response to your email (it's been sitting in my draft box). I apologize for not getting back to you sooner. Please see my responses below in green. Thank you for taking the time to come to the meeting and allowing RaJean and I to sit in on Coffee Time and discuss both studies. It was very much appreciated!

Thanks,
Kyle Lehto, PE
D 307.228.6063 M 307.851.8357

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From: Joe Kenney [mailto:radio1@wyoming.com]
Sent: Wednesday, February 19, 2020 9:16 AM
To: Lehto, Kyle
Subject: Safe Routes comments

Hi, Kyle, this is a response to your presentation at the Lander City Council Chambers on Monday February 17.

First let me say I was relieved that the specter of bike lanes on Main Street didn't come up. Thank you for that. Please realize that there isn't an ounce of animosity in these comments and there is nothing personal in my comments.

I am not the avid bike rider that I once was, but, I still have four bicycles, including a cool Carroll Shelby limited-edition bicycle, a full-suspension mountain bike and a fat bike and I used to put as much as 2,000 miles on my bike every summer. It is my opinion that most of your presentation revolved around bicyclists and very little attention to pedestrians. Has there even been a study on actually how many bikers there are that make such an extensive effort to provide bike lanes and other recommended changes necessary? I think not. I own a bike, and I use to ride it to work when our office was in Riverton (that's where I live). Haven't ridden much since the office moved to Lander (the daily commute tends to dampen any desire to ride bikes). To let you know, a lot of the idea's presented in the report have come from our complete streets practice group. They do this type of work all over the country. I wouldn't have thought of some of the ideas in the report, and don't have any personal investment in them. However, I don't mind defending them because the ideas come from sound engineering judgment and are intended to improve safety and comfort for all users of the transportation network. It's a shame that you had the impression that not a lot of attention was paid to pedestrians. I assure you, analyzing over 8.3 miles of sidewalk to verify its condition, ADA accessibility, and continuity was a pretty big effort. The attention needed for pedestrians is that Lander needs sidewalks. The map showing the routes is pretty straight forward. Everyone understands how sidewalk are supposed to work. Bike Lanes and other shared-use treatments are less understood by the public. This may be why you felt more attention was paid in that respect. We wanted to explain the various types of treatments and how they relate to the study.

Much of the content at Monday's presentation isn't even the City's responsibility. Perhaps you should take your plan first to the board of School District #1. Blocking off alleys and changing traffic patterns by rerouting traffic through school property does nothing to solve the problem, and diagonal versus parallel parking is just rearranging the deck chairs on the Titanic. The same number of cars still end up clogging up the same streets. Correct. A lot of the school site specific recommendations do not apply to the City, but would instead apply to the school district. As part of our scope of work we were tasked with looking at the school locations as part of updating the 2009 SRTS plan. We feel the

recommendations at Gannett will help address some of the parking issues. Improving or blocking off an alley are suggestions to address specific past complaints from local residents. There is a 20 minute time framing in the morning and afternoon where traffic is busier than normal. There are not metropolitan type traffic jams causing serious level of service issues anywhere in Lander. The perception by some is that if they have to wait at an intersection longer than 1 to 5 minutes (at most) then there is congestion. Relative to what? It's about orders of magnitude.

Monday night you invited us to tell you if an idea was stupid. Okay, here goes: spending \$4.4 million dollars the City doesn't have on sidewalks. Turning Baldwin Creek Road into a two lane road with a turn lane with protected bike lanes on both sides. You never did answer how that was going to make the crosswalk at Smith and Baldwin Creek safer. The traffic generated by the results of the construction effort that Palace Pharmacy is doing right now at the former Shopco building would likely overpower the two lanes of traffic. Plus, Palace will have a drive-up window that will be spilling considerable traffic out onto Baldwin Creek. There will also be numerous other businesses in the building with Palace. There may also be the possibility of Burger King building on the corner in front of Palace. Imagine what that might do for traffic at that corner.

Sidewalk Cost

\$4.4 million is a very larger price tag. Sometimes this is the result of decisions made in the past becoming problems in the future. TAP Grants can make this price tag more manageable because they are a 20% local match. The most typically given in any year is around \$500K. It will take a long term effort to tackle this issue (likely 7 or more grant cycles). Also, making public rights-of-way accessible for all may be coming in the future. Isn't it better to be proactive? Providing continuous ADA accessible sidewalks on the routes selected provide connectivity to not only the schools but also to: Employment, Parks and Recreation, Library and other Community use spaces, health and legal services, and groceries and shopping. I think most people would argue that providing pedestrian connectivity on sidewalks for people of all abilities and ages to the areas mentioned above is not a stupid idea. It's the right thing to do. Unfortunately, sometimes the right thing to do comes with a price tag.

Baldwin Creek

We based the recommendation on Baldwin Creek on the data. Based on guidance from FHWA: 4 Lane streets with less than 10,000 VPD function well, without any level of service issues when transitioned to 2 or 3 lane streets. In 2016, when Shopco was still in business traffic volumes were 3422 VPD. 2019 Counts show slightly lower volumes of 2679 VPD at the same location. These volumes are well below 10,000 VPD. A local example of how well 3-lanes roads work is in Riverton on Sunset Drive. I believe the ADT on that road is around 8,000 VPD. Sunset Drive runs by the middle school, high school, dental offices, the hospital, ect. What we're proposing would be the same thing (but with the addition of bike lanes). As a graduate of Riverton High School, I remember when large events would let out. The only minor delays I remember were during graduation ceremonies. We survived. The intersection at Smith will have increased safety mainly in two ways: #1 there are less vehicle travel lanes to cross (and if peds stage in the bike lane, a shorter distance) and #2 drivers have better visibility of pedestrians in a 3 lane section when compared with 4 a lane section. Lastly 4 lane roads promote higher speeds which is not something that is desired in a 20 MPH school zone. Speeds will be reduced in the proposed section also improving safety for pedestrians. The 3 lane section will also improve safety and maneuverability in and out of Palace Pharmacy parking lot. A dedicated left-hand turn will reduce rear end collisions and is safer than the current condition and the exit from the drive up window will have additional room to maneuver (because of the bike lane) when making right hand turns from the tight location past the drive up window. Right hand turns into the parking lot won't be much different than they are now.

Bike lanes, medians, and a round structure in the middle of the 9th and Cascade intersection. There's a series of less-than-brilliant ideas. Medians in the middle of any street will be just like having snow in the center of the street 12 months a year. The median proposed in front of the swimming pool is really the most horrifying of all. It would eliminate left turns from 9th onto Dabich and left turns from Dabich onto 9th, and left turns from 9th into the swimming pool parking lot. Yeah, that's not gonna work. And the idea that if you make using 9th Street so annoying that motorists will decide to use 5th instead is ridiculous. Besides, 5th doesn't need more traffic especially between 7:45 and 8:10 and 2:50 to 3:15. As you recall, the treatments you above, were identified as additional measures that could be taken to generate additional traffic calming. They are interventions that have been successfully utilized in other communities around the

country and were added so that all of the alternatives considered were put forward for discussion. The addition of bike lanes and all-way stops at the two intersections discussed are the more important interventions. The intention for shifting traffic from 9th to 5th is for through traffic, especially multi-axle heavy vehicles. The traffic we're talking about is best represented by the traffic data near Fremont Street. 5th Street at Fremont had 1,121 VPD in 2019 and 9th and Fremont had 1,963 VPD in 2019. It is very doubtful that shifting these type of trips will have much impact on the 20 minute AM and PM peaks you mentioned on 5th, because through trips are likely occurring at different times than the AM/PM peak. Also the shift of 842 cars per day is not likely to be noticeable.

Widening the alley entrance for sidewalks for children walking to Gannett Peak School accomplishes nothing except making Betty Shirreff's driveway 10 feet long. Close to 100% of the students at that school are delivered there by their parents or busses, so the number of potential children walking on that sidewalk is pretty close to zero. #1 we think the school can add this sidewalk without needing to acquire right of way, and #2 providing a safer access to the school is one of the major points of the whole study. There is likely a chicken and egg relationship – parents don't want kids walking because there are no sidewalks so they drop off students – with new sidewalks at least the opportunity is there. Who knows, with some effort, encouragement, and education we might be able to reduce the number of cars dropping off students at Gannett Peak.

I am bothered by the casual attitude about eliminating parking on Main Street from 9th to Baldwin Creek, and the possibility of eliminating parking on South Second from Main to Wyoming Street, and eliminating parking on parts of Garfield Street. You're going to a lot of trouble and impacting a whole lot of people who aren't going to take kindly to you taking away the parking spaces in front of their homes to make room for three or four bicyclists per day for maybe six month a year. And, narrowing the lanes of traffic on Main Street from 1st to the intersection at McDonalds is probably the most dangerous suggestion of all. Main Street is a federal highway, there is an awful lot of heavy truck traffic, many of which are tanker trucks pulling "pups" that need every inch of the lanes we have now. Follow one of those big guys down Main Street sometime and see just how much room they need. All apologies if the attitude appeared to be casual. The fact is sharing a lane of traffic with a road having an ADT of 8,000 to 10,000 in that location is just not feasible. There is room on the shoulder for bikes. That's most likely where they're going to ride anyways. On the east side we're talking about 2 blocks worth of dedicated bike lane between Lincoln and Amoretti. All of the adjacent commercial businesses have off-street parking. On the west side we are talking about the portion of highway between Baldwin Creek Road and South 10th Street (Dairy land). All of those commercial businesses also have off-street parking. We have acknowledged the greater impact is on Garfield and 2nd Street. However, we tried to minimize the impact in these area by recommending areas of least impact near commercial areas that provide off-street parking or where parking can take place on side streets (for the few residential areas impacted on 2nd). I should have made it clear that narrowing lanes on Main Street is one alternative. A possibly better alternative in this area may be increasing the sidewalk width for better shared use between Ped/Bikes. I do want to add, that experience in very large communities around the country that have gone to narrower lanes would indicate that there is minimal impact (even for big trucks, that aren't oversize loads) by going from 12-feet to 11-feet, especially at the 25 MPH posted speed limit. 12-foot lanes are very good for higher speed highways, engineers are finding that at lower speeds 12-foot lanes are excessive and can encourage motorists to want to speed. An oversize load is always going to take up more space than normal, which is why they're posted oversized and require pilot cars.

Bicycling is a seasonal activity and many of your recommendations would impact nearly every motorist in town every day of the year. Bicycle riders pay no fees to use the streets on their bikes. But, no matter how many bike lanes you provide, the preponderance of bike riders will obey traffic laws when convenient and will turn into pedestrians at intersections when convenient, and they will still ride on sidewalks on Main Street to get to the bike shops. We are in agreement that bicyclists pay no fees. However, the truth is most bicyclists currently also drive cars. I understand the sentiment, and this is where local bike shops and cycling clubs could step up. I'm sure there are a lot of creative solutions that could be devised to begin helping pay for the infrastructure they want. The City could collect bike license fees (probably an enforcement nightmare), bike shops could request donations to help pay for these amenities, the bike club could put on fund raisers to help pay for paint, a non-profit could place bike rental kiosks throughout lander and use profits to help pay for improvements. I'm sure there are any number of ways that this could be achieved. To your last point, laws are only as good as enforcement.

Thank you and I hope I didn't hurt your feelings. Thank you for taking the time to write this down. Your comments will be useful when polishing up the final version of the report. I hope my responses didn't hurt your feelings either.

Joe Kenney
Owner Manager
KOVE KDLY

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Lehto, Kyle

From: Sara Felix <sfelix@landerwyoming.org>
Sent: Friday, February 28, 2020 3:18 PM
To: Lehto, Kyle
Subject: Re: Lander Safe Routes to Schools and Walkable, Bike-able Routes Study

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Kyle,

I did not make it to the Transportation Public Hearing last week, but I talked to Don Reynolds who did and he said that the bypass on the north end of town was not recommended.

We wanted to put a path on the City right of way that goes from the sewer pond road to Highway 789, but Lance had said that we needed to wait for the road and do it all at the same time.

Since it is not going to happen, would you put that route as a future pathway on the pathway map please? It would be a great connection and trail for walkers and bikers!

Thanks!

Sara

On Fri, Feb 21, 2020 at 2:51 PM Lehto, Kyle <Kyle.Lehto@hdrinc.com> wrote:

Hello.

Attached is a review draft of the Lander Safe Routes to Schools and Walkable, Bike-able Routes Study for the various stakeholders on the project. Please let me know if you have any questions, concerns, or comments about recommendations and/or alternatives. We held the second public meeting for this study on Monday. Public comments are expected to be received by March 2nd. Once received we will begin finalizing the draft for publication and delivery to the City of Lander.

Thank you,

Kyle Lehto, PE

Civil Engineer

HDR

325 Main Street (PO Box 467)

Lander, WY 82520

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kyle.lehto@hdrinc.com

hdrinc.com/follow-us

Lehto, Kyle

From: Lehto, Kyle
Sent: Tuesday, February 18, 2020 1:27 PM
To: 'Tim Young'
Subject: RE: Notice of Two Upcoming Public Meetings for the Lander Transportation Studies
Attachments: Lander Safe Routes And Pathways study_Presentation_2020_0217.pdf

Hi Tim.

Attached is the presentation from last night's meeting. Please let me know if you have any questions or comments.

Thanks,
Kyle Lehto, PE
D 307.228.6063 M 307.851.8357

hdrinc.com/follow-us

From: Tim Young [<mailto:tim@wyopath.org>]
Sent: Monday, February 17, 2020 2:22 PM
To: Lehto, Kyle
Subject: Re: Notice of Two Upcoming Public Meetings for the Lander Transportation Studies

Thanks, the presentation would be fine, just trying to get an idea of the scope and content.

Tim

On Feb 17, 2020, at 2:21 PM, Lehto, Kyle <Kyle.Lehto@hdrinc.com> wrote:

Hi Tim. I'm hesitant to send out the draft report and would prefer to wait until the final report is completed/published (because some of the content may change after the public comments are received). I can see if the City would be OK if I sent you the Powerpoint from tonight's presentation. It covers the majority of the recommendations.

Kyle Lehto, PE
D 307.228.6063 M 307.851.8357

hdrinc.com/follow-us

From: Tim Young [<mailto:tim@wyopath.org>]
Sent: Monday, February 17, 2020 2:17 PM
To: Lehto, Kyle <Kyle.Lehto@hdrinc.com>
Subject: Re: Notice of Two Upcoming Public Meetings for the Lander Transportation Studies

Hi Kyle,
I'm interested in these meetings, but will be unable to attend this evening. Could you please send a copy or link to the Study Report?

Thanks,
Tim

--

Tim Young
Executive Director
Wyoming Pathways
tim@wyopath.org
307-413-8464
www.wyopath.org

--

On Feb 14, 2020, at 10:13 AM, Lehto, Kyle <Kyle.Lehto@hdrinc.com> wrote:

Hello.

We will be holding two upcoming public meetings. The first is on Monday, February 17th, 2020 at 6 PM at the Lander City Hall for the Safe Routes to Schools and Walkable, Bike-able Routes Study. As you may recall, this purpose of this study is to update the 2009 Safe Route to Schools Plan and also completing an analysis of the Lander Area Pathway System. The purpose of this meeting is to discuss the Study Report with area residents, review the study findings, and gather feedback and public input about the proposed alternatives in the Study Report.

The second is on Wednesday, February 19th, 2020 at 6 PM at the Lander City Hall for the Lander Transportation Plan. This plan is being completed to analyze the existing transportation network, identify and discuss future connections, determine locations where there are Level of Service issues, and provide the City of Lander with an up to date Transportation Planning Document. The purpose of the meeting is to discuss the Study Report with area residents, review the study findings, and gather feedback and public input about the Study Report.

The intent for both studies is to help provide the City of Lander with a master transportation planning document that covers both vehicular traffic and multi-modal modes of traffic within the City of Lander.

Please feel free to share these public notices and get the word out about the meeting. There should be a County 10 Posts publishing on Sunday. I will send try and send out the link when the post goes live.

Thank you,
[Kyle Lehto](#), PE
Civil Engineer

HDR
325 Main Street (PO Box 467)
Lander, WY 82520
[D 307.228.6063](tel:307.228.6063) [M 307.851.8357](tel:307.851.8357) [F 307.228.6061](tel:307.228.6061)
kyle.lehto@hdrinc.com

hdrinc.com/follow-us

Lehto, Kyle

From: Sara Felix <sfelix@landerwyoming.org>
Sent: Thursday, March 12, 2020 11:20 AM
To: Lehto, Kyle
Subject: Re: Lander Safe Routes to Schools and Walkable, Bike-able Routes Study

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Kyle,

We are having a Greenway Committee Meeting this next Monday, March 16 at 5:15 at City Hall. We will go over the draft that you sent out and see if there is any further feedback.

When I reviewed it, I saw a couple of typos. One on page 46 under the Garfield St. heading, I think you meant 44". On page 48 on the cross section design,

I think you need to change one 7' parking lane to a bike lane.

You are sure welcome to come to the meeting if you would like.

Thanks so much for your all of your hard work!

Sara

On Fri, Feb 28, 2020 at 3:17 PM Sara Felix <sfelix@landerwyoming.org> wrote:

Hi Kyle,

I did not make it to the Transportation Public Hearing last week, but I talked to Don Reynolds who did and he said that the bypass on the north end of town was not recommended.

We wanted to put a path on the City right of way that goes from the sewer pond road to Highway 789, but Lance had said that we needed to wait for the road and do it all at the same time.

Since it is not going to happen, would you put that route as a future pathway on the pathway map please?

It would be a great connection and trail for walkers and bikers!

Thanks!

Sara

On Fri, Feb 21, 2020 at 2:51 PM Lehto, Kyle <Kyle.Lehto@hdrinc.com> wrote:

Hello.

Attached is a review draft of the Lander Safe Routes to Schools and Walkable, Bike-able Routes Study for the various stakeholders on the project. Please let me know if you have any questions, concerns, or comments about recommendations and/or alternatives. We held the second public meeting for this study on Monday. Public comments are expected to be received by March 2nd. Once received we will begin finalizing the draft for publication and delivery to the City of Lander.

Thank you,

Kyle Lehto, PE

Civil Engineer

HDR

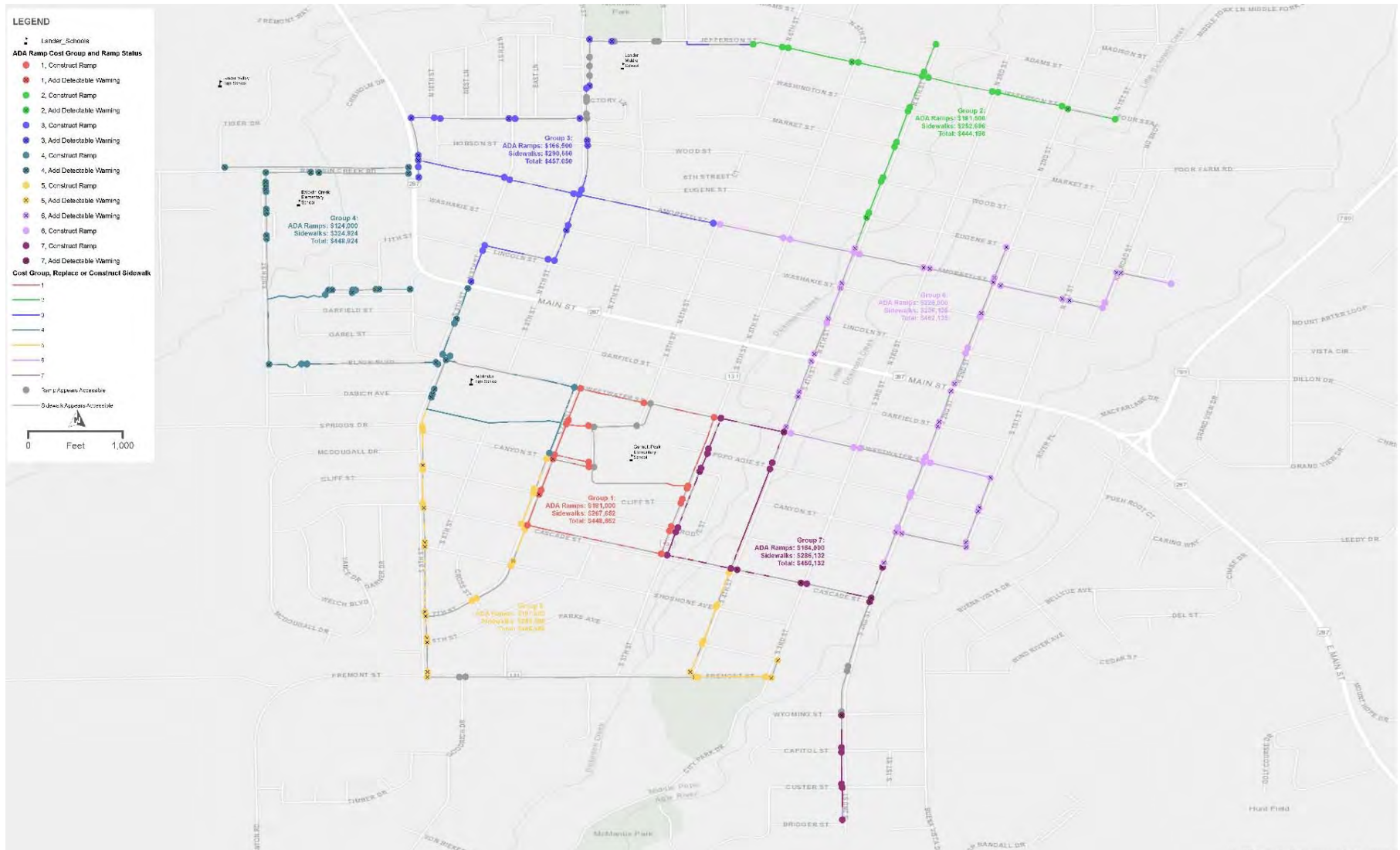


Appendix B.

Cost Groups Map



Map of Cost Groups for upgrades to the sidewalk and ramp system in Lander





Appendix C.

Pathways Facility Types



Table A-1 through Table A-8 outline the proposed updates and additions to the routes within the Lander Pathway System. The tables show the existing condition of each route, the curb face-to-curb face width of the facility, ownership of the right-of-way, and proposed alternative.

Bike Lanes

According to FHWA's [Small Town and Rural Multimodal Networks](#), **Bike Lanes** are striped lanes with clear markings to define the facility from motor vehicle traffic. Preferred widths of facilities are 6 feet.

Table A-1. Proposed Pathway System Facility Types – Bike Lanes

Bike Lanes			
<i>Route</i>	<i>Width (ft)*</i>	<i>Ownership</i>	<i>Existing Condition</i>
Proposed Dillon Drive On-Street Alternative	49	City	On-road, Shared Use, Paved, No Centerline, On-Street Parking
Proposed Main Street Recommendations	72	City	5 Lanes (including center turn-lane), Striped, 5.75' Bike Lane (Curb face to striping), Centerline, No Parking
1st Street (North) Alternative	48	City	On-road, Shared Use, Paved, Centerline, On-Street Parking
1st Street (South) Alternative	32-47	City	On-road, Shared Use, Paved, Centerline, On-Street Parking (only west side)
Proposed 2nd Street South Alternatives	44	City	On-road, Shared Use, Paved, No Centerline, On-Street Parking
Proposed 2nd Street On-Street Alternative	49	City	On-road, Marked Sharrows, Paved, Centerline, On-Street Parking
Proposed 2nd Street North Lincoln-Jefferson	49	City	On-road, Shared Use, Paved, No Centerline, On-Street Parking
Proposed 2nd Street North Alternatives	44	City and County	On-road, Shared Use, Paved, Centerline north of C Street, No Parking
3rd Street On-Street Route	48	City	On-road, Marked Sharrows, Paved, Centerline, On-Street Parking
4th Street On-Street Route	48	City	On-road, Marked Sharrows, Paved, Centerline, On-Street Parking
5th Street On-Street Route	48	City	On-road, Marked Sharrows, Paved, Centerline, On-Street Parking
7th Street On-Street Route	44	City	On-road, Marked Sharrows, Paved, Centerline, On-Street Parking
Proposed 9th Street Alternatives	49	City	On-road, Shared Use, Paved, No Centerline, On-Street Parking
Proposed 9th Street (North) Alternatives	49	City	On-road, Shared Use, Paved, Centerline, On-Street Parking
Garfield Street Alternatives	44	City	On-road, Shared Use, Paved, No Centerline, On-Street Parking



Table A-1. Proposed Pathway System Facility Types – Bike Lanes

Lincoln Street Alternatives	49	City	On-road, Shared Use, Paved, No Centerline, On-Street Parking
8th Street On-Street Route	44	City	On-road, Shared Use, Paved, No Centerline, On-Street Parking
*Curb face to curb face.			

Advisory Bike Lanes

According to FHWA's [Small Town and Rural Multimodal Networks](#), **Advisory Bike Lanes** (also known as advisory shoulders or dashed bicycle lanes) create space for bicyclists on roadways that are too narrow for traditional striped bike lanes. Pavement markings (broken lane line) delineate space for bicycles and pedestrians. However, vehicles are allowed to enter the advisory lane to clear passage of oncoming vehicles. Preferred width of advisory bike lanes are 6 feet, with a minimum of 4 feet if no curb and gutter are present. Generally no center line should be marked on the roadway, with exceptions at specific locations because of topography, at-grade crossings, and bridges.

Table A-2. Proposed Pathway System Facility Types – Advisory Bike Lanes

Advisory Bike Lanes			
Route	Width (ft)	Ownership	Existing Condition
Proposed Squaw Creek Road (County Road)	44	County	On-road, Shared Use, Paved, No Centerline, No Parking
Proposed Hillcrest Drive (County Road)	20	County	On-road, Shared Use, Paved, Centerline, No Parking
Proposed Mortimore Lane (County Road)	25	County	On-road, Shared Use, Paved, Centerline, No Parking
Mortimore Lane Designated Pathway (County Road)	20	County	On-road, Shared Use, Paved, Centerline, No Parking

Buffered Bike Lanes

According to FHWA's [Small Town and Rural Multimodal Networks](#), **Buffered Bike Lanes** provide extra distance between moving traffic or adjacent uses (i.e., parked cars). Buffers are marked with two solid white lines. If buffers exceed 3 feet in width, interior diagonal cross hatching or chevron markings are required.



Table A-3. Proposed Pathway System Facility Types – Buffered Bike Lanes

Buffered Bike Lanes			
<i>Route</i>	<i>Width (ft)</i>	<i>Ownership</i>	<i>Existing Condition</i>
Proposed Buena Vista On-Street Route	44	City	On-road, Shared Use, Paved, Centerline, On-Street Parking
Sinks Canyon Road Designated Pathway	23.5		Buffered Shared Use Shoulder (east side), Paved, Centerline, No Parking
Fremont Street Designated Bike Path	38	City	On-road, Shared Use, Paved, Centerline (from 4th St west), On-Street Parking
Fremont Street Designated Bike Path (Westbound)	38	City	On-road, Shared Use, Paved, Centerline (from 4th St west), On-Street Parking
Sinks Canyon Road (South) State Highway	44	County	On-road or widened shoulders, Paved, Centerline, No Parking

Protected Bike Lanes

According to FHWA's [Small Town and Rural Multimodal Networks](#), **Protected Bike Lanes** provide a physical barrier between the bicycle facility and adjacent uses such as vehicular traffic. This separated facility provides the most comfort and safety of on-street bicycle facilities.

Table A-4. Proposed Pathway System Facility Types – Protected Bike Lanes

Protected Bike Lanes			
<i>Route</i>	<i>Width (ft)</i>	<i>Ownership</i>	<i>Existing Condition</i>
Proposed Baldwin Creek Road (3 Lane)	52	City	4 Lanes, On-road, Shared Use, Paved, Centerline, No Parking
Proposed Baldwin Creek Road (County Road)	25	County	On-road, Shared Use, Paved, Centerline, No Parking
Main Street Northbound Designated Bike Lane	72	City	5 Lanes (including center turn-lane), Marked Sharrows, Centerline, On-Street Parking
Main Street Southbound Designated Bike Lane	72	City	5 Lanes (including center turn-lane), Marked Sharrows, Centerline, On-Street Parking

Bicycle Boulevards

According to FHWA's [Small Town and Rural Multimodal Networks](#), **Bicycle Boulevards** are low-stress, shared bicycle facilities with vehicle traffic, designed to provide access to local destinations and through neighborhoods. They are prioritize bicyclists over vehicles through the use of shared lane markings (SLMs), wayfinding, and the lack of center line markings to promote safe passing of bicycles by motorists. Access management, traffic calming, and crossing treatments help to promote bicycle priority and safety through these routes. Bicycle Boulevards are similar to the existing Sharrows in Lander, but improve upon wayfinding and traffic calming from the existing facilities.



Table A-5. Proposed Pathway System Facility Types – Bicycle Boulevards

Bicycle Boulevards			
<i>Route</i>	<i>Width (ft)</i>	<i>Ownership</i>	<i>Existing Condition</i>
Lucky Pond On-Road Route	16	County	On-road, Shared Use, Gravel, No Centerline, No Parking
Proposed Eugene Street On-Street Alternative	42	City	On-road, Shared Use, Paved, No Centerline, On-Street Parking
Proposed Center Street On-Road Route	25	City	On-road, Shared Use, Paved, No Centerline, No Parking
Proposed Leedy Drive On-Street Alternatives	24	City	On-road, Shared Use, Paved, No Centerline, No Parking
Proposed Jefferson Street On-Street Alternatives	45	City	On-road, Shared Use, Paved, No Centerline, On-Street Parking
Amoretti Street On-Street Route	44	City	On-road, Shared Use, Paved, No Centerline, On-Street Parking
Proposed Wyoming Street On-Street Route	44	City	On-road, Shared Use, Paved, No Centerline, On-Street Parking
Proposed Bridger Street Alternatives	44	City	On-road, Shared Use, Paved, No Centerline, On-Street Parking
Proposed Chittim Road (County Road)	23	County	On-road, Shared Use, Paved, Centerline, No Parking
Propose Academic Way On-Street Alternative	27	City	On-road, Shared Use, Paved, Centerline, No Parking
Proposed Enterprise Blvd On-Street Alternatives	41	City	On-road, Shared Use, Paved, No Centerline, No Parking

Side Paths

According to NACTO's [Shared Use Path Accessibility Guidelines](#), **Side Paths** are multi-use trails or other paths, physically separated from motorized vehicular traffic by an open space or barrier, either within a highway right-of-way or within an independent right-of-way, and usable for transportation purposes.

Table A-6. Proposed Pathway System Facility Types – Side Paths

Side Paths			
<i>Route</i>	<i>Width (ft)</i>	<i>Ownership</i>	<i>Existing Condition</i>
Highway 789 Side Path (West Side)	60	City and County	5 Lanes (including center turn-lane), Side Path (along east side), Centerline, No Parking
Highway 789 Side Path (East Side)	60	City and County	5 Lanes (including center turn-lane), Side Path (along east side), Centerline, No Parking
State Campus Side Path	22	City	On-road, Shared Use, Paved, No Centerline, No Parking

**Table A-6. Proposed Pathway System Facility Types – Side Paths**

Highway 287 Side Path	70	City	5 Lanes (including center turn-lane), On-road, Shared Use, Paved, Centerline, On-Street Parking
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Paved Trails

Table A-7. Proposed Pathway System Facility Types

Paved Trails			
<i>Route</i>	<i>Width (ft)</i>	<i>Ownership</i>	<i>Existing Condition</i>
Vocational Drive Trail Spur (Paved)	10	City	Off-Street, Paved Pedestrian/Bicycle Path
Baldwin Creek Trail (Paved)	8	City	Off-Street, Paved Pedestrian/Bicycle Path
JB's Loop (Paved)	8	City	Off-Street, Paved Pedestrian/Bicycle Path
City Park Pathway	10	City	Off-Street, Paved Pedestrian/Bicycle Path
Barney Trail	8	City	Off-Street, Paved Pedestrian/Bicycle Path

Unpaved Trails

Unpaved trails in Lander are typically dirt or gravel. Many of the proposed unpaved trails are already informal paths used by residents in the city.

Table A-8. Proposed Pathway System Facility Types

Unpaved Trails			
<i>Route</i>	<i>Width (ft)</i>	<i>Ownership</i>	<i>Existing Condition</i>
Proposed Trail	18	County	Off-Street, Informal/Gravel or Not Constructed
Proposed Washakie Street On-Street Alternative	44	City	On-road, Shared Use, Gravel, No Centerline, No Parking
Baldwin Creek Trail (Unpaved)	-	City	Off-Street, Informal or Not Constructed
JB's Loop (Unpaved)	-	City	Off-Street, Not Constructed
Lucky Pond Trail	16	City and County	Unpaved Biking/Hiking Trail
Rail Trail	-	City	Off-Street, Not Constructed
Cemetery Trail	-	City	Off-Street, Not Constructed

**Table A-8. Proposed Pathway System Facility Types**

Hillcrest Drive Off-Road Path	-	City	Off-Street, Not Constructed
Barney Trail Spur	10	City	Off-Street, Gravel
Gannett Peak Estates Trail	-	City	Off-Street, Not Constructed
McDougall to Squaw Creek Trail	10	City	Off-Street, Gravel
Smith/McDougall Off-Street Trail	-	City	Off-Street, Not Constructed
Goodrich to City Park Trail	-	City	Off-Street, Not Constructed
Hillcrest Bypass Trail	-	City and County	Off-Street, Not Constructed
Phyllis Lynn Drive/Golf Course Trail	-	City	On-road, Sidewalk
Golf Course Trail	-	City	Off-Street, Informal/Gravel or Not Constructed
Hospital Trail	-	City	Off-Street, Informal/Gravel or Not Constructed
Dillon Drive Trail	-	City and County	Off-Street, Informal/Gravel or Not Constructed