AGENDA
CITY OF LARAMIE, WYOMING
CITY COUNCIL REGULAR MEETING

CITY HALL, COUNCIL CHAMBERS, 406 IVINSON AVE
TUESDAY, JANUARY 20, 2026, 6:30 PM
(Pre-Council Meeting begins at 6:15 pm)

City Council Meetings are open to the public in accordance with W.S. 16-4-403. Meetings are currently available in-person on a first come first serve basis, YouTube Live Feed (www.youtube.com/cityoflaramie/live), Cable Channel 191, or Zoom Webinar- Meeting ID: 862 2144 2701 Passcode: 018162 via internet, app, or telephone 1(669)900-9128. Public comments during the meeting may be provided in-person or via Zoom meeting. Public comments may also be submitted via email: council@cityoflaramie.org. Please email: clerk@cityoflaramie.org to request speaking time during the 30-minute public comment periods on non-agenda items by no later than 3:00 pm on the day of the meeting. Limited speaking slots may be assigned by lottery for non-agenda items when more than 10 requests are received; public comments may also be submitted in writing to council@cityoflaramie.org for the record. Requests for accommodations from persons with disabilities must be made to the City Manager's Office 24 hours in advance of a meeting. Pre-meetings are held prior to Regular Council Meetings at 6:15 pm for the purpose of discussing items on the Council's consent agenda for the Regular Meeting and the scheduling of items on Council's agenda.

Please be advised no additional agenda item will be introduced at a Regular City Council meeting after the hour of 9:30 pm, unless the majority of the City Council members present vote to extend the meeting.

Public comment is limited to three (3) minutes per speaker. When attending a meeting remotely, the public must have their video cameras enabled and turned on when addressing the council. See Rule 1.G. When commenting on non-agenda items , the comments must be germane to City business over which Council has control. Written public comment shall be submitted to the City Clerk for dissemination and retention for official City records, or submitted to the City Council through electronic correspondence at council@cityoflaramie.org. Full text available in Council Rules of Procedure and Code of Conduct 4.02 and Appendix B and C.

Written materials and other items must be submitted six (6) days in advance of the meeting (sooner if there are holidays prior to the meeting) in order that copies may be included with the agenda and to give the council an opportunity to review the material in advance of the appearance.

Zoom Link: https://cityoflaramie.zoom.us/j/86221442701?pwd=VxhwoJ3O4d7GW0VvGUsSTPvMest9Qm.1

1. **CALL TO ORDER**

2. **Pledge of Allegiance**

3. **Roll Call**

4. **Public Comment on Non-Agenda Items (Aggregate time limit 30 minutes)**

   (Limit of 3 minutes per speaker. No public comments on non-agenda related items will be taken via web-conferencing for the public comment period at the beginning of the meeting. When commenting on non-agenda items, the comments must be germane to City business over which Council has control. Written or other materials must be submitted to the City Clerk for public record and dissemination six (6) days prior to the meeting per City Council Rules of Procedure Appendix B.)

5. **Consideration of Changes in Agenda and Setting the Agenda**

   a. Public Request to Remove a Consent Agenda Item and Place it on the Regular Agenda to Allow for Public Comments (No public comment will be taken during this item. Items will be considered at the discretion of the council. Available in-person and web conferencing.)

   b. Council Acknowledgement of Requests for Changes to the Agenda (Councilors may request an item be moved from the consent agenda to the regular agenda.)

   c. MOTION BY ___, seconded by ___, that the following changes to the Agenda be approved:

   d. MOTION BY ___, seconded by ___, that the Agenda be set as submitted or changed.

6. **PROCLAMATIONS/PUBLIC HEARINGS/NOTIFICATIONS**

6.A. **PROCLAMATIONS & PRESENTATIONS**

6.A.i. **PROCLAMATION: Laramie's Arbor Day Tree Planting**

Documents:

Proclamation 2025 (41st) Arbor Day Celebration final.pdf

6.B. **PUBLIC HEARING**

6.B.i. **PUBLIC HEARING: Original Ordinance No. 2116, Amending Laramie Municipal Code Title 13, Division VII, Chapter 13.80, Related to Surface Water Drainage**

Documents:

PH OO2116, Amending Surface Water Drainage 1-20-26.pdf

6.C. ANNOUNCEMENTS

6.C.i. Monthly Staff Recognition

- James Pracheil, Community Service Officer (CSO)

7. Disclosures and/or Conflicts of Interest by City Council Members

8. Approval of Consent Agenda

Items listed on the Consent Agenda are considered to be routine and will be enacted by one motion in the form listed below. There will be no separate discussion of these items unless a Councilor so requests, in which case the item will be removed from the Consent Agenda and will be considered on the Regular Agenda.

MOTION BY _____, seconded by _____, that the Consent Agenda be approved and that each specific action on the Consent Agenda be approved as indicated.

9. CONSENT AGENDA

9.A. MINUTES: Minutes from the City Council Regular Meeting from January 6, 2026

Action:
I move that Laramie City Council approve the Minutes from the Regular Meeting of January 6, 2026.
[Bartholomew, CC]

Documents:

CC Minutes 1-6-26 Draft.pdf

9.B. MINUTES: Minutes from the Laramie Youth Council Regular Meeting on December 3, 2025

Action:
to acknowledge receipt of the minutes from the Laramie Youth Council Regular Meeting on December 3, 2025.
[Bartholomew, CC]

Documents:

LYC Minutes 12-3-25.pdf

9.C. MINUTES: Minutes from the Laramie Police Advisory Board Meeting on November 4, 2025

Action:
move to acknowledge receipt of the minutes from the Laramie Police

Advisory Board meeting on November 4, 2025.
[Bartholomew, CC]

Documents:

LPAB Minutes 11-4-25.pdf

9.D. CEMETERY DEEDS: Cemetery Deeds for January 1-15, 2026

Action:

move that the Cemetery Deeds for January 1-15, 2026, be accepted, and authorize the Mayor and City Clerk to sign, and have them recorded in the Office of the County Clerk.

[Feezer, ACM]

Documents:

Cem Deed. Jerri Burrowes Row Q, Lot 105, Spc 8 1-9-26.pdf
Cem Deed. Jim Mora Row O, Lot 75, Spc 5 1-9-26.pdf
Cem Deed. LeRoy _Lisa Martin Row D, Lot 14, Spc 2_3 1-9-26.pdf

9.E. LICENSE: Temporary Use of a City of Buffalo, WY Retail Liquor License within City Limits for Buffalo Land and Property Co. LLC for a Private Event at Bond's Brewery, January 31, 2026

Action:
I move that the Laramie City Council approve temporary use of a City of Buffalo, WY Retail Liquor License within city limits for Buffalo Land and Property Co. LLC for a private event at Bond's Brewery, January 31, 2026, contingent upon approval from the City of Buffalo City Council.
[Bartholomew, CC]

Documents:

Summary Temp Use in City Buffalo Land and Property 1-20-26.pdf
Buffalo Land and Property Catering Permit 1-14-26.pdf

9.F. RESOLUTION: Resolution 2026-06, Authorizing a Financed Purchase Agreement with Kinetic Leasing for a Zamboni Ice Resurfacer

Action:
I move that the Laramie City Council approve Resolution 2026-06 authorizing the negotiation, execution, and delivery of a master lease-purchase agreement in the principal amount of $103,345, between Kinetic Leasing, Inc., as lessor, and the City of Laramie, Wyoming, as lessee, under which the lessee will lease a Zamboni, and authorize the mayor and City Clerk to sign.
[Wade, ASD]

Documents:

Zamboni Financed Purchase Summary.pdf

Resolution 2026-06 Zamboni Financed Purchase Authorization.pdf
Zamboni Financed Purchase Agreement.pdf

9.G. RESOLUTION: Resolution 2026-07, Authorizing a Financed Purchase Agreement with Kinetic Leasing for a Signal Truck

Action:
I move that the Laramie City Council approve Resolution 2026-07 authorizing the negotiation, execution, and delivery of a master lease-purchase agreement in the principal amount of $171,303 between Kinetic Leasing Inc., as lessor, and the City of Laramie, Wyoming, as lessee, under which the lessee will lease a 2024 Ford Super Duty F-550 and authorize the Mayor and City Clerk to sign.
[Wade, ASD]

Documents:

Signal Truck Financed Purchase Summary.pdf
Resolution 2026-07 Signal Truck Financed Purchase Authorization.pdf
Signal Truck Financed Purchase Agreement.pdf

9.H. RESOLUTION: Resolution 2026-08, Appointing Two Members to the Human Rights and Relations Commission

Action:
I move that the Laramie City Council approve Resolution 2026-08, appointing two members to the Human Rights and Relations Commission, appointing Erik Boss and Samuel Burkett to terms expiring October 31st, 2028, and authorize the Mayor and City Clerk to sign.
[Russell, HRD]

Documents:

Summary Reso 2026-08 Appointing Two Member to HRRC 1-20-26.pdf
Reso 2026-08 Appoint two members HRRC 1-20-26.pdf

9.I. SCHEDULE MEETINGS:

that the following meeting be scheduled:

i. February 10, 2026, 6:00 pm - WORK SESSION: Contractor Involvement in Code Revisions and Report from Contractor's Meeting held on December 12, 2025

ii. February 10, 2026, 6:00 pm - WORK SESSION: Progress Update on the Comprehensive Planning Process

iii. February 10, 2026, 6:00 pm - WORK SESSION: Life Saving Awards

iv. February 24, 2026, 6:00 pm - WORK SESSION: Auditor's Report to the City Council and FY25 Financial Summary

v. February 24, 2026, 6:00 pm - WORK SESSION: Establishing an

Emergency Fund
vi. March 10, 2026, 6:00 pm - WORK SESSION: Development 101

10. **REGULAR AGENDA**

11. **At-Will Employment Contract Between City of Laramie and Todd Feezer as City Manager**

[Council]

Documents:

Summary.Contract Todd Feezer CM.01.20.26.pdf
Council - Todd Feezer Contract 010826.pdf

12. **Resolution 2026-09, Authorizing Submission of an Application to the State Loan and Investment Board for a Loan Through the State Revolving Fund on Behalf of the Governing Body for the City of Laramie. (Funding the purchase of a Hydro Excavator Truck to Assist in Complying with the Lead Service Line Regulation Posed by the EPA)**

[Webb, PW]

Documents:

Summary Res 2026-09 SRF Application vac truck revised.pdf
Res 2026-09 SRF Vac truck revised.pdf

13. **Original Ordinance No. 2116, Amending Laramie Municipal Code Title 13, Division VII, Chapter 13.80, Related to Surface Water Drainage**

Second Reading. (Introduced by O'Doherty)
[Webb, PW]

Documents:

Summary Ord 2116 Storm Water revised.pdf
Ord 2116 Surface Water Drainage (2nd Reading).pdf

14. **Resolution 2026-10, Authorizing the City of Laramie, Wyoming to Enact a Reimbursement Resolution to Pay for Qualified Capital Expenditures and to Seek Reimbursement from Proceeds of One or More Tax Exempt Leases for the Fiscal Year 2025 and 2026 Biennium**

[Wade, ASD]

Documents:

Lease Reimbursement Resolution Summary.pdf
Reimbursement Resolution 2026-10.pdf

15. **Land Purchase Agreement between the City of Laramie and Western Water Consultants, Inc., dba WWC Engineering and Resolution 2026-11 Amending Appropriations for the Fiscal Year 2025-2026 Biennial Budget of the City of Laramie, Wyoming**

    [Browne, Chief of Police]

    Documents:

    Summary Sheet Land Purchase Agreement WWC Engineering.pdf
    COL.WWC Purchase Agreement.1.5.26.Final.pdf
    Budget Resolution 2026-11.pdf

16. **Resolution 2026-12, Adopting the Reconnect West Laramie Plan as Certified by the Laramie Planning Commission**

    [Gabathuler, Planning Manager]

    Documents:

    Summary Cover Sheet_Reconnect West Laramie 1.20.26.pdf
    CC Reconnecting Certification Resolution_1.20.26.pdf
    Reconnecting PC Staff Report 1.12.26.pdf
    Reconnect West Laramie Plan_Final Draft.pdf
    Reconnect West Laramie Plan_Full Appendices.pdf

17. **Resolution 2026-13, Adopting the 10-Year Public Transportation Plan as Certified by the Laramie Planning Commission**

    Action:
    I move that the Laramie City Council approve Resolution 2026-13, adopting the 10-Year Public Transportation Plan as certified by the Laramie Planning Commission, and authorize the Mayor and Clerk to sign.
    [Mary Bork, Project Manager]

    Documents:

    1_COL_Summary Sheet 01.20.2026 10-Yr Public Transpo Plan.pdf
    2_COL_Resolution.pdf
    3_Reso Attachment A.pdf
    6_PC_StaffReport.pdf
    5_Background Materials Resolutions City_County.pdf

18. **Resolution 2026-14, Supporting Albany County's Submission of an Unmet Housing Grant Application to the State Loan and Investment Board**

    [Feezer, ICM]

    Documents:

    Summary Resolution 2026.14 Unmet Housing Need.pdf
    Resolution 2026.14 Unmet Housing Need.pdf

19. **Public Comments on Non-agenda Items**

(Limit of 3 minutes per speaker. When commenting on non-agenda items, the comments must be germane to City business over which Council has control. Written or other materials must be submitted to the City Clerk for public record and dissemination six (6) days prior to the meeting per City Council Rules of Procedure Appendix B.)

20. **Consideration of Future Council Work Session Topics**

Documents:

Future Work Session Topics 1-20-2026.pdf
Upcoming Meetings 1-20-26.pdf

21. **Adjournment**

Proclamation

By City Council of Laramie

WHEREAS, this year, 2025, is the 153th Anniversary of the first Arbor Day. In 1872 J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees and this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska; and

WHEREAS, the planting of trees is a vital step in developing civic pride and a sense of community by providing an abundance of environmental advantages, including battling increasing carbon emissions, and providing aesthetic advantages to citizens and wildlife, wherever they are found; and

WHEREAS, the State of Wyoming has designated the last Monday in April as the State Arbor Day and all communities in Wyoming can designate their own Arbor Day, based upon the climatic conditions of the community; and

WHEREAS, the Governing Body for the City of Laramie desires to participate in the annual celebration of Arbor Day; and

WHEREAS, the City of Laramie has celebrated Arbor Day beginning in 1984 and this year, 2025, will be Laramie's 41st Arbor Day; and

WHEREAS, the City of Laramie Arbor Day celebration was held on Thursday, June 12, 2025, 9:00 AM at Optimist Park, where six apple trees will be planted, with the help of Laramie Girl Scout Troop 1347.

NOW, THEREFORE, I, Sharon Cumbie, Mayor and President of the City of Laramie, Wyoming City Council, do hereby proclaim June 12, 2025, as

Laramie's Arbor Day Tree Planting.

We urge residents of Laramie to plant trees and to support our City's community forestry program.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the official Seal of the City of Laramie, Wyoming, to be affixed this 20th day of January 2026.

_____

Sharon Cumbie, Mayor and President City of Laramie, City Council

_____

Nancy Bartholomew, CMC,
City of Laramie, City Clerk

NOTICE OF CITY COUNCIL
PUBLIC HEARING

NOTICE IS HEREBY GIVEN that a **Public Hearing** of the **Laramie City Council** will be held Tuesday, January 20, 2026 at **6:30 p.m., at 406 Ivinson Ave, Council Chambers** and via Zoom meeting, for the following purpose: Original Ordinance No. 2116, Amending Laramie Municipal Code Title 13, Division VII, Chapter 13.80, Related to Surface Water Drainage. All information relative to this matter is available for review at the City of Laramie City Clerk's Office, at 406 Ivinson Avenue, Laramie, WY. Anyone wishing to be heard should be present or may be represented by his or her agent at the meeting or via Zoom. Written comments may be mailed to: City Council c/o City of Laramie City Clerk, P.O. Box C, Laramie, WY 82073. For questions or information, contact the City Clerk's Office, at the address above, by telephone at 307-721-5220 or by email at clerk@cityoflaramie.org.

This meeting will be available via Zoom Meeting ID: 862 2144 2701 Passcode: 018162.

/s/Nancy Bartholomew, City Clerk

Publish: January 10, 2026
BILL TO: City of Laramie Clerk, Attn: Nancy Bartholomew, P.O. Box C, Laramie, WY 82073
AFFIDAVIT REQUIRED

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CITY OF LARAMIE, WYOMING
CITY COUNCIL REGULAR MEETING MINUTES
CITY HALL COUNCIL CHAMBERS, 406 IVINSON AVE, LARAMIE, WY 82070

JANUARY 6, 2026

Pre-meetings are held prior to Regular Council meetings for the purpose of discussing items on the consent agenda and assigning introductions of items on the regular agenda.

Pre meeting began at 6:15 pm.

Council present: William Bowling, Jim Fried, Matt Lockhart, Brandon Newman, Erin O'Doherty, Joe Shumway, Melanie Vigil, Micah Richardson, and Sharon Cumbie. Absent: None.

No changes were requested for the agenda. Council made introduction assignments for regular agenda items.

Council adjourned pre-meeting and recessed at 6:17 pm.

1. CALL TO ORDER

Regular Meeting of the City Council was called to order by Mayor Cumbie at 6:30 p.m.

2. Pledge of Allegiance

Mayor Cumbie led the Pledge of Allegiance.

3. Roll Call

Roll call showed present: William Bowling, Jim Fried, Matt Lockhart, Brandon Newman, Erin O'Doherty, Joe Shumway, Melanie Vigil, Micah Richardson, and Sharon Cumbie. Absent: None.

Directors and City Clerk present: Todd Feezer, Interim City Manager; Nancy Bartholomew, City Clerk; Bob Southard, City Attorney; Jenn Wade, Director of Administrative Services; Patti Russell, Human Resources; and Brooks Webb, Public Works Director.

4. Public Comment on Non-Agenda Items (Aggregate time limit 30 minutes)

(Limit of 3 minutes per speaker.)
Liza Cuthbert-Millett and Dr. Sally Palmer.

5. Consideration of Changes in Agenda and Setting the Agenda

A. Public Request to Remove a Consent Agenda Item and Place it on the Regular Agenda to Allow for Public Comments (No public comment will be taken during this item. Items will be considered at the discretion of the council. Available in-person and web conferencing.)
No public requests received.

DRAFT

B. Council Acknowledgement of Requests for Changes to the Agenda (Councilors may request an item be moved from the consent agenda to the regular agenda.)
Not applicable.

~~C. MOTION BY __, seconded by __, that the following changes to the Agenda be approved:~~

D. MOTION BY RICHARDSON, seconded by Vigil, that the Agenda be set as submitted.

MOTION CARRIED by voice vote.

6. PROCLAMATIONS/NOTIFICATIONS/PUBLIC HEARINGS

6.A. PROCLAMATIONS & PRESENTATIONS

6.B. PUBLIC HEARING

6.C. ANNOUNCEMENTS
Jennifer Wade- Budget Advisory Committee is looking for additional members.

7. Disclosures and/or Conflicts of Interest by City Council Members
None.

8. Approval of Consent Agenda

Items listed on the Consent Agenda are considered to be routine and will be enacted by one motion in the form listed below. There will be no separate discussion of these items unless a Councilor or citizen so requests, in which case the item will be removed from the Consent Agenda and will be considered on the Regular Agenda.

MOTION BY RICHARDSON, seconded by Shumway, that the Consent Agenda be approved and that each specific action on the Consent Agenda be approved as indicated.

Roll call showed Aye: Bowling, Fried, Lockhart, Newman, O'Doherty, Shumway, Vigil, Richardson, and Cumbie. Nay: None. Absent: None. MOTION CARRIED.

9. CONSENT AGENDA

9.A. MINUTES: Minutes from the City Council Regular Meeting and from December 16, 2025

Action:
that Council approve the Minutes of the following City Council meetings: the Regular Meeting and Public Hearing of December 16, 2025.

9.B. MINUTES: Minutes from the Laramie Regional Airport Joint Powers Board Regular Meeting on October 8, 2025 and Special Meeting on November 17, 2025
Action:
to acknowledge receipt of the minutes from the Laramie Regional Airport Joint Powers Board Regular Meeting on October 8, 2025 and Special Meeting on November 17, 2025.

9.C. CEMETERY DEEDS: Cemetery Deeds for December 1-31, 2025
Action:
that the Cemetery Deeds for December 1-31, 2025, be accepted, and the Mayor and City Clerk be authorized to sign and have them recorded in the Office of the County Clerk.

9.D. VOUCHERS: December 2025
Action:
that the following Resolution be adopted: BE IT RESOLVED: that all vouchers approved by the Finance Committee be allowed, warrants drawn on proper City funds in payment thereof, and the vouchers be placed on file in the Treasurer's Office subject to public inspection; and that Council authorize payment for disbursements made before normal City Council approval on the first Tuesday in January, for preauthorized items, including month-end payroll due to employees, payroll withholding remittances, utility charges, telephone charges, employee travel, other employee reimbursements, refunds for City services, sales and use tax remittances, recording fees, Office 365 subscriptions, postage, court appointed attorney fees, jury service payments, court restitution payments, and bond refunds. These expenditures are to be paid subject to audit by the City of Laramie Finance Department.

9.E. RESOLUTION: Resolution 2026-01, Setting the Day, Time and Location of Regularly Held Meetings of the Laramie City Council
Action:
move that Council approve Resolution 2026-01, setting the day, time and location of regularly held meetings of the Laramie City Council, and authorize the Mayor and Clerk to sign.

9.F. RESOLUTION: Resolution 2026-02, Recommending that the Albany County Board of Commissioners Update the City Representatives Appointed to the Albany County Transportation Authority
Action:
move to approve Resolution 2026-02, recommending that the Albany County Board of Commissioners update the City representatives appointed to the Albany County Transportation Authority, and authorize the Mayor and Clerk to sign.

9.G. RESOLUTION: Resolution 2026-03, Approve Updated Community Partner Funding Application
Action:
move that Laramie City Council approve Resolution 2026-03, approving the updated Community Partner Funding application, and authorize the Mayor and City Clerk to sign.

DRAFT

9.H. RESOLUTION: Resolution 2026-04, Appointing Two (2) Members to the Traffic Safety Commission
Action:
move to approve Resolution 2026-04, appointing Merritt Young and Nancy Sindelar to the Traffic Safety Commission for terms expiring on January 1, 2029, and authorize the Mayor and City Clerk to sign.

9.I. LICENSE: Vehicle for Hire License Renewal for Tour De Venue
Action:
move to approve the renewal of a Vehicle for Hire License to Tour De Venue (Owner: Bockai Akmadu Ahmadu), 2885 East Midway Blvd Broomfield, Colorado, for the period of January 1, 2026 to December 31, 2026.

9.J. SCHEDULE MEETINGS:
that the following meeting be scheduled:
i. N/A

10. REGULAR AGENDA

11. Original Ordinance No. 2116, Amending Laramie Municipal Code Title 13, Division VII, Chapter 13.80, Related to Surface Water Drainage

MOTION BY O'DOHERTY, seconded by Richardson, to approve Original Ordinance No. 2116, on first reading, amending Laramie Municipal Code Title 13, Division VII, Chapter 13.80, related to Surface Water Drainage.

Public Comment received from the following:
Bob Moore and Eric Henderson.

Roll call showed Aye: Bowling, Fried, Lockhart, O'Doherty, Shumway, Vigil, Richardson, and Cumbie. Nay: Newman. Absent: None. MOTION CARRIED.

DRAFT

12. Resolution 2026-05, Approving the Proposition for Imposition of a 1% Specific Purpose Excise Tax in Albany County, State of Wyoming, for the Purpose of Funding Specific Projects, Said Proposition to be Placed on the Ballot at a Special Election to be Held in Albany County on Tuesday, May 5, 2026

MOTION BY LOCKHART, seconded by Vigil, that the Laramie City Council approve Resolution 2026–05, approving the proposition for imposition of a 1% Specific Purpose Excise Tax in Albany County, State of Wyoming, for the purpose of funding specific projects, said proposition to be placed on the ballot at a special election to be held in Albany County on Tuesday, May 5, 2026, and authorize the Mayor and Clerk to sign.

No public comment received.

Roll call showed Aye: Bowling, Fried, Lockhart, Newman, O'Doherty, Shumway, Vigil, Richardson, and Cumbie. Nay: None. Absent: None. MOTION CARRIED.

13. Public Comments on Non-Agenda Items
No public comment received.

14. Consideration of future Council work session topics
Lockhart- Downtown Parking with Business Input (Cumbie)

15. Adjourn to Executive Session regarding Personnel, WY § 16-4-405(a)(x) and Litigation WY § 16-4-405(a)(iii)

MOTION BY O'DOHERTY, seconded by Richardson, to adjourn to Executive Session regarding Personnel, WY § 16-4-405(a)(x) and Litigation WY § 16-4-405(a)(iii).

MOTION CARRIED by voice vote.

Council adjourned at 7:36 p.m.

Approved:

_____

Nancy Bartholomew Date
City Clerk

Duly published in the newspaper and posted online at www.cityoflaramie.org on 14th day of January 2026.

DRAFT

LARAMIE YOUTH COUNCIL

Minutes- Regular Meeting December 3, 2025, 6:00 pm

1. Call to Order

Regular Meeting of the Laramie Youth Council was called to order by Chair Hovhannisyan at 6:08 p.m.

2. Roll Call

Roll call showed present: William Alexander, Anh Nguyen, Maylin Mejia-Alday, and Eliz Hovhannisyan. Absent: Isaac Kirsch, Carl McLean, Vaiga Ramsankar

Council Members present: William Bowling and Joe Shumway. Absent: Brandon Newman

Staff present: Nancy Bartholomew, City Clerk.

3. Ice Breaker

4. Approval of Agenda and Minutes

4.A. Consideration of Changes in Agenda and Setting the Agenda

A. MOTION BY WILLIAM ALEXANDER, seconded by Maylin Meja-Alday, that the following changes to the agenda be approved: to add Item 10.B. Discussion on Meeting Date and Time.

MOTION CARRIED by voice vote and raised hands.

B. MOTION BY MAYLIN MEJA-ALDAY, seconded by William Alexander, that the Agenda be set as changed.

MOTION CARRIED by voice vote and raised hands.

4.B. Consideration of Approval of Minutes from November 5, 2025.

MOTION BY WILLIAM ALEXANDER, seconded by Maylin Meja-Alday, to approve the minutes from November 5, 2025.

MOTION CARRIED by voice vote and raised hands.

5. Announcements

- Ordinance in January for fee structure for surface water drainage structure
- Christmas Parade next week
- Washington Park lights until Jan. 1

6. Reports from Advisors/Officers

- Finance remains the same

7. Reports from Council/Commissioners Liaisons

N/A

8. Disclosures by Laramie Youth Council Members

N/A

9. Old Business

9.A. Discussion on Mental Health I&E Event

Laramie Youth Council Members will provide an update on progress with contacting the Laramie High School Principal and any local resources they have gathered with the group. They will discuss the next steps for reaching their event goal.

- Events up until January 24

Mental Health

- Host event during I&E and have professionals come
- Little activities with fidgets as prizes (fidget spinners, stress balls, etc.)
- Potential speakers: Cathedral Home, Tele-Hope, Safe2Tell, therapists, educators
- Maybe during lunch → resource fair/table, for marketing purposes
- Approval from Principal Fred George
- Date: February or March, before spring break
- Interactive session
- I&E presenter: Tele-Hope

10. New Business

10.A. Introduction to Planning Commission and City Council Recap Videos

- YouTube channel with 5 minute recap videos are available at www.youtube.com/cityoflaramie.

10.B. Discussion on Meeting Date and Time

- Students discussed keeping 6:00 pm, 1st Wednesday of every month as the schedule but would like input for missing Youth Council members.

MOTION BY Maylin, seconded by William, to postpone discussion of the time of the meetings.

11. Next Meeting- November 2, 2023, 6:00 pm, City Council Chambers, 406 Ivinson Ave

12. Adjourn

MOTION BY WILLIAM ALEXANDER, seconded by Maylin Meja-Alday, to adjourn the meeting.

MOTION CARRIED by voice vote and raised hands.

Meeting adjourned at 7:37 p.m.

APPROVED:

Anh Nguyen 1/7/2026

Anh Nguyen, Secretary Date

CITY OF LARAMIE, WYOMING
LARAMIE POLICE ADVISORY BOARD REGULAR MEETING MINUTES
LARAMIE POLICE DEPARTMENT, 620 PLAZA COURT, LARAMIE, WY 82070

NOVEMBER 4, 2025

1. CALL TO ORDER

Meeting was called to order by Chair Cramer at 1:30 p.m.

Members present: Josh Anderson, Mitch Cushman, Elizabeth Powers (virtual), Bob Sell, and Ted Cramer.

Members absent: none.

Council Liaison: William Bowling (present)

Staff Present: Janine Jordan, City Manager (virtual at 1:59 pm); Brian Browne, Police Chief; Nancy Bartholomew, City Clerk; and Gwen Smith, Police Lieutenant.

2. Public Comment on Items Not on the Agenda

None.

3. Quorum Affirmation

A quorum was present at all times during the meeting.

4. Approval and Setting of Agenda

MOTION BY SELL, seconded by Anderson, that the Agenda be set.

MOTION CARRIED by voice vote.

5. DISCLOSURES - Ex-parte communications; potential conflicts of interest

None.

6. Approval of Minutes from September 2, 2025 Laramie Police Advisory Board Regular Meeting

MOTION BY POWERS, seconded by Sell, to approve the minutes from September 2, 2025 regular meeting of the Laramie Police Advisory Board.

MOTION CARRIED by voice vote.

7. Business Items

7.A. Interim City Manager Appointed

Assistant City Manager Todd Feezer has been appointed as Interim City Manager beginning on December 16, 2025.

7.B. Re-appointments and Terms for Members

Elizabeth Powers and Bob Sell were re-appointed to terms expiring October 31, 2028.
Membership terms:
Josh Anderson: October 31, 2027
Elizabeth Powers: October 31, 2028
Bob Sell: October 31, 2028
Ted Cramer (Chair): October 31, 2026
Mitch Cushman (Vice-Chair): October 31, 2026

No action is needed at this time.

7.C. Presentation on Public Safety Building Analysis [Lieutenant Gwen Smith]

Lieutenant Gwen Smith gave a presentation on the analysis of the public safety buildings for Laramie Police and Fire Departments. The consultant is still working on finalizing their report but should have a final version in the near future. Their analysis will provide additional information to support new or remodeled facilities for the City of Laramie Police and Fire Departments. More information will be presented to City Council in the future.

No action was needed at this time.

7.D. Check-in on Training Requirements Progress 2025

Sergeant Kyle Groose was unable to attend the meeting so the discussion will be postponed until the next meeting. Many of the board members said they need to schedule their ride-a-longs with Laramie Police Department to finish out their training hours.

7.E. Op-ed Article Discussion

The board decided to wait to do an Op-ed article that will be reviewed in January and approved in March on the need for new facilities for the Laramie Police Department based on the board's perspective from training, analysis, and experience.

8. Discussion/Observations related to Training, Resident Comments, and Agenda Topics

Member Anderson would like to receive some training on drones and the certifications needed to operate them.
Chair Cramer would like to receive training on Ai in policing.

9. Next Meeting will be January 6, 2026, 1:30 pm, location TBD

10. Adjournment

MOTION BY CUSHMAN, seconded by Sell, to adjourn the meeting.

MOTION CARRIED by voice vote.

Meeting adjourned at 3:20 p.m.

APPROVED:

Nancy Bartholomew, City Clerk — Date 1-6-26

PERPETUAL CARE AGREEMENT

THIS AGREEMENT, made this 9th day of January, 2026, by and between the City of Laramie, Wyoming ("City") and Jerri Burrowes ("Buyer"), with right of survivorship, whose address is 2755 Riverside Drive, Laramie, Wyoming 82070.

WITNESSETH:

For the consideration mentioned below, the City agrees to sell to the Buyer, and the Buyer agrees to buy the following described real property situated in Greenhill Cemetery, City of Laramie, County of Albany, State of Wyoming, with perpetual care:

Row/Block: Q Lot: 105 Grave Space Number: 8 Total of (1) Space

Subject to the following provisions:

The Buyer agrees to pay to the City $200.00 (Two Hundred and no/100 Dollars) for Perpetual Care.

(a) The City acknowledges the receipt of $200.00 (Two Hundred and no/100 Dollars).

1. The parties understand that the perpetual care begins when the Agreement is executed and that the perpetual care consists of the following: planting, watering, and mowing grass; destroying weeds; maintaining lawn grade; and leveling small stones and markers. The parties understand that the City shall not maintain curbs or items placed or planted on the burial space by the owners.
2. The parties agree that this Agreement is subject to and controlled by the City ordinances.
3. The Buyer understands that he/she cannot transfer this lot without the written consent of the City, which consent shall not be unreasonably withheld.
4. The heirs, personal representatives, successors, and assigns of the respective parties are bound by this Agreement.
5. The Buyer agrees to pay court costs and reasonable attorneys' fees incurred by the City due to a default of the Buyer.

WITNESS OUR HANDS the day and year first written above.

BUYER(S):

By: Jerri Burrowes
Jerri Burrowes

CITY OF LARAMIE

By: Tim
City Manager

By: Madelyn Danks
Sexton

Receipt # 2820673

CONTRACT FOR CEMETERY DEED AND PERPETUAL CARE

THIS AGREEMENT, made this 9th day of January, 2026, by and between the City of Laramie, Wyoming ("City") and Jim Mora ("Buyer"), with right of survivorship, whose address is 1664 N. Cedar Sp.#78, Laramie, Wyoming 82072.

WITNESSETH:

For the consideration mentioned below, the City agrees to sell to the Buyer, and the Buyer agrees to buy the following described real property situated in Greenhill Cemetery, City of Laramie, County of Albany, State of Wyoming, with perpetual care:

Row/Block: O Lot: 75 Grave Space Number: 5 Total of (1) Ash Space

Subject to the following provisions:

1. The Buyer has examined the property and accepts it in its present condition. There are no representations, covenants, or agreements between the parties concerning the property other than those in this agreement.
2. The City agrees to transfer title to the property to the Buyer by a Quitclaim Cemetery Deed when the Buyer has made all payments due under this Contract. The title shall be transferred subject to all easements, restrictions, or reservations or record in the office of the County Clerk and Ex-Officio Register of Deeds of Albany County. Possession of the property transfers to the Buyer when the Deed is executed.
3. The City agrees to sell the above property and to care perpetually for it, subject to the following provisions:

(a) The Buyer agrees to pay to the City $100.00 (One Hundred and no/100 Dollars) for 1 Ash Size grave space, a $12.00 filing fee, $100.00 (One Hundred and no/100 Dollars) for perpetual care, and $200.00 (Two Hundred and no/100 Dollars) for the Opening and Closing fee for (1) Ash burial (for Gilbert Tony Mora).

(b) The City acknowledges the receipt of $412.00 (Four Hundred Twelve and no/100 Dollars).

4. The parties understand that the perpetual care begins when this Agreement is executed and that the perpetual care consists of the following: planting, watering, and mowing grass; destroying weeds; maintaining lawn grade; and leveling small stones and markers. The parties understand that the City shall not maintain curbs or items placed or planted on the burial space by the owners.
5. The Buyer understands that no burial shall be allowed in a burial space until a Contract has been executed for a cemetery deed and perpetual care or a Deed has been obtained and a Perpetual Care Agreement has been executed and the full amount due under the Contract or Agreement for the grave space, the opening and closing fee, and the perpetual care has been paid.
6. The parties agree that this Agreement is subject to and controlled by the City ordinances.
7. The Buyer understands that he/she cannot transfer this lot without the written consent of the City, which consent shall not be unreasonably withheld.
8. The heirs, personal representatives, successors, and assigns of the respective parties are bound by this Agreement.
9. The Buyer agrees to pay court costs and reasonable attorneys' fees incurred by the City due to a default of the Buyer.

WITNESS OUR HANDS the day and year first written above.

BUYER(S):

By: Jim Mora
Jim Mora

CITY OF LARAMIE

By:
City Manager

By: Madelyn Davis
Sexton

Receipt #2820638

QUITCLAIM DEED TO LOT IN LARAMIE CITY CEMETERY

The City of Laramie, a municipal corporation in the County of Albany, State of Wyoming, Grantor, for the consideration of $100.00 in hand paid, hereby CONVEYS and QUITCLAIMS to Jim Mora, Grantees, whose address is 1664 N. Cedar Sp. #78, Laramie, Wyoming 82072, Row O, Lot 75, Space 5, in the Laramie City Cemetery, Albany County, Wyoming as that property is laid down and described in the plat of the Cemetery now on file and duly recorded in the office of the County Clerk and Ex-Officio Register of Deeds of Albany County, for the sole purpose of interment under the regulations and ordinances of the City Council of the City of Laramie.

Grantee understands that no transfer or assignment of the above-described property is valid without the prior written consent of the City, which consent shall not be unreasonably withheld.

IN WITNESS WHEREOF, the Grantor has set its hand and seal this _____ day of _____, 2026.

ATTEST:
(Seal)

THE CITY OF LARAMIE, WYOMING

_____
City Clerk

_____
Mayor

STATE OF WYOMING)
) ss.
COUNTY OF ALBANY)

On this _____ day of _____, 2026, before me, a Notary Public for Albany County, Wyoming, personally appeared _____ and _____, personally known to me, who, being duly sworn by me, did each say that _____ is the duly qualified and acting Mayor, and _____ is the duly qualified and acting Clerk of the City of Laramie, a municipal corporation; that the seal affixed to the foregoing instrument is the corporate seal of that corporation; and that the instrument was signed and sealed on behalf of that corporation by authority of the City Council of the City of Laramie. _____ and _____ duly acknowledged that they each had in their official capacities executed the foregoing deed as the act of the corporation for the consideration and purposes mentioned in the deed.

WITNESS my hand and official seal this _____ day of _____, 2026.

_____
Notary Public

My Commission Expires:

CONTRACT FOR CEMETERY DEED AND PERPETUAL CARE

THIS AGREEMENT, made this 9th day of January, 2026, by and between the City of Laramie, Wyoming ("City") and LeRoy E. Martin and Lisa A. Martin ("Buyers"), with right of survivorship, whose address is 4137 Bobolink Lane, Laramie, Wyoming 82070.

WITNESSETH:

For the consideration mentioned below, the City agrees to sell to the Buyer, and the Buyer agrees to buy the following described real property situated in Greenhill Cemetery, City of Laramie, County of Albany, State of Wyoming, with perpetual care:

Row/Block: D Lot: 14 Grave Space Number: 2 & 3 Total of (2) Ash Spaces

Subject to the following provisions:

1. The Buyer has examined the property and accepts it in its present condition. There are no representations, covenants, or agreements between the parties concerning the property other than those in this agreement.

2. The City agrees to transfer title to the property to the Buyer by a Quitclaim Cemetery Deed when the Buyer has made all payments due under this Contract. The title shall be transferred subject to all easements, restrictions, or reservations or record in the office of the County Clerk and Ex-Officio Register of Deeds of Albany County. Possession of the property transfers to the Buyer when the Deed is executed.

3. The City agrees to sell the above property and to care perpetually for it, subject to the following provisions:

(a) The Buyer agrees to pay to the City $200.00 (Two Hundred and no/100 Dollars) for 2 Ash Size grave space, a $12.00 filing fee, $200.00 (Two Hundred and no/100 Dollars) for perpetual care.

(b) The City acknowledges the receipt of $412.00 (Four Hundred Twelve and no/100 Dollars).

4. The parties understand that the perpetual care begins when this Agreement is executed and that the perpetual care consists of the following: planting, watering, and mowing grass; destroying weeds; maintaining lawn grade; and leveling small stones and markers. The parties understand that the City shall not maintain curbs or items placed or planted on the burial space by the owners.

5. The Buyer understands that no burial shall be allowed in a burial space until a Contract has been executed for a cemetery deed and perpetual care or a Deed has been obtained and a Perpetual Care Agreement has been executed and the full amount due under the Contract or Agreement for the grave space, the opening and closing fee, and the perpetual care has been paid.

6. The parties agree that this Agreement is subject to and controlled by the City ordinances.

7. The Buyer understands that he/she cannot transfer this lot without the written consent of the City, which consent shall not be unreasonably withheld.

8. The heirs, personal representatives, successors, and assigns of the respective parties are bound by this Agreement.

9. The Buyer agrees to pay court costs and reasonable attorneys' fees incurred by the City due to a default of the Buyer.

WITNESS OUR HANDS the day and year first written above.

BUYER(S):

By: LeRoy E. Martin
LeRoy E. Martin

By: Lisa A. Martin
Lisa A. Martin

CITY OF LARAMIE

By:
City Manager

By: Madylin Dale
Sexton

Receipt # 28208216
28208116

QUITCLAIM DEED TO LOT IN LARAMIE CITY CEMETERY

The City of Laramie, a municipal corporation in the County of Albany, State of Wyoming, Grantor, for the consideration of $200.00 in hand paid, hereby CONVEYS and QUITCLAIMS to LeRoy E. Martin and Lisa A. Martin, Grantees, whose address is 4137 Bobolink Lane, Laramie, Wyoming 82070, Row D, Lot 14, Space 2 & 3, in the Laramie City Cemetery, Albany County, Wyoming as that property is laid down and described in the plat of the Cemetery now on file and duly recorded in the office of the County Clerk and Ex-Officio Register of Deeds of Albany County, for the sole purpose of interment under the regulations and ordinances of the City Council of the City of Laramie.

Grantee understands that no transfer or assignment of the above-described property is valid without the prior written consent of the City, which consent shall not be unreasonably withheld.

IN WITNESS WHEREOF, the Grantor has set its hand and seal this _____ day of _____, 2026.

ATTEST:
(Seal)

THE CITY OF LARAMIE, WYOMING

_____
City Clerk

_____
Mayor

STATE OF WYOMING)
) ss.
COUNTY OF ALBANY)

On this _____ day of _____, 2026, before me, a Notary Public for Albany County, Wyoming, personally appeared _____ and _____, personally known to me, who, being duly sworn by me, did each say that _____ is the duly qualified and acting Mayor, and _____ is the duly qualified and acting Clerk of the City of Laramie, a municipal corporation; that the seal affixed to the foregoing instrument is the corporate seal of that corporation; and that the instrument was signed and sealed on behalf of that corporation by authority of the City Council of the City of Laramie. _____ and _____ duly acknowledged that they each had in their official capacities executed the foregoing deed as the act of the corporation for the consideration and purposes mentioned in the deed.

WITNESS my hand and official seal this _____ day of _____, 2026.

_____
Notary Public

My Commission Expires:

REGULAR COUNCIL MEETING **January 20, 2026**

Laramie WYOMING	**Agenda Item:** Licensing **Title:** LICENSE: Temporary Use of a City of Buffalo, WY Retail Liquor License within City Limits for Buffalo Land and Property Co. LLC for a Private Event at Bond's Brewery, January 31, 2026

Recommended Council Motion:

I move that the Laramie City Council approve temporary use of a City of Buffalo, WY Retail Liquor License within city limits for Buffalo Land and Property Co. LLC for a private event at Bond's Brewery, January 31, 2026, contingent upon approval of the City of Buffalo City Council.

Administrative or Policy Goal:

To fulfill the legal requirements of the Wyoming State Liquor Laws in Wyoming State Statute 12-4-502(d).

Background:

The City Clerk's Office received the attached Alcohol Catering Permit application from Buffalo Land and Property Co. LLC requesting to secure permission to temporarily relocate their City of Buffalo Wyoming liquor license within city limits. Buffalo Land and Property Co. LLC will be catering a private event, Speakeasy Night at Bond's Brewery at 411 S 2nd Street on January 31, 2026, from 8:00 pm -12:00 am.

The Clerk's office and city departments have approved the event and alcohol application. The Buffalo City Council will approve the temporary use at their January 20th meeting.

Legal/Statutory Authority:

As per Wyoming State Statute 12-4-502(d) ". . . . Any applicant applying for a permit authorized by this section and having licensed premises located within a jurisdiction other than that jurisdiction that to which application is made, shall secure the written approval of the licensing authority of the jurisdiction in which the licensed premises are located prior to filing an application for a permit."

Budget/Fiscal Information:

Revenue: $50.00

Responsible Staff:

Nancy Bartholomew, City Clerk,
clerk@cityoflaramie.org
(307) 721-5220

Attachments:

Alcohol Catering Application

PERMIT SNAPSHOT REPORT CATR-26-01-14-0207 FOR CITY OF LARAMIE

Permit Type	Alcohol Catering Permits	**Project:**		**App Date:**	01/14/2026
Work Class:	Alcohol Catering Private Property	**District:**	Downtown Commercial	**Exp Date:**	02/01/2026
Status:	In Review	**Square Feet:**	0.00	**Completed:**	NOT COMPLETED
Valuation:	$0.00	**Assigned To:**	Shoefelt, Ryan	**Approval Expire Date:**	01/31/2026

Description: Private event in the downstairs area of Bond's Brewery. The upstairs will remain open as normal but alcohol service will be limited to the downstairs area.

Parcel: 16733335000500 Main	**Address:** 411 S 2Nd St Main Laramie, WY 82070	**Zone:** DC(Downtown Commercial District)

Applicant
Mallory Bond
[redacted]
Laramie, WY 82072
Business: [redacted]
Mobile: [redacted]

Business/Organization
Buffalo Land and Property Co LLC

Permit Custom Fields

Event Name	Speakeasy Night	Event Description	Private Event with cocktails at Bond's	Event and Bar Location	Downstairs at Bond's Brewery
Start and End Date/Time for Each Day of the Event	1/31/26, 8 pm to 12 am	Date/Cleanup Time for Each Day of the Event	1/31/26 midnight	Number of Days	1
List the dates/times of alcohol service.	January 31, 8 pm to Midnight	What types of alcohol will you be serving?	Alcoholic Beverages (Wine, Spirits, etc.), Malt Beverages (Beer Wine Coolers)	# of Attendees	50
# of Estimated Vehicles	25	Event Supervisor Name and Phone Number	Mallory Bond [redacted]	Do you need a noise permit?	No
Event Sound Equipment	No	Will vendors be present at the event?	No	Is the Police Department needed at the event?	No
Will you have food service?	Yes	Will you have tents or inflatables?	No	Property Owner Permission Answer	Yes
Who will be attending this event?	Ticket Holders Only	How did you publicize this event?	Invitation	Will minors be allowed at this event?	No
Describe preventing minors from consuming alcohol.	Handstamps or wristbands for 21+, Minors will not be permitted within service area. , Signs posted stated "No Service to Minors", TiPS trained servers will check ids	Do you have TiPS trained servers?	Yes	Who will be checking IDs before alcohol service?	Employees
Consumption Area Answer	Staff supervising and informing guests	Additional Information (Maximum 50 Characters)		Date/Setup Time for Each Day of the Event	1/31/26 6 pm

Attachment File Name	Added On	Added By	Attachment Group	Notes
Bond's Permission.pdf	01/14/2026 9:38	Shoefelt, Ryan		
Downstairs Event.pdf	01/14/2026 9:38	Shoefelt, Ryan		
Mallory DL.jpg	01/14/2026 9:38	Shoefelt, Ryan		

Invoice No.	Fee	Fee Amount	Amount Paid
INV-00006316	CC - Alcohol Catering Permit	$50.00	$0.00
	Total for Invoice INV-00006316	$50.00	$0.00

PERMIT SNAPSHOT REPORT (CATR-26-01-14-0207)

	Grand Total for Permit	**$50.00**	**$0.00**

Workflow Step / Action Name	Action Type	Start Date	End Date
Application Completeness Check v.1		01/14/2026 9:41	01/14/2026 9:41
Confirm application complete v.1	Generic Action		01/14/2026 9:41
Invoice Fees v.1		01/14/2026 9:41	
Issue Invoice v.1	Generic Action		01/14/2026 9:41
[illegible] Fees Paid v.1	Generic Action		
Review v.1			
All Shot Permit Review v.1	Receive Submittal		
Issue Permit v.1			
Issue Permit v.1	Generic Action		

Agenda Item: Resolution

Title: Resolution 2026-06 Authorizing a Financed Purchase Agreement with Kinetic Leasing for a Zamboni Ice Resurfacer

Recommended Council MOTION:

I move that the Laramie City Council approve Resolution 2026-06 authorizing the negotiation, execution, and delivery of a master lease-purchase agreement in the principal amount of $103,345, between Kinetic Leasing, Inc., as lessor, and the City of Laramie, Wyoming, as lessee, under which the lessee will lease a Zamboni, and authorize the mayor and City Clerk to sign.

Administrative or Policy Goal:

Finance the replacement of aging and worn equipment according to the City's established replacement policy as recommended by the Fleet Advisory Committee and approved in the adopted budget.

Background:

On August 19, 2024, the Council awarded a bid for an ice resurfacer to Zamboni for $130,345. The new Zamboni was delivered on October 30, 2025.

On June 18, 2024, the Council approved Resolution 2024-51 authorizing the City to reimburse itself with tax-exempt lease proceeds for equipment planned for lease financing and budgeted in the fiscal year 2025-2026 biennium, as well as purchase commitments made in prior fiscal years but delivered in the current biennium.

Bid requests for capital lease financing were issued on November 26, 2025, and bids were due December 11, 2025. The bid request was sent to each authorized depositor of public funds. A lease term of three (3) years was requested to finance $103,345. The City received three bids for financing. A summary of the bids is presented below:

ANB Bank through Kinetic Leasing, Inc.	3.99% bid rate, no additional fees
Riverstone Bank	4.60% bid rate, no additional fees
First National Bank of Omaha	4.47% bid rate plus $5,000 fees

The City recommends accepting the bid from ANB Bank through Kinetic Leasing, Inc. because of the competitive interest rate. The first debt payment of $18,202.47 is due 4/1/2026. Payments are semi-annual, and the final lease payment is due 10/1/2028.

Legal/Statutory Authority:

W.S. 15-1-702

BUDGET/FISCAL INFORMATION:

EXPENSE
Please see the amortization schedule included in the financing agreement submitted by ANB Bank through Kinetic Leasing, Inc.

Responsible Staff:
Jennifer Wade, ASD, 721-5224

Attachments:
Resolution 2026-06 to Authorize the Lease Agreement
Lease and Option to Purchase Agreement, with Exhibits

City of Laramie, Wyoming
RESOLUTION 2026-06
MASTER LEASE-PURCHASE NO. CIT8325

A RESOLUTION AUTHORIZING THE NEGOTIATION, EXECUTION, AND DELIVERY OF A MASTER LEASE-PURCHASE AGREEMENT IN THE PRINCIPAL AMOUNT OF $103,345.00, BETWEEN KINETIC LEASING, INC., AS LESSOR, AND THE CITY OF LARAMIE, WYOMING, AS LESSEE, UNDER WHICH THE LESSEE WILL LEASE A ZAMBONI;

WHEREAS, City of Laramie, Wyoming (the "City") is a City duly organized and existing pursuant to the Constitution and laws of the State of Wyoming, and

WHEREAS, the City Council (the Council) of the City is authorized pursuant to Wyoming law, to purchase and hold real and personal property for the use of the City and to lease any real or personal property, either as lessor or lessee, when deemed by the Council to be in the best interests of the City and its inhabitants; and

WHEREAS, the Council hereby finds and determines that the execution of a Master Lease-Purchase Agreement (the "Equipment Lease") for the purpose of leasing with the option to purchase the equipment designated and set forth in Schedule A to the Equipment Lease is appropriate and necessary to the function and operations of the City; and

WHEREAS, Kinetic Leasing, Inc. (the "Lessor"), duly organized, existing, and in good standing under the laws of the State of North Dakota, shall act as Lessor under the Equipment Lease; and

WHEREAS, the obligation of the City to pay Rental Payments (as defined in the Equipment Lease) shall be from year to year only; shall constitute currently budgeted expenditures of the City; shall not constitute a mandatory charge or requirement in any ensuing budget year; and shall not constitute a general obligation or a multiple fiscal year direct or indirect debt or other financial obligation whatsoever of the City within the meaning of any constitutional or statutory limitation or requirement concerning the creation of indebtedness, nor a mandatory payment obligation of the City in any ensuing fiscal year beyond any fiscal year during which the Equipment Lease shall be in effect; and

WHEREAS, the Equipment Lease shall not directly or indirectly obligate the City to make any payments beyond those appropriated for any fiscal year during which the Equipment Lease shall be in effect and the Equipment Lease shall terminate (or not be renewed) in the event that the City does not appropriate Rental Payments under the Equipment Lease;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LARAMIE, WYOMING:

Section 1. The City Mayor and the City Clerk acting on behalf of the City, are hereby authorized to enter into, execute, and deliver the Equipment Lease in substantially the form set forth in the document presently before the Council, which document is available for public inspection at the office of the City Clerk. The City Mayor and City Clerk acting on behalf of the City, are hereby authorized to enter into, execute, and deliver such other documents relating to the Equipment Lease, as the City Mayor and City Clerk upon advice of counsel, deem necessary and appropriate. The City Mayor is authorized to execute the Receipt Certificate(s) in form as attached to the Equipment Lease.

Section 2. The Equipment Lease shall be in the principal amount of $103,345.00 bearing interest as set forth in Exhibit B of the Equipment Lease; the Equipment Lease to contain an option to purchase by the City as therein set forth.

Section 3. The obligation of the City to make Rental Payments under the Equipment Lease is subject to annual appropriation by the Council and constitutes an undertaking of the City to make current expenditures. No provision of this resolution or the Equipment Lease shall be construed or interpreted as a delegation of governmental powers or as constituting or giving rise to a general obligation or other indebtedness or a multiple fiscal year direct or indirect debt or other financial obligation of the City within the meaning of any constitutional or statutory debt limitation, of the Wyoming Constitution, nor a mandatory charge or requirement against the City in any ensuing fiscal year beyond the current fiscal year. The City shall have no obligation to make any payment to the Lessor or its assigns except in connection with the payment of the Rental Payments under the Equipment Lease and certain other payments, for which funds have been specifically appropriated and encumbered by the City for such purpose, under the Equipment Lease, which payments may be terminated (and the Equipment Lease not renewed) by the City in accordance with the provisions of the Equipment Lease.

Section 4. The Council hereby determines and declares that (a) the Rental Payments due under the Equipment Lease constitute the fair rental value of the Equipment and do not exceed a reasonable amount; and (b) the leasing of the Equipment pursuant to the Equipment Lease is in the best interests of the City and its inhabitants.

Section 5. All other related contracts and agreements, necessary and incidental to the Equipment Lease are hereby authorized.

Section 6. The City reasonably anticipates to issue not more than $10,000,000 of tax-exempt obligations (other than "private activity bonds" which are not "qualified 501(c)(3) bonds") during the period from January 1, 2026 to December 31, 2026 and hereby designates the Equipment Lease as a qualified tax-exempt obligation for purposes of Section 265(b) of the Internal Revenue Code of 1986, as amended.

Section 7. This resolution shall take effect immediately upon its adoption and approval.

ADOPTED AND APPROVED this _____.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

kinetic LEASING

www.kineticlease.com

PHONE 701.476.0221
800.558.7337
FAX 701.476.0277

2575 41st Street South
Suite 1 PO Box 9785
Fargo, ND 58106-9785

December 17, 2025

City of Laramie, Wyoming
Attn: Sharon Cumbie
PO Box C
Laramie, WY 82073

RE: Master Lease-Purchase Agreement CIT8325

Dear Sharon:

Please find enclosed the following documentation for the lease of Zamboni

- Resolution
- Master Lease-Purchase Agreement No. CIT8325
  - Schedule Lease No. 109
  - Exhibit A - Equipment Description
  - Exhibit B - Rental Payments
  - Exhibit C – Receipt Certificate
  - Exhibit D – Statement of Essential Use

    Please complete the questions listed on this document.
  - Exhibit E Insurance Coverage

    Please fill in the name and address of your insurance agent where indicated. It is important that you request a certificate of insurance be forwarded to our office just as soon as possible.
- Certificate as To Use of Proceeds
- General and No litigation Certificate
- [redacted]
- Title Rider
- 8038-G - *We will take care of filing this form with the IRS. Please sign originals where indicated in blue ink.*

Please sign all documents where indicated and send to my attention.

I can be reached at 800-558-7337, if you have any questions pertaining to the documentation.

Sincerely,

Mike Rausch
Equipment Financing Specialist

Bank Qualified

MASTER LEASE-PURCHASE AGREEMENT NO. CIT8325-109

This MASTER LEASE-PURCHASE AGREEMENT ("Lease") is made and entered into as of this 1st day of February, 2026, by and between Kinetic Leasing, Inc. (the "Lessor") with its offices at 2575 41st Street S, Suite 1, Fargo, ND 58104 and City of Laramie, Wyoming (the "Lessee") with its office at 406 E Ivinson Ave, Laramie, WY 82070, wherein it is agreed as follows:

1. **LEASE OF EQUIPMENT; LEASE SCHEDULES.** Subject to the terms and conditions hereof, Lessor agrees to lease to Lessee and Lessee agrees to lease from Lessor all the equipment described in one or more Lease Schedules ("Schedule") which are entered into from time to time by Lessor and Lessee. Each Schedule incorporates the terms and conditions of this Lease together with all exhibits, riders, attachments and addenda thereto and each such Schedule shall be independent of any other Schedule entered into hereunder. The items of equipment described in Exhibit A attached to each Schedule, together with all replacement parts, repairs, additions and accessories incorporated therein or affixed thereto shall herein collectively be called the "Equipment".

2. **ACCEPTANCE; TERM.** Lessee shall execute and deliver to Lessor one or more receipt certificates ("Receipt Certificates") each of which shall indicate that each item or portion of each item of Equipment described therein has been accepted for use by Lessee or for delivery to an equipment vendor on behalf of Lessee under a Schedule to this Lease and is satisfactory to Lessee for all purposes. This Lease will become effective upon the execution hereof by Lessee and Lessor.

The term of each Schedule will commence on the date Lessee and Lessor executes such Schedule and shall terminate on the last day of Lessee's fiscal year (a "Fiscal Year") in which the Schedule has commenced (the "Original Term"). Unless earlier terminated pursuant to the provisions hereof, the term of each Schedule shall be automatically renewed at the end of the Original Term and each renewal term thereof for a renewal term of one additional Fiscal Year (a "Renewal Term") unless an Event of Non-appropriation shall have occurred as described under Section 5 hereof. The "Lease Term" shall collectively mean the Original Term and all Renewal Terms. The Lease Term shall also terminate upon payment by Lessee of the last Rental Payment required to be made by it in accordance with Exhibit B thereto, unless earlier terminated or not renewed pursuant to Section 5 hereof.

The Lease Term, assuming all annual renewals of this Lease pursuant to Section 5 hereof, does not exceed the weighted average useful life of the Equipment.

3. **RENTAL PAYMENTS.** Subject to Section 5 hereof, Lessee shall pay to Lessor or its assignee the rental payments ("Base Rental Payments") in the amounts and at the times as set forth in Exhibit B to each Schedule. Base Rental Payments, together with additional amounts owed by the Lessee hereunder, are collectively referred to as ("Rental Payments"). A portion of each Rental Payment is paid as and represents the payment of interest as set forth in each Exhibit B. The Rental Payments will be payable for the Lease Term in dollars (U.S.), without notice or demand at the office of Lessor (or such other place as Lessor or its assignee may designate from time to time in writing). Provided that the Rental Payments have been appropriated as set forth in Section 5 hereof, in the event any Rental Payment is received by Lessor or its assignee later than ten (10) days from the due date, Lessee shall pay Lessor on demand as a late charge, ten percent (10%) of such overdue amount, limited, however, to the maximum amount allowed by law.

EXCEPT AS SPECIFICALLY PROVIDED IN SECTION 5 HEREOF, THE RENTAL PAYMENTS WILL BE ABSOLUTE AND UNCONDITIONAL IN ALL EVENTS AND WILL NOT BE SUBJECT TO ANY SETOFF, DEFENSE, COUNTERCLAIM, ABATEMENT OR RECOUPMENT FOR ANY REASON WHATSOEVER. All Rental Payments shall be payable out of the general funds of Lessee or out of any other available funds which have been appropriated by the governing body of Lessee to pay the Rental Payments pursuant to Section 5 hereof.

Lessee and Lessor acknowledge and agree that the Rental Payments shall constitute currently budgeted expenditures of Lessee. Lessee's obligations to pay Rental Payments shall be subject to Lessee's annual right to terminate or not renew this Lease (as further provided in Section 5 hereof), and shall not constitute a mandatory charge, requirement or liability in any ensuing fiscal year of Lessee's beyond the then current fiscal year. No

provision of this Lease shall be construed or interpreted as a delegation of governmental powers or as creating indebtedness or a multiple-fiscal year direct or indirect debt or other financial obligation whatsoever of Lessee within the meaning of any constitutional or statutory debt limitation of the applicable State laws. This Lease shall not directly or indirectly obligate Lessee to make any payments beyond the funds legally available to Lessee for its then current Fiscal Year. Lessee shall be under no obligation whatsoever to exercise its option to purchase the Equipment under this Lease. No provision of this Lease shall be construed to pledge or to create a lien on any class or source of Lessee moneys, nor shall any provision of this Lease restrict the future issuance of any bonds or obligations of Lessee payable from any class or source of moneys of Lessee.

Lessor may revoke acceptance of each Schedule at any time prior to receipt of Lessee's first Receipt Certificate thereunder if Lessor determines that (i) any written representation made to it by Lessee proves to have been false or misleading in any material respect when made, (ii) subsequent to the making of any such representation there has occurred a material change such that any such representation as made is not true and correct, (iii) any event which would constitute a default under the Lease has occurred, or (iv) there has been a substantial and material change in Lessee's financial condition or operations which has a material adverse effect on Lessee's creditworthiness.

4. **DELIVERY; PAYMENT OF EQUIPMENT COST.** The Equipment has been or will be delivered to Lessee by the supplier thereof (the "Equipment Vendor") at Lessee's address above or such other location specified in Exhibit A to each Schedule (the "Equipment Location"). Lessee will pay all transportation and other costs, if any, incurred in connection with the delivery and installation of the Equipment. Upon Lessor's receipt of a Receipt Certificate and, if applicable, a Payment Request Form (under any related Escrow Agreement as may be entered into in respect of any Schedule) for all or a portion of the Equipment and any other documentation required by Lessor, Lessor will pay, or if applicable, cause an Escrow Agent to pay, the Purchase Price of such Equipment to be paid to the Equipment Vendor therefor, if applicable, or to the Lessee in payment or reimbursement for certain prior payments in connection with the delivery and installation of the Equipment (provided that such reimbursements may be made in compliance with federal income tax laws).

5. **TERMINATION FOR GOVERNMENTAL NON-APPROPRIATIONS.** Lessee is a political subdivision of the State of Wyoming. Lessee's Fiscal Year ending on June 30 of each calendar year. If Lessee does not appropriate sufficient funds to continue making the Rental Payments for any of Lessee's Fiscal Years subsequent to the one in which this Lease is executed and entered into, then this Lease shall be terminated effective upon expiration of the Fiscal Year in respect of which sufficient funds to make the Rental Payments were last appropriated by the governing body of Lessee and Lessee shall not, upon the occurrence of this "Event of Non-appropriation", be obligated to make any Rental Payments due beyond said Fiscal Year.

Lessee represents that the funds necessary to pay Rental Payments, if any, due in Lessee's now current Fiscal Year have been appropriated.

Lessee shall have an annual option to terminate or not renew this Lease which termination or non-renewal shall be conclusively determined by whether or not the governing body of Lessee has, on or before the last day of each Fiscal Year during the Lease Term, duly enacted an appropriation ordinance or resolution for the ensuing Fiscal Year which includes by specific line item reference sufficient amounts authorized and directed to be used to pay the Rental Payments due in the following Fiscal Year.

The officer of Lessee at any time charged with the responsibility of formulating budget proposals is hereby directed to include in the annual budget proposals submitted to the governing body of Lessee, items for all payments required under this Lease for the ensuing Fiscal Year, until such time (if any) as the governing body of Lessee may determine to terminate or not renew this Lease; it being the intention of the governing body of Lessee that any decision to terminate or not renew this Lease shall be made solely by the governing body of Lessee and not by any other official of Lessee.

Lessee shall, in any event, promptly furnish Lessor or its assignee with copies of its annual budget within seven days after the budget is adopted, but not later than the fourth day after the end of such Fiscal Year, provided that telephonic notice is provided by Lessee to Lessor or its assignee of the adoption of the budget not later than the end of the first business day of the next succeeding Fiscal Year. If such budget and appropriation are not adopted, Lessee shall notify Lessor or its assignee as further provided herein.

Lessee shall give Lessor immediate notice of Lessee's intent to terminate or not renew this Lease under this Section 5, which notice shall contain the termination date (which shall be the end of the last of Lessee's Fiscal Years for which appropriations for the Rental Payments were made) (the "Termination Date") and Lessee shall comply with the provisions of Section 22 of this Lease. Failure to give such notice shall not mean that termination of this Lease (or an Event of Non-appropriation) has not occurred.

In the event of an early termination of this Lease under this Section, all obligations of Lessee to make Rental Payments which would otherwise be due hereunder after the Termination Date shall cease.

6. **LIMITATION ON WARRANTIES. LESSOR MAKES NO WARRANTY OR REPRESENTATION, EITHER EXPRESS OR IMPLIED, AS TO THE VALUE, DESIGN, CONDITION, MERCHANTABILITY, FITNESS FOR PARTICULAR PURPOSE OR FITNESS FOR THE USE OF ANY OF THE EQUIPMENT OR AS TO ITS TITLE THERETO OR ANY OTHER REPRESENTATION OR WARRANTY WITH RESPECT TO THE EQUIPMENT.** Lessor hereby assigns to Lessee for and during the Lease Term its interest in any manufacturer's or Equipment Vendor's warranties or guaranties, express or implied, issued on or applicable to the Equipment and Lessor authorizes Lessee to obtain the customary services furnished in connection with such warranties or guaranties at Lessee's expense. Lessee acknowledges that the Equipment has been purchased by Lessor in accordance with Lessee's specifications from Equipment Vendors selected by Lessee; that Lessor is not a manufacturer or dealer of such Equipment and takes no part in or responsibility for the installation of the Equipment, and that Lessor has made no representation or warranty and assumes no obligation with respect to the merchantability, condition, quality or fitness of the Equipment or the enforcement of the manufacturer's warranties or guaranties.

7. **TITLE.** All right, title and interest in and to each item of the Equipment shall be vested in Lessor immediately upon Lessee's acceptance of the Equipment. Title to the Equipment shall be held in the name of Lessor until Lessor's rights, title and interest in the Equipment are conveyed by Lessor to Lessee as provided in Section 15 hereof. In the event that the Equipment shall include vehicles, the certificates of title thereto shall be in the name of Lessor until conveyed as set forth in Section 15 hereof.

8. **PERSONAL PROPERTY.** The Equipment is and will remain personal property and will not be deemed to be affixed or attached to real estate or any building thereon. If requested by Lessor, Lessee will, at its expense, furnish a landlord or mortgagee waiver with respect to the Equipment.

9. **USE; REPAIRS.** Lessee will use the Equipment in a careful manner for the use contemplated by the manufacturer of the Equipment and shall comply with all laws, ordinances, insurance policies and regulations relating thereto, and will pay all costs, claims, damages, fees and charges arising out of its possession, use or maintenance. Lessee, at its expense, will keep the Equipment in good repair and will furnish all parts, mechanisms and devices required therefor. If the Equipment is such as is customarily covered by a maintenance agreement, Lessee will furnish Lessor with a maintenance agreement with a party satisfactory to Lessor.

10. **ALTERATIONS.** Lessee will not make any alterations, additions or improvements to the Equipment without Lessor's prior written consent unless such alterations, additions or improvements may be readily removed without damage to the Equipment.

11. **LOCATION; INSPECTION.** The Equipment will not be removed from, or if the Equipment consists of rolling stock its permanent base will not be changed from, the Equipment Location without Lessor's prior written consent which will not be unreasonably withheld. Lessor will be entitled to enter upon the Equipment Location or elsewhere during reasonable business hours to inspect the Equipment or observe its use and operation.

12. **LIENS AND TAXES.** Lessee shall keep the Equipment free and clear of all levies, liens and encumbrances except those created under this Lease. Lessee shall pay, when due, all charges and taxes (local, state and federal) which may now or hereafter be imposed upon the ownership, leasing, rental, sale, purchase, possession or use of the Equipment, excluding, however, all taxes on or measured by Lessor's income. If Lessee fails to pay said charges and taxes when due, Lessor shall have the right, but shall not be obligated, to pay said charges and taxes. If Lessor pays any charges or taxes for which Lessee is responsible or liable under this Lease, Lessee shall, upon demand, reimburse Lessor therefor as additional rent the amount of any such charges or taxes plus interest thereon at the highest rate allowed by law to the date of said reimbursement.

13. **RISK OF LOSS; DAMAGES; DESTRUCTION.** Lessee assumes all risk of loss of or damage to the Equipment from any cause whatsoever, and no such loss of or damage to the Equipment shall relieve Lessee of the obligation to make Rental Payments or to perform any other obligation under this Lease. In the event of damage to any item of Equipment, Lessee will immediately place the same in good repair with the proceeds of any insurance recovery applied to the cost of such repair. If Lessor determines that any item of the Equipment is lost, stolen, destroyed or damaged beyond repair Lessee, at its option, will either: (a) replace the same with like equipment in good repair, or (b) on the next Rental Payment date pay Lessor; (i) all amounts owed by Lessee under this Lease, including the Rental Payment due on such date; and (ii) an amount equal to the applicable Termination Value set forth in each Exhibit B.

In the event that Lessee is obligated to make such payment with respect to less than all of the Equipment, Lessor will provide Lessee with the pro rata amount of the Rental Payment and the Termination Value or balance of the Rental Payments then remaining unpaid hereunder, as applicable, to be made by Lessee with respect to the Equipment which has suffered the event of loss.

14. **INSURANCE.** Lessee will, at its expense, maintain at all times during the Lease Term, fire and extended coverage, public liability and property damage insurance with respect to the Equipment in such amounts, covering such risks, and with such insurance companies as shall be satisfactory to Lessor. In no event will the insurance limits be less than the amount of the then applicable Termination Value as provided in Section 15 below. Each insurance policy will name Lessee as an insured and Lessor or its assigns as an additional insured and loss payee, and will contain a clause requiring the insurer to give Lessor at least thirty (30) days prior written notice of any alteration in the terms of such policy or the cancellation thereof. The proceeds of any such policies will be payable to Lessee and Lessor or its assigns as their interests may appear.

Upon acceptance of the Equipment and upon each insurance renewal date, Lessee will deliver to Lessor a certificate evidencing such insurance. In the event of any loss, damage, injury or accident involving the Equipment, Lessee will promptly provide Lessor with written notice thereof and make available to Lessor all information and documentation relating thereto.

15. **PURCHASE OPTION.** On each Base Rental Payment due date, Lessee shall have an option to purchase the Equipment for an amount equal to (a) the Rental Payment then due plus (b) the Termination Value set forth in each Exhibit B. Lessee's right hereunder shall be conditioned upon Lessee's having performed all terms and conditions hereof in a timely fashion and no Event of Default shall have occurred either during the term of the Lease nor at the time this option to purchase is sought to be exercised. Further, Lessee shall, as a condition precedent, give notice of its intention to exercise its option at least thirty (30) days prior to the date upon which it seeks to exercise said right. At such time as Lessee shall have fully paid the total Rental Payments for the entire Lease Term under each Schedule and Lessee shall have fully paid and performed all other obligations hereunder and thereunder and provided no Event of Default has occurred and is continuing, Lessee may at its option pay to Lessor the sum of **ONE DOLLAR ($1.00)**, whereupon Lessor shall transfer and convey all of its right, title and interest in the Equipment under such Schedule to Lessee as is, where is, without warranty, express or implied, except Lessor will warrant to Lessee that the Equipment is free and clear of any liens created by Lessor. On the date of receipt of the total Rental Payments for the entire Lease Term under each Schedule and the sum of $1.00, Lessor shall deliver to Lessee such deeds, releases, bills of sale, certificates of title and other documents and instruments as Lessee shall reasonably require to evidence the transfer of all right, title and interest of Lessor in such Equipment to the Lessee free and clear of all liens and encumbrances created by or arising, directly or indirectly, through Lessor.

16. **LESSEE CERTIFICATION.** Lessee warrants that it is a state, or a political subdivision thereof, as defined in Section 103(a) of the Internal Revenue Code of 1986, as amended, (the "Code") and the related regulations and rulings thereunder, or the District of Columbia, and that Lessee's obligation under this Lease constitutes an enforceable obligation issued on behalf of a state or political subdivision thereof, such that any interest income derived under this Lease and due Lessor or its assignee, including but not limited to those amounts designated as interest in Exhibit B, will qualify for exclusion from gross income for Federal income tax purposes by Lessor, its assignee, and any participants with such, under Section 103 of the Code.

Lessee further warrants that (a) Lessee has the legal capacity to enter into this Lease and is not in contravention of any town/city, district, county, or state statute, rule, regulation, or other governmental provision; and (b) during the Lease Term, the Equipment will be used by Lessee only for the purpose of performing

governmental or proprietary functions of Lessee consistent with the permissible scope of Lessee's authority and will not be used in a trade or business of any person or entity other than Lessee.

17. **GENERAL TAX AND ARBITRAGE COVENANT.** The Lessee hereby covenants that, notwithstanding any other provision of this Lease, it shall not take any action, or fail to take any action, if any such action or failure to take action would adversely affect the exclusion from gross income of the interest component of the Rental Payments under Section 103 of the Code. The Lessee shall not, directly or indirectly, use or permit the use of the property financed with the Lease, or any portion thereby, by any person other than a governmental unit (as such term is used in Section 141 of the Code), in such manner or to such extent as would result in the loss of exclusion from gross income for federal income tax purposes of the interest component of the Rental Payments.

The Lessee shall not take any action, or fail to take any action, if any such action or failure to take action would cause the Rental Payments to be "private activity bonds" within the meaning of Section 141 of the Code, and in furtherance thereof, shall not make any use of the property financed with the Lease, or any portion thereof, or any other funds of the Lessee, that would cause the Lease Payments to be "private activity bonds" within the meaning of Section 141 of the Code. To that end, so long as any Lease Payments are outstanding, the Lessee, with respect to the property financed with the Lease and such other funds, will comply with applicable requirements of the Code and all regulations of the United States Department of the Treasury issued thereunder to the extent such requirements are, at the time, applicable and in effect.

The Lessee shall not, directly or indirectly use or permit the use of the Equipment, or other funds of the Lessee, or take or omit to take any action, that would cause the Rental Payments to be "arbitrage bonds" within the meaning of Section 148 of the Code. To that end, the United States Department of the Treasury issued thereunder to the extent such requirements are, at the time, in effect and applicable to the Rental Payments.

The Lessee shall not take or omit to take any action that would cause the Rental Payments to be "federally guaranteed" within the meaning of Section 149(b) of the Code.

18. **INDEMNIFICATION.** If for any reason the usage of the Equipment would cause any interest payment hereunder to lose its exclusion from gross income for federal income tax purposes, or if Lessee fails to comply with the information reporting requirements of Section 149(e) of the Code or if Lessee fails to keep a record of all assignments of the Lease pursuant to Section 149(a) of the Code (as provided in Section 28 hereof), then Lessee agrees to the extent allowed by law, to pay Lessor, its assignees, and any participants with such, an additional amount which, together with the amount of interest to be paid by Lessee under this Lease, puts Lessor, its assignees, and any participants with such, in the same after-tax position they would have been in had such payments been excluded from gross income for federal income tax purposes under Section 103 of the Code.

To the extent allowed by law, Lessee agrees to be solely responsible for and to indemnify Lessor for, from and against, any and all claims, actions, proceedings, expenses, damages, liabilities or losses, including reasonable attorney's fees and court costs arising in connection with this Lease or the Equipment, including, but not limited to, its selection, purchase, delivery, possession, use, operation or return and the recovery of claims under insurance policies thereon. This covenant of indemnity shall continue in full force and effect notwithstanding the payment of all Rental Payments and the conveyance of title to the Equipment to Lessee, as provided in this Lease, or the termination of this Lease in any manner whatsoever.

19. **ESSENTIAL USE.** It is the intent of the current governing body of Lessee to make Rental Payments for the full Lease Term but this statement of intent shall not be construed as contractually obligating or otherwise binding Lessee. In this regard Lessee represents that: (a) the use of the Equipment is essential to Lessee's proper, efficient and economic functioning or to the services that Lessee provides to its citizens, (b) Lessee has an immediate need for and expects to make immediate use of substantially all the Equipment, which need is not temporary or expected to diminish in the foreseeable future, and (c) the Equipment will be used by Lessee only for the purpose of performing one or more of its governmental or proprietary functions consistent with the permissible scope of its authority.

20. **ASSIGNMENT.** Without Lessor's prior written consent, Lessee will not assign, transfer, pledge, hypothecate or grant any security interest in or otherwise dispose of this Lease or the Equipment or any interest in this Lease or the Equipment.

Lessor, without the consent of Lessee, may assign its right, title and interest in and to this Lease, the Equipment and any other documents executed with respect to this Lease, and/or grant or assign a security interest in this Lease and the Equipment, in whole or in part. Any such assignees shall have all of the rights of Lessor under this Lease. Subject to the foregoing, this Lease inures to the benefit of and is binding upon the heirs, executors, administrators, successors and assigns of the parties hereto. Any assignment or reassignment of any of Lessor's right, title or interest in this Lease or the Equipment shall only be effective upon receipt by Lessee of a duplicate original of the counterpart document by which the assignment or reassignment is made, disclosing the name and address of each such assignee and, where applicable, to whom further payments hereunder should be made. Notwithstanding the above, Lessor may assign any interest in this Lease upon terms which provide that the assignor or assignee will act as a collection and paying agent ("Agent") for holders of certificates of participation in this Lease, provided Lessee receives written notification of the name and address of the Agent and a copy of the agency agreement. Lessee agrees to acknowledge in writing any assignments if so requested.

LESSEE AGREES THAT UPON NOTICE OF SUCH ASSIGNMENT IT SHALL PAY DIRECTLY TO LESSOR'S ASSIGNEE, SUBJECT TO SECTION 5 HEREOF, WITHOUT ABATEMENT, DEDUCTION OR SETOFF ALL AMOUNTS WHICH BECOME DUE HEREUNDER AND FURTHER AGREES THAT IT WILL NOT ASSERT AGAINST LESSOR'S ASSIGNEE ANY DEFENSE, CLAIM, COUNTERCLAIM OR SETOFF ON ACCOUNT OF ANY REASON WHATSOEVER WITH RESPECT TO ANY RENTAL PAYMENTS OR OTHER AMOUNTS DUE HEREUNDER AND WITH RESPECT TO ANY ACTION BROUGHT TO OBTAIN POSSESSION OF THE EQUIPMENT PURSUANT TO THIS LEASE.

21. **EVENTS OF DEFAULT.** The term "Event of Default", as used in this Lease, means the occurrence of any one or more of the following events:

(a) Lessee fails to make any Rental Payment (or any other payment such as late charges, reimbursements or holdover rent which may be due hereunder) within each Fiscal Year as it becomes due after renewal in accordance with the terms of this Lease, and any such failure continues for ten (10) days after the due date thereof;

(b) Lessee fails to perform or observe any other covenant, condition, or agreement to be performed or observed by it hereunder and such failure is not cured within twenty (20) days after receipt of written notice thereof by Lessor;

(c) The discovery by Lessor that any statement, representation, or warranty made by Lessee in this Lease or in any writing delivered by Lessee pursuant hereto or in connection herewith is false, misleading, or erroneous in any material respect;

(d) Lessee becomes insolvent, makes an assignment for the benefit of creditors, applies or consents to the appointment of a receiver, trustee, conservator or liquidator of Lessee of all or a substantial part of its assets, or a petition for relief is filed by Lessee under Federal bankruptcy, insolvency or similar laws; or a petition in a proceeding under any bankruptcy, insolvency or similar laws is filed against Lessee and is not dismissed within thirty (30) days thereafter; or

(e) Lessee shall be in default under any other Schedule under this Agreement.

22. **REMEDIES.** Upon the occurrence of an Event of Default, Lessor may, at its option, exercise any one or more of the following remedies:

(a) By written notice, and to the extent allowed by the law of the jurisdiction governing of this Lease, to Lessee declare an amount equal to all Rental Payments which have been appropriated for the Fiscal Year during which the Event of Default occurred and all other amounts then due under this Lease, to be immediately due and payable, whereupon the same shall become immediately due and payable;

(b) By written notice to Lessee, request Lessee to (and Lessee agrees that it will), at Lessee's expense, promptly return the Equipment to Lessor in the manner set forth in Section 22 hereof, or Lessor, at its option, may enter upon the premises where the Equipment is located and take immediate possession of and remove the same;

(c) Sell or lease the Equipment or sublease it for the account of Lessee, holding Lessee liable for all appropriated Rental Payments and other payments hereunder, including but not limited to late charges, if any, which may be due

under Section 3, reimbursements, if any, which may be due under Section 12 and holdover rent, if any, which may be due if the Lessee fails to relinquish and deliver the Equipment as required under Section 22) due to the effective date of such selling, leasing or subleasing; and

(d) Exercise any other right, remedy or privilege which may be available to it under applicable law including the right to (i) proceed by appropriate court action to enforce the terms of this Lease; (ii) recover damages for the breach of this Lease; and (iii) rescind this Lease as to any or all of the Equipment in accordance with applicable laws and procedures.

In addition, to the extent allowed by law, Lessee will remain liable for all covenants and indemnities under this Lease and for all legal fees and other costs and expenses, including court costs, incurred by Lessor with respect to the enforcement of any of the remedies listed above or any other remedy available to Lessor.

23. **TERMINATION PROCEDURE.** In the event Lessor is entitled under the provisions of this Lease, including any termination hereof pursuant to Sections 5 and 22 hereof, to obtain possession of the Equipment, Lessee shall make the Equipment available to Lessor free of all liens and encumbrances in at least as good condition and repair as when delivered to Lessee, ordinary wear and tear resulting from proper use alone excepted. Lessee agrees, at its expense, to advise Lessor of the location or locations where the Equipment may be found, permit Lessor access to the Equipment, voluntarily relinquish possession of the Equipment to Lessor, deliver the Equipment to a reasonable location specified by Lessor, and fully cooperate with Lessor in all respects in the removal of and redelivery of the Equipment to Lessor. Lessee agrees to execute and deliver to Lessor all documents reasonably requested by Lessor to evidence the termination of Lessee's leasehold interest in the Equipment.

24. **LAW GOVERNING.** This Lease shall be governed by the laws of the State of Wyoming.

25. **NOTICES.** All notices to be given under this Lease shall be made in writing and mailed by certified mail to the other party at its address set forth herein or at such address as the party may provide in writing from time to time. Any such notices shall be deemed to have been received five (5) days subsequent to mailing.

26. **SECTION HEADINGS.** All section headings contained herein are for the convenience of reference only and are not intended to define or limit the scope of any provision of this Lease.

27. **DELIVERY OF RELATED DOCUMENTS.** Lessee will execute or provide, as requested by Lessor, annual budget and financial information and such other documents and information, including an opinion of Lessee's counsel as to the validity and enforceability of this Lease, as are reasonably necessary with respect to the transaction contemplated by this Lease.

28. **ENTIRE AGREEMENT; WAIVER; EXECUTION IN COUNTERPARTS.** This Lease, together with the Schedules and exhibits attached hereto and thereto are made a part hereof and any other attachments hereto and other documents or instruments executed by Lessee and Lessor in connection herewith constitute the entire agreement between the parties with respect to the lease of the Equipment. This Lease and any Schedule shall not be modified, amended, altered, or changed except with the written consent of Lessee and Lessor. Any provision of this Lease or any Schedule found to be prohibited by law shall be ineffective to the extent of such prohibition without invalidating the remainder of this Lease. The wavier by Lessor of any breach by Lessee of any term, covenant or condition hereof shall not operate as a waiver of any subsequent breach hereof.

This Lease may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

29. **APPOINTMENT.** In compliance with Section 149(a) of the Internal Revenue Code of 1986, as amended, Lessee hereby designates Lessor to be its agent for the purposes of maintaining a book entry system identifying the ownership or interest in and to this Lease and each Schedule and Lessor hereby accept its duties as agent hereunder.

30. **SECTION 265(B) (3) CERTIFICATION.** LESSEE CERTIFIES THAT IT HAS DESIGNATED THE OBLIGATION CREATED BY THIS LEASE AS A "QUALIFIED TAX-EXEMPT OBLIGATION" IN ACCORDANCE WITH SECTION 265(B)(3) OF THE INTERNAL REVENUE CODE OF 1986, AS AMENDED, AND FURTHER IT HAS NOT DESIGNATED MORE THAN $10,000,000 OF OBLIGATIONS AS QUALIFIED TAX-EXEMPT OBLIGATIONS IN ACCORDANCE WITH SUCH SECTION FOR

THE CURRENT CALENDAR YEAR AND REASONABLY ANTICIPATES THAT THE TOTAL AMOUNT OF QUALIFIED TAX-EXEMPT OBLIGATIONS TO BE ISSUED BY LESSEE DURING THE CURRENT CALENDAR YEAR WILL NOT EXCEED $10,000,000.

31. **ADDITIONAL PROVISIONS.** Any amendments to the standard language of this Lease will be set forth in riders attached hereto and made a part hereof.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

LESSOR: KINETIC LEASING, INC.

Signature: _____

Name/Title: _____

Date: February 1, 2026

SCHEDULE NO. 109
TO MASTER LEASE-PURCHASE AGREEMENT NO. CIT8325
DATED: FEBRUARY 1, 2026

LESSEE: City of Laramie, Wyoming
406 E Ivinson Ave
Laramie, WY 82070

LESSOR: Kinetic Leasing, Inc.
2575 41st Street S, Suite 1
Fargo, ND 58104

1. **EQUIPMENT DESCRIPTION.** The Equipment covered by this Schedule is as described in Exhibit A hereto.

2. **TERM AND ACCEPTANCE.** The Term of this Schedule shall commence upon execution hereof by Lessee and Lessor and terminate upon the payment by Lessee of the last Rental Payment required to be made by it in accordance with Exhibit B hereto unless terminated earlier pursuant to Lessee's option to terminate (or not renew) under Section 5 of the Lease. Lessee hereby authorizes its Mayor to execute and deliver each Receipt Certificate and, if applicable, each Payment Request Form under an Escrow Agreement.

3. **RENTAL PAYMENTS.** The Rental Payments required to be made under this Schedule and in accordance with the terms of the Lease shall be made in the amounts, in dollars (U.S.), and at the times set forth on Exhibit B hereto unless terminated earlier pursuant to Lessee's option to terminate (or not renew) under Section 5 of the Lease. All Rental Payments and other amounts which may be due hereunder or under the Lease shall be paid to Lessor at its address set forth above or in such other manner of which Lessor shall notify Lessee.

4. **CERTAIN REPRESENTATIONS AND WARRANTIES AND DESIGNATION.** (a) Lessee hereby confirms, represents and warrants as follows: (i) all representations and warranties made by Lessee in the Lease (specifically including those contained in Section 16 of the Lease) or any document or certificate furnished pursuant to the Lease are true and correct as of the date hereof with the same effect as though made on the date hereof; (ii) there has not occurred nor is there presently continuing an Event of Default under the terms of the Lease, nor any other event which with the giving of notice or the lapse of time, or both, would become an Event of Default; and (iii) funds sufficient for the payment by Lessee of the Rental Payments and other amounts with respect to this Schedule for its current Fiscal Year have been duly budgeted and appropriated and are available for such payment by Lessee. (b) Lessee has the legal capacity to enter into the Lease and is not in contravention of any town/city, district, county, or constitution, state statute, rule, regulation, or other governmental provision.

LESSEE CERTIFIES THAT IT HAS DESIGNATED THE OBLIGATION CREATED BY THIS LEASE AS A QUALIFIED **TAX-EXEMPT OBLIGATION** IN ACCORDANCE WITH SECTION 265(B)(3) OF THE INTERNAL REVENUE CODE OF 1986, AS AMENDED, AND FURTHER IT HAS NOT DESIGNATED MORE THAN $10,000,000 OF OBLIGATIONS AS QUALIFIED TAX-EXEMPT OBLIGATIONS IN ACCORDANCE WITH SUCH SECTION FOR THE CURRENT CALENDAR YEAR AND REASONABLY ANTICIPATES THAT THE TOTAL AMOUNT OF QUALIFIED TAX-EXEMPT OBLIGATIONS TO BE ISSUED BY LESSEE DURING THE CURRENT CALENDAR YEAR WILL NOT EXCEED $10,000,000.

5. **GENERAL PROVISIONS.** All defined terms used in this Schedule shall have the meanings set forth in the Master Lease-Purchase Agreement first referred to above (the "Lease"). This Schedule is deemed to be an integral part of the Lease. All terms and conditions of the Lease are incorporated herein by reference except that other Schedules entered into pursuant to the Lease shall not be deemed to be incorporated herein. Any reference to Lessor in the Schedule shall mean Lessor and its assigns or successors except as otherwise provided.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

LESSOR: KINETIC LEASING, INC.

Signature: _____

Name/Title: _____

Date: February 1, 2026

EXHIBIT A

TO SCHEDULE NO. 109, DATED AS OF FEBRUARY 1, 2026 TO
MASTER LEASE-PURCHASE AGREEMENT NO. CIT8325, DATED AS OF FEBRUARY 1, 2026

EQUIPMENT DESCRIPTION

QTY.	SERIAL NO.	DESCRIPTION
		VENDOR: Zamboni
1		Zamboni Ice Resurfacer Model 546
1		Kudota Kit
1		Backup Alarm Kit
1		Solenoid-Style Board Brush Kit
1		Tire Wash Kit
1		Plastic WW Tank Kit
1		Oil Cooler Kit
1		ADV Watering System Kit
1		Electric Ice Water Level Gauge Kit
1		Snow Tank Light, LED Kit
1		HYD Snow Breaker Kit
1		Connect System Kit
1		Drive Shaft
1		Ice Water, Stainless Steel Discharge Assy

Equipment Location:
3510 E Garfield St, Laramie, WY 82070

Description of Financed Amount:

Cost of above Equipment	$125,695.00
Cost of related charges:	
Shipping	$ 0.00
Physical Modifications (specify)	$ 0.00
Other (Freight and Prep)	$ 4,650.00
Add: Sales or other tax, if applicable	$ 0.00
Less: Down payment	$ 27,000.00
Net Financed Amount:	$103,345.00

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

EXHIBIT B

TO SCHEDULE NO. 109, DATED AS OF FEBRUARY 1, 2026 TO
MASTER LEASE-PURCHASE AGREEMENT NO. CIT8325, DATED AS OF FEBRUARY 1, 2026

BASE RENTAL PAYMENTS

Base Rental Payment Date	Base Rental Payment Amount	Interest Portion	Principal Portion	Termination Value
04/01/2026	$18,202.47	$666.53	$17,535.94	$86,121.28
10/01/2026	$18,202.47	$1,711.89	$16,490.58	$69,529.28
04/01/2027	$18,202.47	$1,382.90	$16,819.57	$52,627.01
10/01/2027	$18,202.47	$1,047.35	$17,155.12	$35,408.67
04/01/2028	$18,202.47	$705.11	$17,497.36	$17,868.34
10/01/2028	$18,202.47	$356.04	$17,846.43	$0.00

Compound Period: Semi-Annual
Nominal Annual Rate: 3.990%

AMORTIZATION SCHEDULE – US RULE, 360 day year

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

EXHIBIT C

SCHEDULE NO. 109
TO MASTER LEASE-PURCHASE AGREEMENT NO. CIT8325

RECEIPT CERTIFICATE

The undersigned Lessee under that certain Schedule No. 109, dated as of February 1, 2026, to Master Lease-Purchase Agreement No. CIT8325, dated as of February 1, 2026, negotiated for the purpose of acquiring Equipment with Kinetic Leasing, Inc. as Lessor, hereby acknowledges receipt in good condition of all of the Equipment described on Exhibit A of Schedule No. 109 to said Master Lease-Purchase Agreement this 1st day of February, 2026, and hereby certifies that the Equipment is satisfactory and in accordance with specifications.

Further, Lessee hereby confirms that it will commence Rental Payments for the Equipment as specified in Exhibit B of Schedule No. 109 to Master Lease-Purchase Agreement No. CIT8325, with the first payment being due on April 1, 2026.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: _____

EXHIBIT D

TO SCHEDULE NO. 109, DATED AS OF FEBRUARY 1, 2026 TO
MASTER LEASE-PURCHASE AGREEMENT NO. CIT8325, DATED AS OF FEBRUARY 1, 2026

STATEMENT OF ESSENTIAL USE/SOURCE OF FUNDS

The above referenced Lease is to provide financing for the lease purchase of equipment rather than for the short-term rental of equipment. For this reason, periodic payment amounts are calculated to amortize the full cost of the Equipment over the agreed payment term. Because we do not consider your repayment commitment to be a debt or multiple fiscal year financial obligation, as those terms would be defined by State constitution or regulations, the Lease includes a non-appropriation clause as a result of which the Lease is not renewed and is subject to funds being encumbered for repayment by your governing body. This non-appropriation clause provides some risk that the Equipment will be returned during the life of the Lease.

As evidence of the declaration of intent of your governing body to retain the Equipment throughout the Lease Term, we need a description of your understanding of the essential governmental use intended for the Equipment, together with an understanding of the sources from which Rental Payments are expected to be made. To satisfy this requirement, please address the following points either by completing this form or sending a separate letter:

1. What is the specific use of this Equipment?
   Resurfacing the Ice Rink.

2. Why is the Equipment essential to the operation of your organization?
   To Create a Suitable Surface for Skating

3. Does the Equipment replace existing equipment? Yes or no
   No, this is an addition to our fleet, we are keeping an old Zamboni and adding this one.
   If so, why is the replacement being made?

4. What is your estimate of the useful life of the Equipment to your operations?
   7 Years.

5. What is the expected source of funds for payments due under the Lease for the current fiscal and future years?
   General Fund Cash Reserves.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

EXHIBIT E

INSURANCE COVERAGE DISCLOSURE

TO MASTER LEASE-PURCHASE AGREEMENT NO. CIT8325

RE: INSURANCE COVERAGE REQUIREMENTS

1. In accordance with the Master Lease-Purchase Agreement, Lessee certifies that it has instructed the insurance agent named below (please fill in name, address, and telephone and fax number):

Wyoming Association of Risk Management
513 E 11st Street
Cheyenne, WY 82001

to issue: (check to indicate coverage)

____x__ a. All Risk Physical Damage Insurance on the Equipment evidenced by a Certificate of Insurance and Long Form Loss Payable Clause naming Kinetic Leasing, Inc. and/or its assigns as **Loss Payee**.

Coverage Required: Termination Value Specified.

_____ b. Public Liability Insurance evidenced by a Certificate of Insurance naming Kinetic Leasing, Inc. and/or its assigns as an **Additional Insured**.

Proof of insurance coverage will be provided to Kinetic Leasing, Inc., prior to the time that the Equipment is delivered to Lessee;

OR

2. Pursuant to the Master Lease-Purchase Agreement, Lessee represents and warrants, in addition to other matters under the Master Lease-Purchase Agreement, that it is lawfully self-insured for: (check to indicate coverage)

_____ a. All Risk, Physical Damage in the amount(s) specified in 1(a) above.

_____ b. Public Liability for not less than the amount(s) specified in 1(b) above.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

MASTER LEASE-PURCHASE AGREEMENT NO. CIT8325
BETWEEN
KINETIC LEASING, INC., AS LESSOR
AND
CITY OF LARAMIE, WYOMING, AS LESSEE

CITY GENERAL AND NO LITIGATION CERTIFICATE

The undersigned officers of City of Laramie, Wyoming, (the "City") being the persons duly charged, with others, with responsibility in connection with the execution and delivery by the City of that certain agreement entitled "Master Lease-Purchase Agreement No. CIT8325" dated as of February 1, 2026 (the "Lease"), between Kinetic Leasing, Inc., as lessor (the "Lessor"), and the City, as lessee, HEREBY CERTIFY that:

1. The City is a political subdivision of the State of Wyoming duly organized and existing under the Constitution and laws of the State Wyoming.

2. For the period from February 1, 2026, to and including the date of this Affidavit, the following have been and now are the duly elected or appointed, qualified and acting President of the City Council of the City (the "Council"), and the Clerk of the City:

President: Sharon Cumbie

City Clerk: Nancy Bartholomew

3. Closing of the Lease shall be made at such other time as the Lessor and the City shall mutually agree upon (the "Closing Time").

4. The City has duly performed all of its obligations to be performed at or prior to the Closing Time and each of the representations and warranties of the City contained in the Lease is true and correct as of the Closing Time.

5. The City has authorized, by all necessary action, the execution and delivery or receipt and due performance of the Lease, by the adoption of a resolution of the Council, (the "Lease Resolution"), and such other agreements and documents as may be required to be executed and delivered or received by the City in order to carry out, give effect to and consummate the transactions contemplated by the Lease Resolution.

6. On or before the date hereof, said City Mayor and City Clerk did execute counterparts of the Lease.

7. None of the proceedings or authority for the execution and delivery of the Lease, or the Lease Resolution have been modified, amended or repealed.

8. No litigation is now pending, or to our knowledge threatened, seeking to restrain or to enjoin the execution or delivery by the City of the Lease or in any way affecting the Rental Payments (as defined in the Lease) or any authority for or the validity of the Lease, the Lease Resolution or the existence or powers of the City.

9. The City is not on this date in violation of any of the covenants set forth in the Lease.

10. The execution, adoption and delivery of the Lease, and the Lease Resolution and the other certificates contemplated therein and compliance by the City with the provisions thereof will not conflict with or constitute on the part of the City a breach of or a default under Wyoming or laws of the State, any existing law, court or administrative regulation, deed or order or any agreement, ordinance, resolution, indenture, mortgage, lease or other instrument to which the City is subject or by which it is bound.

11. The individuals named below were authorized in the Lease Resolution to execute the Receipt Certificates in form as attached to the Lease, and their signatures set forth opposite their names are their genuine signatures:

Name	Office	Signature
Sharon Cumbie	Mayor	_____
Nancy Bartholomew	City Clerk	_____
_____	_____	_____

IN WITNESS WHEREOF, we have hereunto subscribed our names as of the 1st day of February, 2026.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

MASTER LEASE-PURCHASE AGREEMENT NO. CIT8325
BETWEEN
KINETIC LEASING, INC., AS LESSOR
AND
CITY OF LARAMIE, WYOMING, AS LESSEE

CERTIFICATE AS TO USE OF PROCEEDS

I, the undersigned officer of City of Laramie, Wyoming (the "City") being the person duly charged, with others, with responsibility for the execution and delivery by the City of that certain Master Lease-Purchase Agreement No. CIT8325 dated February 1, 2026 (the "Lease"), between Kinetic Leasing, Inc., as lessor (the "Lessor"), and Lessee, HEREBY CERTIFY that:

1. The Lease was executed and delivered by the City under and pursuant to Wyoming law to finance the acquisition of certain Equipment described therein.

2. Prior to the date of execution and delivery of the Lease the City did not incur and pay any costs related to the Equipment, for which costs the City expects to be reimbursed with net proceeds of the Lease except which is allowed by City of Laramie, Wyoming Resolution 2021-43.

3. The Equipment will be acquired and installed, with due diligence, and, based upon the provisions of the Lease, the Equipment is expected to be acquired and installed on or before February 1, 2026.

4. All of the spendable proceeds of the Lease will be expended on the Equipment and related expenses within six months from the date of the Lease. The original proceeds of the Lease, and the interest to be earned thereon, do not exceed the amount necessary for the purpose for which the Lease is executed and delivered.

5. Pursuant to the Lease, the City is entitled to the use and lease of the Equipment in consideration for the obligation of the City to make Rental Payments under the Lease. The Equipment will be used in furtherance of the public purposes of the City. The City does not intend to sell the Equipment or its interest in the Lease or to otherwise dispose of the Equipment during the term of the Lease. The City is not the owner of the Equipment during the term of the Lease.

6. The City expects to make payments under the Lease from its General Fund Cash Reserves on the basis of annual appropriations in amounts equal to the Rental Payments under the Lease. No other moneys are pledged to the Lease or reasonably expected to be used to pay Rental Payments under the Lease. No sinking fund, reserve fund or similar fund is expected to be created by the City with respect to the Lease and the Rental Payments.

7. The City hereby covenants that it will perform all acts within its power which are or may be necessary to insure that the Interest Portion of the Rental Payments due under the Lease will at all times not become included in gross income for federal income tax purposes under the Internal Revenue Code of 1986, as amended (the "Code") and the regulations promulgated thereunder. In connection with this covenant, the City will comply with all arbitrage rebate provisions of the Code in the event that the transaction represented by the Lease becomes subject to such provisions.

8. The Lease is hereby designated as a "qualified tax-exempt obligation" as such term is defined in Section 265(b)(3) of the Code.

9. The City, including all entities or governmental units which are subordinate thereto, does not reasonably anticipate to issue in the aggregate more than $10,000,000 of "qualified tax-exempt obligations" during the calendar year ending December 31, 2026.

To the best of my knowledge, information and belief the expectations herein expressed are reasonable and there are no facts, estimates or circumstances other than those expressed herein that would materially affect the expectations herein expressed.

IN WITNESS WHEREOF, I have hereunto subscribed our names as of the 1st day of February, 2026.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

Form **8038-G** (Rev. September 2018)

Department of the Treasury
Internal Revenue Service

Information Return for Tax-Exempt Governmental Bonds

▶ Under Internal Revenue Code section 149(e)
▶ See separate instructions.
Caution: *If the issue price is under $100,000, use Form 8038-GC.*
▶ Go to *www.irs.gov/F8038G* for instructions and the latest information.

OMB No. 1545-0720

Part I Reporting Authority — If **Amended Return**, check here ▶ ☐

1 Issuer's name
City of Laramie, Wyoming

2 Issuer's employer identification number (EIN)
83-6000072

3a Name of person (other than issuer) with whom the IRS may communicate about this return (see instructions)
Sharon Cumbie

3b Telephone number of other person shown on 3a
307-721-5386

4 Number and street (or P.O. box if mail is not delivered to street address) — Room/suite
PO Box C

5 Report number *(For IRS Use Only)*
3

6 City, town, or post office, state, and ZIP code
Laramie, WY 82070

7 Date of issue
2/1/2026

8 Name of issue
City of Laramie, Wyoming

9 CUSIP number

10a Name and title of officer or other employee of the issuer whom the IRS may call for more information (see instructions)
Spencer Keturi

10b Telephone number of officer or other employee shown on 10a
307-721-5287

Part II Type of Issue (enter the issue price). See the instructions and attach schedule.

11	Education	11		
12	Health and hospital	12		
13	Transportation	13		
14	Public safety	14		
15	Environment (including sewage bonds)	15		
16	Housing	16		
17	Utilities	17		
18	Other. Describe ▶ Public Works	18	103,345	00
19a	If bonds are TANs or RANs, check only box 19a ▶ ☐			
b	If bonds are BANs, check only box 19b ▶ ☐			
20	If bonds are in the form of a lease or installment sale, check box ▶ ☐			

Part III Description of Bonds. Complete for the entire issue for which this form is being filed.

	(a) Final maturity date	(b) Issue price	(c) Stated redemption price at maturity	(d) Weighted average maturity	(e) Yield
21	October 1, 2028	$ 103,345.00	$ N/A	2 years	3.990 %

Part IV Uses of Proceeds of Bond Issue (including underwriters' discount)

22	Proceeds used for accrued interest			22	N/AP
23	Issue price of entire issue (enter amount from line 21, column (b))			23	103,345 00
24	Proceeds used for bond issuance costs (including underwriters' discount)	24	N/AP		
25	Proceeds used for credit enhancement	25	N/AP		
26	Proceeds allocated to reasonably required reserve or replacement fund	26	N/AP		
27	Proceeds used to refund prior tax-exempt bonds. Complete Part V	27	N/AP		
28	Proceeds used to refund prior taxable bonds. Complete Part V	28	N/AP		
29	Total (add lines 24 through 28)			29	N/AP
30	Nonrefunding proceeds of the issue (subtract line 29 from line 23 and enter amount here)			30	103,345 00

Part V Description of Refunded Bonds. Complete this part only for refunding bonds.

31	Enter the remaining weighted average maturity of the tax-exempt bonds to be refunded ▶	N/AP	years
32	Enter the remaining weighted average maturity of the taxable bonds to be refunded ▶	N/AP	years
33	Enter the last date on which the refunded tax-exempt bonds will be called (MM/DD/YYYY) ▶	N/AP	
34	Enter the date(s) the refunded bonds were issued ▶ (MM/DD/YYYY)	N/AP	

Part VI Miscellaneous

35	Enter the amount of the state volume cap allocated to the issue under section 141(b)(5)	35	N/AP	
36a	Enter the amount of gross proceeds invested or to be invested in a guaranteed investment contract (GIC). See instructions	36a	N/AP	
b	Enter the final maturity date of the GIC ▶ (MM/DD/YYYY) N/AP			
c	Enter the name of the GIC provider ▶ N/AP			
37	Pooled financings: Enter the amount of the proceeds of this issue that are to be used to make loans to other governmental units	37	N/AP	

38a If this issue is a loan made from the proceeds of another tax-exempt issue, check box ▶ ☐ and enter the following information:

b Enter the date of the master pool bond ▶ (MM/DD/YYYY) N/AP

c Enter the EIN of the issuer of the master pool bond ▶ N/AP

d Enter the name of the issuer of the master pool bond ▶ N/AP

39 If the issuer has designated the issue under section 265(b)(3)(B)(i)(III) (small issuer exception), check box ▶ ☑

40 If the issuer has elected to pay a penalty in lieu of arbitrage rebate, check box ▶ ☐

41a If the issuer has identified a hedge, check here ▶ ☐ and enter the following information:

b Name of hedge provider ▶ N/AP

c Type of hedge ▶ N/AP

d Term of hedge ▶ N/AP

42 If the issuer has superintegrated the hedge, check box ▶ ☐

43 If the issuer has established written procedures to ensure that all nonqualified bonds of this issue are remediated according to the requirements under the Code and Regulations (see instructions), check box ▶ ☐

44 If the issuer has established written procedures to monitor the requirements of section 148, check box ▶ ☐

45a If some portion of the proceeds was used to reimburse expenditures, check here ▶ ☐ and enter the amount of reimbursement ▶ N/AP

b Enter the date the official intent was adopted ▶ (MM/DD/YYYY) N/AP

Signature and Consent

Under penalties of perjury, I declare that I have examined this return and accompanying schedules and statements, and to the best of my knowledge and belief, they are true, correct, and complete. I further declare that I consent to the IRS's disclosure of the issuer's return information, as necessary to process this return, to the person that I have authorized above.

Signature of issuer's authorized representative	Date	Sharon Cumbie, Mayor Type or print name and title

Paid Preparer Use Only

Print/Type preparer's name	Preparer's signature	Date	Check ☐ if self-employed	PTIN
Firm's name ▶			Firm's EIN ▶	
Firm's address ▶			Phone no.	

Agenda Item: Resolution

Title: Resolution 2026-07 Authorizing a Financed Purchase Agreement with Kinetic Leasing for a Signal Truck

Recommended Council MOTION:

I move that the Laramie City Council approve Resolution 2026-07 authorizing the negotiation, execution, and delivery of a master lease-purchase agreement in the principal amount of $171,303 between Kinetic Leasing Inc., as lessor, and the City of Laramie, Wyoming, as lessee, under which the lessee will lease a 2024 Ford Super Duty F-550 and authorize the mayor and City Clerk to sign.

Administrative or Policy Goal:

Finance the replacement of aging and worn equipment according to the City's established replacement policy as recommended by the Fleet Advisory Committee and approved in the adopted budget.

Background:

On September 17, 2024, the Council awarded a bid for the Unit 280 Signal Truck replacement to Ken Garff Cheyenne for $191,303 after the trade-in credit. The new F-550 was delivered on December 1, 2025.

On June 18, 2024, the Council approved Resolution 2024-51 authorizing the City to reimburse itself with tax-exempt lease proceeds for equipment planned for lease financing and budgeted in the fiscal year 2025-2026 biennium, as well as purchase commitments made in prior fiscal years but delivered in the current biennium.

Bid requests for capital lease financing were issued on November 26, 2025, and bids were due December 11, 2025. The bid request was sent to each authorized depositor of public funds. A lease term of three (3) years was requested to finance $171,303. The City received three bids for financing. A summary of the bids is presented below:

ANB Bank through Kinetic Leasing, Inc.	3.99% bid rate, no additional fees
Riverstone Bank	4.60% bid rate, no additional fees
First National Bank of Omaha	4.47% bid rate plus $5,000 fees

The City recommends accepting the bid from ANB Bank through Kinetic Leasing, Inc. because of the competitive interest rate. The first debt payment of $30,172.12 is due 4/1/2026. Payments are semi-annual, and the final lease payment is due 10/1/2028.

Legal/Statutory Authority:

W.S. 15-1-702

BUDGET/FISCAL INFORMATION:

EXPENSE
Please see the amortization schedule included in the financing agreement submitted by ANB Bank through Kinetic Leasing, Inc.

Responsible Staff:
Jennifer Wade, ASD, 721-5224

Attachments:
Resolution 2026-07 to Authorize the Lease Agreement
Lease and Option to Purchase Agreement, with Exhibits

City of Laramie, Wyoming
RESOLUTION 2026-07
MASTER LEASE-PURCHASE NO. CIT8324

A RESOLUTION AUTHORIZING THE NEGOTIATION, EXECUTION, AND DELIVERY OF A MASTER LEASE-PURCHASE AGREEMENT IN THE PRINCIPAL AMOUNT OF $171,303.00, BETWEEN KINETIC LEASING, INC., AS LESSOR, AND THE CITY OF LARAMIE, WYOMING, AS LESSEE, UNDER WHICH THE LESSEE WILL LEASE A 2024 FORD SUPER DUTY F- 550;

WHEREAS, City of Laramie, Wyoming (the "City") is a City duly organized and existing pursuant to the Constitution and laws of the State of Wyoming, and

WHEREAS, the City Council (the Council) of the City is authorized pursuant to Wyoming law, to purchase and hold real and personal property for the use of the City and to lease any real or personal property, either as lessor or lessee, when deemed by the Council to be in the best interests of the City and its inhabitants; and

WHEREAS, the Council hereby finds and determines that the execution of a Master Lease-Purchase Agreement (the "Equipment Lease") for the purpose of leasing with the option to purchase the equipment designated and set forth in Schedule A to the Equipment Lease is appropriate and necessary to the function and operations of the City; and

WHEREAS, Kinetic Leasing, Inc. (the "Lessor"), duly organized, existing, and in good standing under the laws of the State of North Dakota, shall act as Lessor under the Equipment Lease; and

WHEREAS, the obligation of the City to pay Rental Payments (as defined in the Equipment Lease) shall be from year to year only; shall constitute currently budgeted expenditures of the City; shall not constitute a mandatory charge or requirement in any ensuing budget year; and shall not constitute a general obligation or a multiple fiscal year direct or indirect debt or other financial obligation whatsoever of the City within the meaning of any constitutional or statutory limitation or requirement concerning the creation of indebtedness, nor a mandatory payment obligation of the City in any ensuing fiscal year beyond any fiscal year during which the Equipment Lease shall be in effect; and

WHEREAS, the Equipment Lease shall not directly or indirectly obligate the City to make any payments beyond those appropriated for any fiscal year during which the Equipment Lease shall be in effect and the Equipment Lease shall terminate (or not be renewed) in the event that the City does not appropriate Rental Payments under the Equipment Lease;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LARAMIE, WYOMING:

Section 1. The City Mayor and the City Clerk acting on behalf of the City, are hereby authorized to enter into, execute, and deliver the Equipment Lease in substantially the form set forth in the document presently before the Council, which document is available for public inspection at the office of the City Clerk. The City Mayor and City Clerk acting on behalf of the City, are hereby authorized to enter into, execute, and deliver such other documents relating to the Equipment Lease, as the City Mayor and City Clerk upon advice of counsel, deem necessary and appropriate. The City Mayor is authorized to execute the Receipt Certificate(s) in form as attached to the Equipment Lease.

Section 2. The Equipment Lease shall be in the principal amount of $171,303.00 bearing interest as set forth in Exhibit B of the Equipment Lease; the Equipment Lease to contain an option to purchase by the City as therein set forth.

Section 3. The obligation of the City to make Rental Payments under the Equipment Lease is subject to annual appropriation by the Council and constitutes an undertaking of the City to make current expenditures. No provision of this resolution or the Equipment Lease shall be construed or interpreted as a delegation of governmental powers or as constituting or giving rise to a general obligation or other indebtedness or a multiple fiscal year direct or indirect debt or other financial obligation of the City within the meaning of any constitutional or statutory debt limitation, of the Wyoming Constitution, nor a mandatory charge or requirement against the City in any ensuing fiscal year beyond the current fiscal year. The City shall have no obligation to make any payment to the Lessor or its assigns except in connection with the payment of the Rental Payments under the Equipment Lease and certain other payments, for which funds have been specifically appropriated and encumbered by the City for such purpose, under the Equipment Lease, which payments may be terminated (and the Equipment Lease not renewed) by the City in accordance with the provisions of the Equipment Lease.

Section 4. The Council hereby determines and declares that (a) the Rental Payments due under the Equipment Lease constitute the fair rental value of the Equipment and do not exceed a reasonable amount; and (b) the leasing of the Equipment pursuant to the Equipment Lease is in the best interests of the City and its inhabitants.

Section 5. All other related contracts and agreements, necessary and incidental to the Equipment Lease are hereby authorized.

Section 6. The City reasonably anticipates to issue not more than $10,000,000 of tax-exempt obligations (other than "private activity bonds" which are not "qualified 501(c)(3) bonds") during the period from January 1, 2026 to December 31, 2026 and hereby designates the Equipment Lease as a qualified tax-exempt obligation for purposes of Section 265(b) of the Internal Revenue Code of 1986, as amended.

Section 7. This resolution shall take effect immediately upon its adoption and approval.

ADOPTED AND APPROVED this _____.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

kinetic LEASING

www.kineticlease.com

PHONE 701.476.0221
800.558.7337
FAX 701.476.0277

2575 41st Street South
Suite 1 PO Box 9785
Fargo, ND 58106-9785

December 17, 2025

City of Laramie, Wyoming
Attn: Sharon Cumbie
PO Box C
Laramie, WY 82073

RE: Master Lease-Purchase Agreement CIT8324

Dear Sharon:

Please find enclosed the following documentation for the lease of 2024 Ford Super Duty F-550 Chassis Dual Real Wheel

- Resolution
- Master Lease-Purchase Agreement No. CIT8324
  - Schedule Lease No. 108
  - Exhibit A - Equipment Description
  - Exhibit B - Rental Payments
  - Exhibit C – Receipt Certificate
  - Exhibit D – Statement of Essential Use

    Please complete the questions listed on this document.
  - Exhibit E Insurance Coverage

    Please fill in the name and address of your insurance agent where indicated. It is important that you request a certificate of insurance be forwarded to our office just as soon as possible.
- Certificate as To Use of Proceeds
- General and No litigation Certificate

[redacted]

- Title Rider
- 8038-G - *We will take care of filing this form with the IRS. Please sign originals where indicated in blue ink.*

Please sign all documents where indicated and send to my attention.

I can be reached at 800-558-7337, if you have any questions pertaining to the documentation.

Sincerely,

Mike Rausch
Equipment Financing Specialist

Bank Qualified

MASTER LEASE-PURCHASE AGREEMENT NO. CIT8324-108

This MASTER LEASE-PURCHASE AGREEMENT ("Lease") is made and entered into as of this 1st day of Febraury, 2026, by and between Kinetic Leasing, Inc. (the "Lessor") with its offices at 2575 41st Street S, Suite 1, Fargo, ND 58104 and City of Laramie, Wyoming (the "Lessee") with its office at 406 E Ivinson Ave, Laramie, WY 82070, wherein it is agreed as follows:

1. **LEASE OF EQUIPMENT; LEASE SCHEDULES.** Subject to the terms and conditions hereof, Lessor agrees to lease to Lessee and Lessee agrees to lease from Lessor all the equipment described in one or more Lease Schedules ("Schedule") which are entered into from time to time by Lessor and Lessee. Each Schedule incorporates the terms and conditions of this Lease together with all exhibits, riders, attachments and addenda thereto and each such Schedule shall be independent of any other Schedule entered into hereunder. The items of equipment described in Exhibit A attached to each Schedule, together with all replacement parts, repairs, additions and accessories incorporated therein or affixed thereto shall herein collectively be called the "Equipment".

2. **ACCEPTANCE; TERM.** Lessee shall execute and deliver to Lessor one or more receipt certificates ("Receipt Certificates") each of which shall indicate that each item or portion of each item of Equipment described therein has been accepted for use by Lessee or for delivery to an equipment vendor on behalf of Lessee under a Schedule to this Lease and is satisfactory to Lessee for all purposes. This Lease will become effective upon the execution hereof by Lessee and Lessor.

The term of each Schedule will commence on the date Lessee and Lessor executes such Schedule and shall terminate on the last day of Lessee's fiscal year (a "Fiscal Year") in which the Schedule has commenced (the "Original Term"). Unless earlier terminated pursuant to the provisions hereof, the term of each Schedule shall be automatically renewed at the end of the Original Term and each renewal term thereof for a renewal term of one additional Fiscal Year (a "Renewal Term") unless an Event of Non-appropriation shall have occurred as described under Section 5 hereof. The "Lease Term" shall collectively mean the Original Term and all Renewal Terms. The Lease Term shall also terminate upon payment by Lessee of the last Rental Payment required to be made by it in accordance with Exhibit B thereto, unless earlier terminated or not renewed pursuant to Section 5 hereof.

The Lease Term, assuming all annual renewals of this Lease pursuant to Section 5 hereof, does not exceed the weighted average useful life of the Equipment.

3. **RENTAL PAYMENTS.** Subject to Section 5 hereof, Lessee shall pay to Lessor or its assignee the rental payments ("Base Rental Payments") in the amounts and at the times as set forth in Exhibit B to each Schedule. Base Rental Payments, together with additional amounts owed by the Lessee hereunder, are collectively referred to as ("Rental Payments"). A portion of each Rental Payment is paid as and represents the payment of interest as set forth in each Exhibit B. The Rental Payments will be payable for the Lease Term in dollars (U.S.), without notice or demand at the office of Lessor (or such other place as Lessor or its assignee may designate from time to time in writing). Provided that the Rental Payments have been appropriated as set forth in Section 5 hereof, in the event any Rental Payment is received by Lessor or its assignee later than ten (10) days from the due date, Lessee shall pay Lessor on demand as a late charge, ten percent (10%) of such overdue amount, limited, however, to the maximum amount allowed by law.

EXCEPT AS SPECIFICALLY PROVIDED IN SECTION 5 HEREOF, THE RENTAL PAYMENTS WILL BE ABSOLUTE AND UNCONDITIONAL IN ALL EVENTS AND WILL NOT BE SUBJECT TO ANY SETOFF, DEFENSE, COUNTERCLAIM, ABATEMENT OR RECOUPMENT FOR ANY REASON WHATSOEVER. All Rental Payments shall be payable out of the general funds of Lessee or out of any other available funds which have been appropriated by the governing body of Lessee to pay the Rental Payments pursuant to Section 5 hereof.

Lessee and Lessor acknowledge and agree that the Rental Payments shall constitute currently budgeted expenditures of Lessee. Lessee's obligations to pay Rental Payments shall be subject to Lessee's annual right to terminate or not renew this Lease (as further provided in Section 5 hereof), and shall not constitute a mandatory charge, requirement or liability in any ensuing fiscal year of Lessee's beyond the then current fiscal year. No

provision of this Lease shall be construed or interpreted as a delegation of governmental powers or as creating indebtedness or a multiple-fiscal year direct or indirect debt or other financial obligation whatsoever of Lessee within the meaning of any constitutional or statutory debt limitation of the applicable State laws. This Lease shall not directly or indirectly obligate Lessee to make any payments beyond the funds legally available to Lessee for its then current Fiscal Year. Lessee shall be under no obligation whatsoever to exercise its option to purchase the Equipment under this Lease. No provision of this Lease shall be construed to pledge or to create a lien on any class or source of Lessee moneys, nor shall any provision of this Lease restrict the future issuance of any bonds or obligations of Lessee payable from any class or source of moneys of Lessee.

Lessor may revoke acceptance of each Schedule at any time prior to receipt of Lessee's first Receipt Certificate thereunder if Lessor determines that (i) any written representation made to it by Lessee proves to have been false or misleading in any material respect when made, (ii) subsequent to the making of any such representation there has occurred a material change such that any such representation as made is not true and correct, (iii) any event which would constitute a default under the Lease has occurred, or (iv) there has been a substantial and material change in Lessee's financial condition or operations which has a material adverse effect on Lessee's creditworthiness.

4. **DELIVERY; PAYMENT OF EQUIPMENT COST.** The Equipment has been or will be delivered to Lessee by the supplier thereof (the "Equipment Vendor") at Lessee's address above or such other location specified in Exhibit A to each Schedule (the "Equipment Location"). Lessee will pay all transportation and other costs, if any, incurred in connection with the delivery and installation of the Equipment. Upon Lessor's receipt of a Receipt Certificate and, if applicable, a Payment Request Form (under any related Escrow Agreement as may be entered into in respect of any Schedule) for all or a portion of the Equipment and any other documentation required by Lessor, Lessor will pay, or if applicable, cause an Escrow Agent to pay, the Purchase Price of such Equipment to be paid to the Equipment Vendor therefor, if applicable, or to the Lessee in payment or reimbursement for certain prior payments in connection with the delivery and installation of the Equipment (provided that such reimbursements may be made in compliance with federal income tax laws).

5. **TERMINATION FOR GOVERNMENTAL NON-APPROPRIATIONS.** Lessee is a political subdivision of the State of Wyoming. Lessee's Fiscal Year ending on June 30 of each calendar year. If Lessee does not appropriate sufficient funds to continue making the Rental Payments for any of Lessee's Fiscal Years subsequent to the one in which this Lease is executed and entered into, then this Lease shall be terminated effective upon expiration of the Fiscal Year in respect of which sufficient funds to make the Rental Payments were last appropriated by the governing body of Lessee and Lessee shall not, upon the occurrence of this "Event of Non-appropriation", be obligated to make any Rental Payments due beyond said Fiscal Year.

Lessee represents that the funds necessary to pay Rental Payments, if any, due in Lessee's now current Fiscal Year have been appropriated.

Lessee shall have an annual option to terminate or not renew this Lease which termination or non-renewal shall be conclusively determined by whether or not the governing body of Lessee has, on or before the last day of each Fiscal Year during the Lease Term, duly enacted an appropriation ordinance or resolution for the ensuing Fiscal Year which includes by specific line item reference sufficient amounts authorized and directed to be used to pay the Rental Payments due in the following Fiscal Year.

The officer of Lessee at any time charged with the responsibility of formulating budget proposals is hereby directed to include in the annual budget proposals submitted to the governing body of Lessee, items for all payments required under this Lease for the ensuing Fiscal Year, until such time (if any) as the governing body of Lessee may determine to terminate or not renew this Lease; it being the intention of the governing body of Lessee that any decision to terminate or not renew this Lease shall be made solely by the governing body of Lessee and not by any other official of Lessee.

Lessee shall, in any event, promptly furnish Lessor or its assignee with copies of its annual budget within seven days after the budget is adopted, but not later than the fourth day after the end of such Fiscal Year, provided that telephonic notice is provided by Lessee to Lessor or its assignee of the adoption of the budget not later than the end of the first business day of the next succeeding Fiscal Year. If such budget and appropriation are not adopted, Lessee shall notify Lessor or its assignee as further provided herein.

Lessee shall give Lessor immediate notice of Lessee's intent to terminate or not renew this Lease under this Section 5, which notice shall contain the termination date (which shall be the end of the last of Lessee's Fiscal Years for which appropriations for the Rental Payments were made) (the "Termination Date") and Lessee shall comply with the provisions of Section 22 of this Lease. Failure to give such notice shall not mean that termination of this Lease (or an Event of Non-appropriation) has not occurred.

In the event of an early termination of this Lease under this Section, all obligations of Lessee to make Rental Payments which would otherwise be due hereunder after the Termination Date shall cease.

6. **LIMITATION ON WARRANTIES. LESSOR MAKES NO WARRANTY OR REPRESENTATION, EITHER EXPRESS OR IMPLIED, AS TO THE VALUE, DESIGN, CONDITION, MERCHANTABILITY, FITNESS FOR PARTICULAR PURPOSE OR FITNESS FOR THE USE OF ANY OF THE EQUIPMENT OR AS TO ITS TITLE THERETO OR ANY OTHER REPRESENTATION OR WARRANTY WITH RESPECT TO THE EQUIPMENT.** Lessor hereby assigns to Lessee for and during the Lease Term its interest in any manufacturer's or Equipment Vendor's warranties or guaranties, express or implied, issued on or applicable to the Equipment and Lessor authorizes Lessee to obtain the customary services furnished in connection with such warranties or guaranties at Lessee's expense. Lessee acknowledges that the Equipment has been purchased by Lessor in accordance with Lessee's specifications from Equipment Vendors selected by Lessee; that Lessor is not a manufacturer or dealer of such Equipment and takes no part in or responsibility for the installation of the Equipment, and that Lessor has made no representation or warranty and assumes no obligation with respect to the merchantability, condition, quality or fitness of the Equipment or the enforcement of the manufacturer's warranties or guaranties.

7. **TITLE.** All right, title and interest in and to each item of the Equipment shall be vested in Lessor immediately upon Lessee's acceptance of the Equipment. Title to the Equipment shall be held in the name of Lessor until Lessor's rights, title and interest in the Equipment are conveyed by Lessor to Lessee as provided in Section 15 hereof. In the event that the Equipment shall include vehicles, the certificates of title thereto shall be in the name of Lessor until conveyed as set forth in Section 15 hereof.

8. **PERSONAL PROPERTY.** The Equipment is and will remain personal property and will not be deemed to be affixed or attached to real estate or any building thereon. If requested by Lessor, Lessee will, at its expense, furnish a landlord or mortgagee waiver with respect to the Equipment.

9. **USE; REPAIRS.** Lessee will use the Equipment in a careful manner for the use contemplated by the manufacturer of the Equipment and shall comply with all laws, ordinances, insurance policies and regulations relating thereto, and will pay all costs, claims, damages, fees and charges arising out of its possession, use or maintenance. Lessee, at its expense, will keep the Equipment in good repair and will furnish all parts, mechanisms and devices required therefor. If the Equipment is such as is customarily covered by a maintenance agreement, Lessee will furnish Lessor with a maintenance agreement with a party satisfactory to Lessor.

10. **ALTERATIONS.** Lessee will not make any alterations, additions or improvements to the Equipment without Lessor's prior written consent unless such alterations, additions or improvements may be readily removed without damage to the Equipment.

11. **LOCATION; INSPECTION.** The Equipment will not be removed from, or if the Equipment consists of rolling stock its permanent base will not be changed from, the Equipment Location without Lessor's prior written consent which will not be unreasonably withheld. Lessor will be entitled to enter upon the Equipment Location or elsewhere during reasonable business hours to inspect the Equipment or observe its use and operation.

12. **LIENS AND TAXES.** Lessee shall keep the Equipment free and clear of all levies, liens and encumbrances except those created under this Lease. Lessee shall pay, when due, all charges and taxes (local, state and federal) which may now or hereafter be imposed upon the ownership, leasing, rental, sale, purchase, possession or use of the Equipment, excluding, however, all taxes on or measured by Lessor's income. If Lessee fails to pay said charges and taxes when due, Lessor shall have the right, but shall not be obligated, to pay said charges and taxes. If Lessor pays any charges or taxes for which Lessee is responsible or liable under this Lease, Lessee shall, upon demand, reimburse Lessor therefor as additional rent the amount of any such charges or taxes plus interest thereon at the highest rate allowed by law to the date of said reimbursement.

13. **RISK OF LOSS; DAMAGES; DESTRUCTION.** Lessee assumes all risk of loss of or damage to the Equipment from any cause whatsoever, and no such loss of or damage to the Equipment shall relieve Lessee of the obligation to make Rental Payments or to perform any other obligation under this Lease. In the event of damage to any item of Equipment, Lessee will immediately place the same in good repair with the proceeds of any insurance recovery applied to the cost of such repair. If Lessor determines that any item of the Equipment is lost, stolen, destroyed or damaged beyond repair Lessee, at its option, will either: (a) replace the same with like equipment in good repair, or (b) on the next Rental Payment date pay Lessor; (i) all amounts owed by Lessee under this Lease, including the Rental Payment due on such date; and (ii) an amount equal to the applicable Termination Value set forth in each Exhibit B.

In the event that Lessee is obligated to make such payment with respect to less than all of the Equipment, Lessor will provide Lessee with the pro rata amount of the Rental Payment and the Termination Value or balance of the Rental Payments then remaining unpaid hereunder, as applicable, to be made by Lessee with respect to the Equipment which has suffered the event of loss.

14. **INSURANCE.** Lessee will, at its expense, maintain at all times during the Lease Term, fire and extended coverage, public liability and property damage insurance with respect to the Equipment in such amounts, covering such risks, and with such insurance companies as shall be satisfactory to Lessor. In no event will the insurance limits be less than the amount of the then applicable Termination Value as provided in Section 15 below. Each insurance policy will name Lessee as an insured and Lessor or its assigns as an additional insured and loss payee, and will contain a clause requiring the insurer to give Lessor at least thirty (30) days prior written notice of any alteration in the terms of such policy or the cancellation thereof. The proceeds of any such policies will be payable to Lessee and Lessor or its assigns as their interests may appear.

Upon acceptance of the Equipment and upon each insurance renewal date, Lessee will deliver to Lessor a certificate evidencing such insurance. In the event of any loss, damage, injury or accident involving the Equipment, Lessee will promptly provide Lessor with written notice thereof and make available to Lessor all information and documentation relating thereto.

15. **PURCHASE OPTION.** On each Base Rental Payment due date, Lessee shall have an option to purchase the Equipment for an amount equal to (a) the Rental Payment then due plus (b) the Termination Value set forth in each Exhibit B. Lessee's right hereunder shall be conditioned upon Lessee's having performed all terms and conditions hereof in a timely fashion and no Event of Default shall have occurred either during the term of the Lease nor at the time this option to purchase is sought to be exercised. Further, Lessee shall, as a condition precedent, give notice of its intention to exercise its option at least thirty (30) days prior to the date upon which it seeks to exercise said right. At such time as Lessee shall have fully paid the total Rental Payments for the entire Lease Term under each Schedule and Lessee shall have fully paid and performed all other obligations hereunder and thereunder and provided no Event of Default has occurred and is continuing, Lessee may at its option pay to Lessor the sum of **ONE DOLLAR ($1.00)**, whereupon Lessor shall transfer and convey all of its right, title and interest in the Equipment under such Schedule to Lessee as is, where is, without warranty, express or implied, except Lessor will warrant to Lessee that the Equipment is free and clear of any liens created by Lessor. On the date of receipt of the total Rental Payments for the entire Lease Term under each Schedule and the sum of $1.00, Lessor shall deliver to Lessee such deeds, releases, bills of sale, certificates of title and other documents and instruments as Lessee shall reasonably require to evidence the transfer of all right, title and interest of Lessor in such Equipment to the Lessee free and clear of all liens and encumbrances created by or arising, directly or indirectly, through Lessor.

16. **LESSEE CERTIFICATION.** Lessee warrants that it is a state, or a political subdivision thereof, as defined in Section 103(a) of the Internal Revenue Code of 1986, as amended, (the "Code") and the related regulations and rulings thereunder, or the District of Columbia, and that Lessee's obligation under this Lease constitutes an enforceable obligation issued on behalf of a state or political subdivision thereof, such that any interest income derived under this Lease and due Lessor or its assignee, including but not limited to those amounts designated as interest in Exhibit B, will qualify for exclusion from gross income for Federal income tax purposes by Lessor, its assignee, and any participants with such, under Section 103 of the Code.

Lessee further warrants that (a) Lessee has the legal capacity to enter into this Lease and is not in contravention of any town/city, district, county, or state statute, rule, regulation, or other governmental provision; and (b) during the Lease Term, the Equipment will be used by Lessee only for the purpose of performing

governmental or proprietary functions of Lessee consistent with the permissible scope of Lessee's authority and will not be used in a trade or business of any person or entity other than Lessee.

17. **GENERAL TAX AND ARBITRAGE COVENANT.** The Lessee hereby covenants that, notwithstanding any other provision of this Lease, it shall not take any action, or fail to take any action, if any such action or failure to take action would adversely affect the exclusion from gross income of the interest component of the Rental Payments under Section 103 of the Code. The Lessee shall not, directly or indirectly, use or permit the use of the property financed with the Lease, or any portion thereby, by any person other than a governmental unit (as such term is used in Section 141 of the Code), in such manner or to such extent as would result in the loss of exclusion from gross income for federal income tax purposes of the interest component of the Rental Payments.

The Lessee shall not take any action, or fail to take any action, if any such action or failure to take action would cause the Rental Payments to be "private activity bonds" within the meaning of Section 141 of the Code, and in furtherance thereof, shall not make any use of the property financed with the Lease, or any portion thereof, or any other funds of the Lessee, that would cause the Lease Payments to be "private activity bonds" within the meaning of Section 141 of the Code. To that end, so long as any Lease Payments are outstanding, the Lessee, with respect to the property financed with the Lease and such other funds, will comply with applicable requirements of the Code and all regulations of the United States Department of the Treasury issued thereunder to the extent such requirements are, at the time, applicable and in effect.

The Lessee shall not, directly or indirectly use or permit the use of the Equipment, or other funds of the Lessee, or take or omit to take any action, that would cause the Rental Payments to be "arbitrage bonds" within the meaning of Section 148 of the Code. To that end, the United States Department of the Treasury issued thereunder to the extent such requirements are, at the time, in effect and applicable to the Rental Payments.

The Lessee shall not take or omit to take any action that would cause the Rental Payments to be "federally guaranteed" within the meaning of Section 149(b) of the Code.

18. **INDEMNIFICATION.** If for any reason the usage of the Equipment would cause any interest payment hereunder to lose its exclusion from gross income for federal income tax purposes, or if Lessee fails to comply with the information reporting requirements of Section 149(e) of the Code or if Lessee fails to keep a record of all assignments of the Lease pursuant to Section 149(a) of the Code (as provided in Section 28 hereof), then Lessee agrees to the extent allowed by law, to pay Lessor, its assignees, and any participants with such, an additional amount which, together with the amount of interest to be paid by Lessee under this Lease, puts Lessor, its assignees, and any participants with such, in the same after-tax position they would have been in had such payments been excluded from gross income for federal income tax purposes under Section 103 of the Code.

To the extent allowed by law, Lessee agrees to be solely responsible for and to indemnify Lessor for, from and against, any and all claims, actions, proceedings, expenses, damages, liabilities or losses, including reasonable attorney's fees and court costs arising in connection with this Lease or the Equipment, including, but not limited to, its selection, purchase, delivery, possession, use, operation or return and the recovery of claims under insurance policies thereon. This covenant of indemnity shall continue in full force and effect notwithstanding the payment of all Rental Payments and the conveyance of title to the Equipment to Lessee, as provided in this Lease, or the termination of this Lease in any manner whatsoever.

19. **ESSENTIAL USE.** It is the intent of the current governing body of Lessee to make Rental Payments for the full Lease Term but this statement of intent shall not be construed as contractually obligating or otherwise binding Lessee. In this regard Lessee represents that: (a) the use of the Equipment is essential to Lessee's proper, efficient and economic functioning or to the services that Lessee provides to its citizens, (b) Lessee has an immediate need for and expects to make immediate use of substantially all the Equipment, which need is not temporary or expected to diminish in the foreseeable future, and (c) the Equipment will be used by Lessee only for the purpose of performing one or more of its governmental or proprietary functions consistent with the permissible scope of its authority.

20. **ASSIGNMENT.** Without Lessor's prior written consent, Lessee will not assign, transfer, pledge, hypothecate or grant any security interest in or otherwise dispose of this Lease or the Equipment or any interest in this Lease or the Equipment.

Lessor, without the consent of Lessee, may assign its right, title and interest in and to this Lease, the Equipment and any other documents executed with respect to this Lease, and/or grant or assign a security interest in this Lease and the Equipment, in whole or in part. Any such assignees shall have all of the rights of Lessor under this Lease. Subject to the foregoing, this Lease inures to the benefit of and is binding upon the heirs, executors, administrators, successors and assigns of the parties hereto. Any assignment or reassignment of any of Lessor's right, title or interest in this Lease or the Equipment shall only be effective upon receipt by Lessee of a duplicate original of the counterpart document by which the assignment or reassignment is made, disclosing the name and address of each such assignee and, where applicable, to whom further payments hereunder should be made. Notwithstanding the above, Lessor may assign any interest in this Lease upon terms which provide that the assignor or assignee will act as a collection and paying agent ("Agent") for holders of certificates of participation in this Lease, provided Lessee receives written notification of the name and address of the Agent and a copy of the agency agreement. Lessee agrees to acknowledge in writing any assignments if so requested.

LESSEE AGREES THAT UPON NOTICE OF SUCH ASSIGNMENT IT SHALL PAY DIRECTLY TO LESSOR'S ASSIGNEE, SUBJECT TO SECTION 5 HEREOF, WITHOUT ABATEMENT, DEDUCTION OR SETOFF ALL AMOUNTS WHICH BECOME DUE HEREUNDER AND FURTHER AGREES THAT IT WILL NOT ASSERT AGAINST LESSOR'S ASSIGNEE ANY DEFENSE, CLAIM, COUNTERCLAIM OR SETOFF ON ACCOUNT OF ANY REASON WHATSOEVER WITH RESPECT TO ANY RENTAL PAYMENTS OR OTHER AMOUNTS DUE HEREUNDER AND WITH RESPECT TO ANY ACTION BROUGHT TO OBTAIN POSSESSION OF THE EQUIPMENT PURSUANT TO THIS LEASE.

21. **EVENTS OF DEFAULT.** The term "Event of Default", as used in this Lease, means the occurrence of any one or more of the following events:

(a) Lessee fails to make any Rental Payment (or any other payment such as late charges, reimbursements or holdover rent which may be due hereunder) within each Fiscal Year as it becomes due after renewal in accordance with the terms of this Lease, and any such failure continues for ten (10) days after the due date thereof;

(b) Lessee fails to perform or observe any other covenant, condition, or agreement to be performed or observed by it hereunder and such failure is not cured within twenty (20) days after receipt of written notice thereof by Lessor;

(c) The discovery by Lessor that any statement, representation, or warranty made by Lessee in this Lease or in any writing delivered by Lessee pursuant hereto or in connection herewith is false, misleading, or erroneous in any material respect;

(d) Lessee becomes insolvent, makes an assignment for the benefit of creditors, applies or consents to the appointment of a receiver, trustee, conservator or liquidator of Lessee of all or a substantial part of its assets, or a petition for relief is filed by Lessee under Federal bankruptcy, insolvency or similar laws; or a petition in a proceeding under any bankruptcy, insolvency or similar laws is filed against Lessee and is not dismissed within thirty (30) days thereafter; or

(e) Lessee shall be in default under any other Schedule under this Agreement.

22. **REMEDIES.** Upon the occurrence of an Event of Default, Lessor may, at its option, exercise any one or more of the following remedies:

(a) By written notice, and to the extent allowed by the law of the jurisdiction governing of this Lease, to Lessee declare an amount equal to all Rental Payments which have been appropriated for the Fiscal Year during which the Event of Default occurred and all other amounts then due under this Lease, to be immediately due and payable, whereupon the same shall become immediately due and payable;

(b) By written notice to Lessee, request Lessee to (and Lessee agrees that it will), at Lessee's expense, promptly return the Equipment to Lessor in the manner set forth in Section 22 hereof, or Lessor, at its option, may enter upon the premises where the Equipment is located and take immediate possession of and remove the same;

(c) Sell or lease the Equipment or sublease it for the account of Lessee, holding Lessee liable for all appropriated Rental Payments and other payments hereunder, including but not limited to late charges, if any, which may be due

under Section 3, reimbursements, if any, which may be due under Section 12 and holdover rent, if any, which may be due if the Lessee fails to relinquish and deliver the Equipment as required under Section 22) due to the effective date of such selling, leasing or subleasing; and

(d) Exercise any other right, remedy or privilege which may be available to it under applicable law including the right to (i) proceed by appropriate court action to enforce the terms of this Lease; (ii) recover damages for the breach of this Lease; and (iii) rescind this Lease as to any or all of the Equipment in accordance with applicable laws and procedures.

In addition, to the extent allowed by law, Lessee will remain liable for all covenants and indemnities under this Lease and for all legal fees and other costs and expenses, including court costs, incurred by Lessor with respect to the enforcement of any of the remedies listed above or any other remedy available to Lessor.

23. **TERMINATION PROCEDURE.** In the event Lessor is entitled under the provisions of this Lease, including any termination hereof pursuant to Sections 5 and 22 hereof, to obtain possession of the Equipment, Lessee shall make the Equipment available to Lessor free of all liens and encumbrances in at least as good condition and repair as when delivered to Lessee, ordinary wear and tear resulting from proper use alone excepted. Lessee agrees, at its expense, to advise Lessor of the location or locations where the Equipment may be found, permit Lessor access to the Equipment, voluntarily relinquish possession of the Equipment to Lessor, deliver the Equipment to a reasonable location specified by Lessor, and fully cooperate with Lessor in all respects in the removal of and redelivery of the Equipment to Lessor. Lessee agrees to execute and deliver to Lessor all documents reasonably requested by Lessor to evidence the termination of Lessee's leasehold interest in the Equipment.

24. **LAW GOVERNING.** This Lease shall be governed by the laws of the State of Wyoming.

25. **NOTICES.** All notices to be given under this Lease shall be made in writing and mailed by certified mail to the other party at its address set forth herein or at such address as the party may provide in writing from time to time. Any such notices shall be deemed to have been received five (5) days subsequent to mailing.

26. **SECTION HEADINGS.** All section headings contained herein are for the convenience of reference only and are not intended to define or limit the scope of any provision of this Lease.

27. **DELIVERY OF RELATED DOCUMENTS.** Lessee will execute or provide, as requested by Lessor, annual budget and financial information and such other documents and information, including an opinion of Lessee's counsel as to the validity and enforceability of this Lease, as are reasonably necessary with respect to the transaction contemplated by this Lease.

28. **ENTIRE AGREEMENT; WAIVER; EXECUTION IN COUNTERPARTS.** This Lease, together with the Schedules and exhibits attached hereto and thereto are made a part hereof and any other attachments hereto and other documents or instruments executed by Lessee and Lessor in connection herewith constitute the entire agreement between the parties with respect to the lease of the Equipment. This Lease and any Schedule shall not be modified, amended, altered, or changed except with the written consent of Lessee and Lessor. Any provision of this Lease or any Schedule found to be prohibited by law shall be ineffective to the extent of such prohibition without invalidating the remainder of this Lease. The wavier by Lessor of any breach by Lessee of any term, covenant or condition hereof shall not operate as a waiver of any subsequent breach hereof.

This Lease may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

29. **APPOINTMENT.** In compliance with Section 149(a) of the Internal Revenue Code of 1986, as amended, Lessee hereby designates Lessor to be its agent for the purposes of maintaining a book entry system identifying the ownership or interest in and to this Lease and each Schedule and Lessor hereby accept its duties as agent hereunder.

30. **SECTION 265(B) (3) CERTIFICATION.** LESSEE CERTIFIES THAT IT HAS DESIGNATED THE OBLIGATION CREATED BY THIS LEASE AS A "QUALIFIED TAX-EXEMPT OBLIGATION" IN ACCORDANCE WITH SECTION 265(B)(3) OF THE INTERNAL REVENUE CODE OF 1986, AS AMENDED, AND FURTHER IT HAS NOT DESIGNATED MORE THAN $10,000,000 OF OBLIGATIONS AS QUALIFIED TAX-EXEMPT OBLIGATIONS IN ACCORDANCE WITH SUCH SECTION FOR

THE CURRENT CALENDAR YEAR AND REASONABLY ANTICIPATES THAT THE TOTAL AMOUNT OF QUALIFIED TAX-EXEMPT OBLIGATIONS TO BE ISSUED BY LESSEE DURING THE CURRENT CALENDAR YEAR WILL NOT EXCEED $10,000,000.

31. **ADDITIONAL PROVISIONS.** Any amendments to the standard language of this Lease will be set forth in riders attached hereto and made a part hereof.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

LESSOR: KINETIC LEASING, INC.

Signature: _____

Name/Title: _____

Date: February 1, 2026

SCHEDULE NO. 108
TO MASTER LEASE-PURCHASE AGREEMENT NO. CIT8324
DATED: FEBRUARY 1, 2026

LESSEE: City of Laramie, Wyoming
406 E Ivinson Ave
Laramie, WY 82070

LESSOR: Kinetic Leasing, Inc.
2575 41st Street S, Suite 1
Fargo, ND 58104

1. **EQUIPMENT DESCRIPTION.** The Equipment covered by this Schedule is as described in Exhibit A hereto.

2. **TERM AND ACCEPTANCE.** The Term of this Schedule shall commence upon execution hereof by Lessee and Lessor and terminate upon the payment by Lessee of the last Rental Payment required to be made by it in accordance with Exhibit B hereto unless terminated earlier pursuant to Lessee's option to terminate (or not renew) under Section 5 of the Lease. Lessee hereby authorizes its Mayor to execute and deliver each Receipt Certificate and, if applicable, each Payment Request Form under an Escrow Agreement.

3. **RENTAL PAYMENTS.** The Rental Payments required to be made under this Schedule and in accordance with the terms of the Lease shall be made in the amounts, in dollars (U.S.), and at the times set forth on Exhibit B hereto unless terminated earlier pursuant to Lessee's option to terminate (or not renew) under Section 5 of the Lease. All Rental Payments and other amounts which may be due hereunder or under the Lease shall be paid to Lessor at its address set forth above or in such other manner of which Lessor shall notify Lessee.

4. **CERTAIN REPRESENTATIONS AND WARRANTIES AND DESIGNATION.** (a) Lessee hereby confirms, represents and warrants as follows: (i) all representations and warranties made by Lessee in the Lease (specifically including those contained in Section 16 of the Lease) or any document or certificate furnished pursuant to the Lease are true and correct as of the date hereof with the same effect as though made on the date hereof; (ii) there has not occurred nor is there presently continuing an Event of Default under the terms of the Lease, nor any other event which with the giving of notice or the lapse of time, or both, would become an Event of Default; and (iii) funds sufficient for the payment by Lessee of the Rental Payments and other amounts with respect to this Schedule for its current Fiscal Year have been duly budgeted and appropriated and are available for such payment by Lessee. (b) Lessee has the legal capacity to enter into the Lease and is not in contravention of any town/city, district, county, or constitution, state statute, rule, regulation, or other governmental provision.

LESSEE CERTIFIES THAT IT HAS DESIGNATED THE OBLIGATION CREATED BY THIS LEASE AS A QUALIFIED **TAX-EXEMPT OBLIGATION** IN ACCORDANCE WITH SECTION 265(B)(3) OF THE INTERNAL REVENUE CODE OF 1986, AS AMENDED, AND FURTHER IT HAS NOT DESIGNATED MORE THAN $10,000,000 OF OBLIGATIONS AS QUALIFIED TAX-EXEMPT OBLIGATIONS IN ACCORDANCE WITH SUCH SECTION FOR THE CURRENT CALENDAR YEAR AND REASONABLY ANTICIPATES THAT THE TOTAL AMOUNT OF QUALIFIED TAX-EXEMPT OBLIGATIONS TO BE ISSUED BY LESSEE DURING THE CURRENT CALENDAR YEAR WILL NOT EXCEED $10,000,000.

5. **GENERAL PROVISIONS.** All defined terms used in this Schedule shall have the meanings set forth in the Master Lease-Purchase Agreement first referred to above (the "Lease"). This Schedule is deemed to be an integral part of the Lease. All terms and conditions of the Lease are incorporated herein by reference except that other Schedules entered into pursuant to the Lease shall not be deemed to be incorporated herein. Any reference to Lessor in the Schedule shall mean Lessor and its assigns or successors except as otherwise provided.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

LESSOR: KINETIC LEASING, INC.

Signature: _____

Name/Title: _____

Date: February 1, 2026

EXHIBIT A

TO SCHEDULE NO. 108, DATED AS OF FEBRUARY 1, 2026 TO
MASTER LEASE-PURCHASE AGREEMENT NO. CIT8324, DATED AS OF FEBRUARY 1, 2026

EQUIPMENT DESCRIPTION

QTY.	SERIAL NO.	DESCRIPTION
		VENDOR: Ken Garff Ford Cheyenne
1	1FD0W5HT7REF97704	2024 Ford Super Duty F-550 Chassis Dual Real Wheel

Equipment Location:
4373 North 3rd Street, Laramie, WY 82073

Description of Financed Amount:

Cost of above Equipment	$217,303.00
Cost of related charges:	
Shipping	$ 0.00
Physical Modifications (specify)	$ 0.00
Other (Freight and Prep)	$ 0.00
Add: Sales or other tax, if applicable	$ 0.00
Less: Trade In	$ 18,000.00
Less: Manufacturer's Rebate	$ 8,000.00
Less: Down payment	$ 20,000.00
Net Financed Amount:	$171,303.00

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

EXHIBIT B

TO SCHEDULE NO. 108, DATED AS OF FEBRUARY 1, 2026 TO
MASTER LEASE-PURCHASE AGREEMENT NO. CIT8324, DATED AS OF FEBRUARY 1, 2026

BASE RENTAL PAYMENTS

Base Rental Payment Date	Base Rental Payment Amount	Interest Portion	Principal Portion	Termination Value
04/01/2026	$30,172.12	$1,104.83	$29,067.29	$142,753.24
10/01/2026	$30,172.12	$2,837.60	$27,334.52	$115,250.61
04/01/2027	$30,172.12	$2,292.28	$27,879.84	$87,233.68
10/01/2027	$30,172.12	$1,736.07	$28,436.05	$58,692.83
04/01/2028	$30,172.12	$1,168.78	$29,003.34	$29,618.27
10/01/2028	$30,172.12	$590.16	$29,581.96	$0.00

Compound Period: Semi-Annual
Nominal Annual Rate: 3.990%

AMORTIZATION SCHEDULE – US RULE, 360 day year

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

EXHIBIT C

SCHEDULE NO. 108
TO MASTER LEASE-PURCHASE AGREEMENT NO. CIT8324

RECEIPT CERTIFICATE

The undersigned Lessee under that certain Schedule No. 108, dated as of February 1, 2026, to Master Lease-Purchase Agreement No. CIT8324, dated as of February 1, 2026, negotiated for the purpose of acquiring Equipment with Kinetic Leasing, Inc. as Lessor, hereby acknowledges receipt in good condition of all of the Equipment described on Exhibit A of Schedule No. 108 to said Master Lease-Purchase Agreement this 1st day of Febraury, 2026, and hereby certifies that the Equipment is satisfactory and in accordance with specifications.

Further, Lessee hereby confirms that it will commence Rental Payments for the Equipment as specified in Exhibit B of Schedule No. 108 to Master Lease-Purchase Agreement No. CIT8324, with the first payment being due on April 1, 2026.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: _____

EXHIBIT D

TO SCHEDULE NO. 108, DATED AS OF FEBRUARY 1, 2026 TO
MASTER LEASE-PURCHASE AGREEMENT NO. CIT8324, DATED AS OF FEBRUARY 1, 2026

STATEMENT OF ESSENTIAL USE/SOURCE OF FUNDS

The above referenced Lease is to provide financing for the lease purchase of equipment rather than for the short-term rental of equipment. For this reason, periodic payment amounts are calculated to amortize the full cost of the Equipment over the agreed payment term. Because we do not consider your repayment commitment to be a debt or multiple fiscal year financial obligation, as those terms would be defined by State constitution or regulations, the Lease includes a non-appropriation clause as a result of which the Lease is not renewed and is subject to funds being encumbered for repayment by your governing body. This non-appropriation clause provides some risk that the Equipment will be returned during the life of the Lease.

As evidence of the declaration of intent of your governing body to retain the Equipment throughout the Lease Term, we need a description of your understanding of the essential governmental use intended for the Equipment, together with an understanding of the sources from which Rental Payments are expected to be made. To satisfy this requirement, please address the following points either by completing this form or sending a separate letter:

1. What is the specific use of this Equipment?
   Maintaining Streets Infrastructure.

2. Why is the Equipment essential to the operation of your organization?
   To Aid Streets Maintenance Works in Maintaining Equipment.

3. Does the Equipment replace existing equipment? Ye
   Yes.
   If so, why is the replacement being made?
   The Old Equipment is at the End of its Useful Life.

4. What is your estimate of the useful life of the Equipment to your operations?
   5 Years.

5. What is the expected source of funds for payments due under the Lease for the current fiscal and future years?
   General Fund Cash Reserves.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

EXHIBIT E

INSURANCE COVERAGE DISCLOSURE

TO MASTER LEASE-PURCHASE AGREEMENT NO. CIT8324

RE: INSURANCE COVERAGE REQUIREMENTS

1. In accordance with the Master Lease-Purchase Agreement, Lessee certifies that it has instructed the insurance agent named below (please fill in name, address, and telephone and fax number):

Wyoming Association of Risk Management
513 E 11st Street
Cheyenne, WY 82001

to issue: (check to indicate coverage)

____x__ a. All Risk Physical Damage Insurance on the Equipment evidenced by a Certificate of Insurance and Long Form Loss Payable Clause naming Kinetic Leasing, Inc. and/or its assigns as **Loss Payee**.

Coverage Required: Termination Value Specified.

_____ b. Public Liability Insurance evidenced by a Certificate of Insurance naming Kinetic Leasing, Inc. and/or its assigns as an **Additional Insured**.

Proof of insurance coverage will be provided to Kinetic Leasing, Inc., prior to the time that the Equipment is delivered to Lessee;

OR

2. Pursuant to the Master Lease-Purchase Agreement, Lessee represents and warrants, in addition to other matters under the Master Lease-Purchase Agreement, that it is lawfully self-insured for: (check to indicate coverage)

_____ a. All Risk, Physical Damage in the amount(s) specified in 1(a) above.

_____ b. Public Liability for not less than the amount(s) specified in 1(b) above.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

MASTER LEASE-PURCHASE AGREEMENT NO. CIT8324
BETWEEN
KINETIC LEASING, INC., AS LESSOR
AND
CITY OF LARAMIE, WYOMING, AS LESSEE

CITY GENERAL AND NO LITIGATION CERTIFICATE

The undersigned officers of City of Laramie, Wyoming, (the "City") being the persons duly charged, with others, with responsibility in connection with the execution and delivery by the City of that certain agreement entitled "Master Lease-Purchase Agreement No. CIT8324" dated as of Febraury 1, 2026 (the "Lease"), between Kinetic Leasing, Inc., as lessor (the "Lessor"), and the City, as lessee, HEREBY CERTIFY that:

1. The City is a political subdivision of the State of Wyoming duly organized and existing under the Constitution and laws of the State Wyoming.

2. For the period from February 1, 2026, to and including the date of this Affidavit, the following have been and now are the duly elected or appointed, qualified and acting President of the City Council of the City (the "Council"), and the Clerk of the City:

President: Sharon Cumbie

City Clerk: Nancy Bartholomew

3. Closing of the Lease shall be made at such other time as the Lessor and the City shall mutually agree upon (the "Closing Time").

4. The City has duly performed all of its obligations to be performed at or prior to the Closing Time and each of the representations and warranties of the City contained in the Lease is true and correct as of the Closing Time.

5. The City has authorized, by all necessary action, the execution and delivery or receipt and due performance of the Lease, by the adoption of a resolution of the Council, (the "Lease Resolution"), and such other agreements and documents as may be required to be executed and delivered or received by the City in order to carry out, give effect to and consummate the transactions contemplated by the Lease Resolution.

6. On or before the date hereof, said City Mayor and City Clerk did execute counterparts of the Lease.

7. None of the proceedings or authority for the execution and delivery of the Lease, or the Lease Resolution have been modified, amended or repealed.

8. No litigation is now pending, or to our knowledge threatened, seeking to restrain or to enjoin the execution or delivery by the City of the Lease or in any way affecting the Rental Payments (as defined in the Lease) or any authority for or the validity of the Lease, the Lease Resolution or the existence or powers of the City.

9. The City is not on this date in violation of any of the covenants set forth in the Lease.

10. The execution, adoption and delivery of the Lease, and the Lease Resolution and the other certificates contemplated therein and compliance by the City with the provisions thereof will not conflict with or constitute on the part of the City a breach of or a default under Wyoming or laws of the State, any existing law, court or administrative regulation, deed or order or any agreement, ordinance, resolution, indenture, mortgage, lease or other instrument to which the City is subject or by which it is bound.

11. The individuals named below were authorized in the Lease Resolution to execute the Receipt Certificates in form as attached to the Lease, and their signatures set forth opposite their names are their genuine signatures:

Name	Office	Signature
Sharon Cumbie	Mayor	
Nancy Bartholomew	City Clerk	

IN WITNESS WHEREOF, we have hereunto subscribed our names as of the 1st day of February, 2026.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: Febraury 1, 2026

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

MASTER LEASE-PURCHASE AGREEMENT NO. CIT8324
BETWEEN
KINETIC LEASING, INC., AS LESSOR
AND
CITY OF LARAMIE, WYOMING, AS LESSEE

CERTIFICATE AS TO USE OF PROCEEDS

I, the undersigned officer of City of Laramie, Wyoming (the "City") being the person duly charged, with others, with responsibility for the execution and delivery by the City of that certain Master Lease-Purchase Agreement No. CIT8324 dated February 1, 2026 (the "Lease"), between Kinetic Leasing, Inc., as lessor (the "Lessor"), and Lessee, HEREBY CERTIFY that:

1. The Lease was executed and delivered by the City under and pursuant to Wyoming law to finance the acquisition of certain Equipment described therein.

2. Prior to the date of execution and delivery of the Lease the City did not incur and pay any costs related to the Equipment, for which costs the City expects to be reimbursed with net proceeds of the Lease except which is allowed by City of Laramie, Wyoming Resolution 2021-43.

3. The Equipment will be acquired and installed, with due diligence, and, based upon the provisions of the Lease, the Equipment is expected to be acquired and installed on or before February 1, 2026.

4. All of the spendable proceeds of the Lease will be expended on the Equipment and related expenses within six months from the date of the Lease. The original proceeds of the Lease, and the interest to be earned thereon, do not exceed the amount necessary for the purpose for which the Lease is executed and delivered.

5. Pursuant to the Lease, the City is entitled to the use and lease of the Equipment in consideration for the obligation of the City to make Rental Payments under the Lease. The Equipment will be used in furtherance of the public purposes of the City. The City does not intend to sell the Equipment or its interest in the Lease or to otherwise dispose of the Equipment during the term of the Lease. The City is not the owner of the Equipment during the term of the Lease.

6. The City expects to make payments under the Lease from its General Fund cash reserves on the basis of annual appropriations in amounts equal to the Rental Payments under the Lease. No other moneys are pledged to the Lease or reasonably expected to be used to pay Rental Payments under the Lease. No sinking fund, reserve fund or similar fund is expected to be created by the City with respect to the Lease and the Rental Payments.

7. The City hereby covenants that it will perform all acts within its power which are or may be necessary to insure that the Interest Portion of the Rental Payments due under the Lease will at all times not become included in gross income for federal income tax purposes under the Internal Revenue Code of 1986, as amended (the "Code") and the regulations promulgated thereunder. In connection with this covenant, the City will comply with all arbitrage rebate provisions of the Code in the event that the transaction represented by the Lease becomes subject to such provisions.

8. The Lease is hereby designated as a "qualified tax-exempt obligation" as such term is defined in Section 265(b)(3) of the Code.

9. The City, including all entities or governmental units which are subordinate thereto, does not reasonably anticipate to issue in the aggregate more than $10,000,000 of "qualified tax-exempt obligations" during the calendar year ending December 31, 2026.

To the best of my knowledge, information and belief the expectations herein expressed are reasonable and there are no facts, estimates or circumstances other than those expressed herein that would materially affect the expectations herein expressed.

IN WITNESS WHEREOF, I have hereunto subscribed our names as of the 1st day of February, 2026.

LESSEE: CITY OF LARAMIE, WYOMING

Signature: _____

Name/Title: Sharon Cumbie/Mayor

Date: February 1, 2026

ATTEST:

Signature: _____

Name/Title: Nancy Bartholomew/City Clerk

RIDER - TITLED EQUIPMENT
TO EQUIPMENT LEASE AGREEMENT #CIT8324-108
DATED FEBRUARY 1, 2026

This TITLED EQUIPMENT RIDER is made by and between CITY OF LARAMIE, WYOMING ("Lessee") and KINETIC LEASING, INC. ("Lessor" and "Owner").

WHEREAS, the parties wish to amend the above reference Agreement as set forth below:

You (Lessee) shall complete the physical titling of the Equipment as required by the state of your residence. **Furthermore, you shall provide such title documentation of the Equipment to us within fifteen (15) days of your receipt of such title documentation from the appropriate titling authority.** Your failure to provide us with the title documentation to the Equipment in a timely manner shall be deemed a condition of default and subject to any and all remedies available to us. Lessee further agrees to pay a month-to-month Unobtained Titling Fee of $100 per title if the Lessor has not received the correct transferred title in Lessor's office in a timely manner.

The verification of completed titling must be emailed or faxed to Chloe Walton with Kinetic Leasing within fifteen (15) days:

- Email: cwalton@kineticlease.com
- Fax: 701-476-0277

Lienholder to be listed as:

Kinetic Leasing, Inc.
PO Box 9785
Fargo, ND 58106

Except as modified herein the terms of the Lease remain the same and continue in full force and effect.

LESSOR: Kinetic Leasing, Inc.

Signature:_____

Title:_____

Date: February 1, 2026

LESSEE: City of Laramie, Wyoming

Signature:_____

Title:_____

Date: February 1, 2026

Form **8038-G** (Rev. September 2018)

Department of the Treasury
Internal Revenue Service

Information Return for Tax-Exempt Governmental Bonds

▶ Under Internal Revenue Code section 149(e)
▶ See separate instructions.
Caution: *If the issue price is under $100,000, use Form 8038-GC.*
▶ Go to *www.irs.gov/F8038G* for instructions and the latest information.

OMB No. 1545-0720

Part I Reporting Authority

If **Amended Return**, check here ▶ ☐

1 Issuer's name
City of Laramie, Wyoming

2 Issuer's employer identification number (EIN)
83-6000072

3a Name of person (other than issuer) with whom the IRS may communicate about this return (see instructions)
Sharon Cumbie

3b Telephone number of other person shown on 3a
307-721-5386

4 Number and street (or P.O. box if mail is not delivered to street address) | Room/suite
PO Box C

5 Report number *(For IRS Use Only)*
3

6 City, town, or post office, state, and ZIP code
Laramie, WY 82070

7 Date of issue
2/1/2026

8 Name of issue
City of Laramie, Wyoming

9 CUSIP number

10a Name and title of officer or other employee of the issuer whom the IRS may call for more information (see instructions)
Spencer Keturi

10b Telephone number of officer or other employee shown on 10a
307-721-5287

Part II Type of Issue (enter the issue price). See the instructions and attach schedule.

11	Education	11		
12	Health and hospital	12		
13	Transportation	13	171,303	00
14	Public safety	14		
15	Environment (including sewage bonds)	15		
16	Housing	16		
17	Utilities	17		
18	Other. Describe ▶	18		
19a	If bonds are TANs or RANs, check only box 19a ▶ ☐			
b	If bonds are BANs, check only box 19b ▶ ☐			
20	If bonds are in the form of a lease or installment sale, check box ▶ ☐			

Part III Description of Bonds. Complete for the entire issue for which this form is being filed.

	(a) Final maturity date	(b) Issue price	(c) Stated redemption price at maturity	(d) Weighted average maturity	(e) Yield
21	October 1, 2028	$ 171,303.00	$ N/A	2 years	3.990 %

Part IV Uses of Proceeds of Bond Issue (including underwriters' discount)

22	Proceeds used for accrued interest			22	N/AP
23	Issue price of entire issue (enter amount from line 21, column (b))			23	171,303 00
24	Proceeds used for bond issuance costs (including underwriters' discount)	24	N/AP		
25	Proceeds used for credit enhancement	25	N/AP		
26	Proceeds allocated to reasonably required reserve or replacement fund	26	N/AP		
27	Proceeds used to refund prior tax-exempt bonds. Complete Part V	27	N/AP		
28	Proceeds used to refund prior taxable bonds. Complete Part V	28	N/AP		
29	Total (add lines 24 through 28)			29	N/AP
30	Nonrefunding proceeds of the issue (subtract line 29 from line 23 and enter amount here)			30	171,303 00

Part V Description of Refunded Bonds. Complete this part only for refunding bonds.

31	Enter the remaining weighted average maturity of the tax-exempt bonds to be refunded ▶	N/AP years
32	Enter the remaining weighted average maturity of the taxable bonds to be refunded ▶	N/AP years
33	Enter the last date on which the refunded tax-exempt bonds will be called (MM/DD/YYYY) ▶	N/AP
34	Enter the date(s) the refunded bonds were issued ▶ (MM/DD/YYYY)	N/AP

Part VI Miscellaneous

35	Enter the amount of the state volume cap allocated to the issue under section 141(b)(5)	35	N/AP	
36a	Enter the amount of gross proceeds invested or to be invested in a guaranteed investment contract (GIC). See instructions	36a	N/AP	
b	Enter the final maturity date of the GIC ▶ (MM/DD/YYYY) N/AP			
c	Enter the name of the GIC provider ▶ N/AP			
37	Pooled financings: Enter the amount of the proceeds of this issue that are to be used to make loans to other governmental units	37	N/AP	

38a If this issue is a loan made from the proceeds of another tax-exempt issue, check box ▶ ☐ and enter the following information:

b Enter the date of the master pool bond ▶ (MM/DD/YYYY) N/AP

c Enter the EIN of the issuer of the master pool bond ▶ N/AP

d Enter the name of the issuer of the master pool bond ▶ N/AP

39 If the issuer has designated the issue under section 265(b)(3)(B)(i)(III) (small issuer exception), check box ▶ ☑

40 If the issuer has elected to pay a penalty in lieu of arbitrage rebate, check box ▶ ☐

41a If the issuer has identified a hedge, check here ▶ ☐ and enter the following information:

b Name of hedge provider ▶ N/AP

c Type of hedge ▶ N/AP

d Term of hedge ▶ N/AP

42 If the issuer has superintegrated the hedge, check box ▶ ☐

43 If the issuer has established written procedures to ensure that all nonqualified bonds of this issue are remediated according to the requirements under the Code and Regulations (see instructions), check box ▶ ☐

44 If the issuer has established written procedures to monitor the requirements of section 148, check box ▶ ☐

45a If some portion of the proceeds was used to reimburse expenditures, check here ▶ ☐ and enter the amount of reimbursement ▶ N/AP

b Enter the date the official intent was adopted ▶ (MM/DD/YYYY) N/AP

Signature and Consent

Under penalties of perjury, I declare that I have examined this return and accompanying schedules and statements, and to the best of my knowledge and belief, they are true, correct, and complete. I further declare that I consent to the IRS's disclosure of the issuer's return information, as necessary to process this return, to the person that I have authorized above.

▶ Signature of issuer's authorized representative Date

▶ Sharon Cumbie, Mayor
Type or print name and title

Paid Preparer Use Only

Print/Type preparer's name	Preparer's signature	Date	Check ☐ if self-employed	PTIN

Firm's name ▶ | Firm's EIN ▶

Firm's address ▶ | Phone no.

REGULAR COUNCIL MEETING **January 20, 2026**

Laramie WYOMING	**Agenda Item:** Resolution **Title:** Resolution 2026-08, Appointing Two Members to Human Rights and Relations Commission

Recommended Council MOTION:

I move that the Laramie City Council approve Resolution 2026-08, appointing two members to the Human Rights and Relations Commission, appointing Erik Boss and Samuel Burkett to terms expiring October 31st, 2028, and authorize the Mayor and City Clerk to sign.

Administrative or Policy Goal:

To appoint members to the Human Rights & Relations Commission created in LMC 2.70.

Background:

The Human Rights & Relations Commission acts in an advisory capacity to the City Council to uphold Wyoming's Constitutional declaration that "all members of the human race are equal" by working to defend the dignity and worth of all people and promoting inclusion, equity and mutual respect among community members.

After the last resolution to appoint 3 members, the clerk's office received 4 additional applications from volunteers interested in the commission. Councilors Melanie Vigil and William Bowling held interviews on July 22, 2025, and recommend appointment of Arya Denham to the commission.

Advertised	September 3, 5, 11, 13, 18, 20, 24, 26 October 1, 3, 9, 11, 18, 23, 29, 31
Interviews Held	December 11 and 19, 2025

Legal/Statutory Authority:

Laramie Municipal Code 2.52

Responsible Staff:

Patricia Russell, HR, prussell@cityoflaramie.org

Attachments:

Reso 2026-08 Appoint two members HRRC 1-20-26

CITY OF LARAMIE, WYOMING
CITY COUNCIL: RESOLUTION 2026-08

RESOLUTION APPOINTING TWO MEMBERS TO THE HUMAN RIGHTS AND RELATIONS COMMISSION

WHEREAS, Council for the City of Laramie, Wyoming (City) created the Human Rights and Relations Commission (HRRC) pursuant to Section 2.70.010 of the Laramie Municipal Code to consist of seven (7) members who are appointed by the City Council for a term of three (3) years; and

WHEREAS, two vacancies occurred due to expiring terms for Samuel Burkett and Mary Eisenhauer; and

WHEREAS, two applicants were successfully interviewed by the HRRC Council liaison and one Council Representative on December 11, 2025 and December 19, 2025; and

WHEREAS, these vacancies exist on the Human Rights and Relations Commission, pursuant to Section 2.70.010 of the Laramie Municipal Code, City Council shall fill the last vacancy.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF LARAMIE, WYOMING:

Section 1. That City Council appoints Erik Boss to the Human Rights & Relations Commission with a term expiring October 31, 2028.

Section 2. That City Council appoints Samuel Burkett to the Human Rights & Relations Commission with a term expiring October 31, 2028.

Section 3. That this resolution is effective upon passage and approval.

PASSED, APPROVED, AND ADOPTED THIS ____ day of January 2026.

_____
Sharon Cumbie, Mayor and President of
Laramie City Council

ATTEST:

_____
Nancy Bartholomew, CMC
City Clerk

REGULAR COUNCIL MEETING **January 20, 2026**

Laramie WYOMING	**Agenda Item:** Contract **Title:** At-Will Employment Contract Between City of Laramie and Todd Feezer as City Manager

Recommended Council Motion:

I move that the Laramie City Council approve the contract between the City of Laramie and Todd Feezer as City Manager, and authorize the Mayor and City Clerk to sign.

Administrative or Policy Goal:

That City Council appoint and employ a City Manager position in accordance with Wyoming State Statutes in Title 15.

Background:

Todd Feezer was appointed by Resolution 2025-86 to serve as Interim City Manager effective December 16, 2025. The City Council has decided to appoint Todd Feezer as the next City Manager for the City of Laramie based on qualification and experience.

Legal/Statutory Authority:

W.S. § 15-4-202. Employees; manager; employment, salary, vacancy; attorney; other positions; salaries, duties; municipal judges; experts; exception.
(a) The governing body, as soon as possible after the first election, shall employ a city manager and a city attorney and fix their salaries. The city manager shall receive no other or additional salary for the performance of any of the duties required of him as city manager. The city manager is an employee and serves at the pleasure of the governing body. His salary may be changed from year to year, and his employment may be terminated at any time by a majority vote of the governing body.

LMC 2.08.010 - Appointment of officers. The city council shall by a majority vote of its members, appoint persons for the position of city manager, city attorney and municipal judge. The city manager, city attorney and municipal judge shall serve at the pleasure of the city council and their employment may be terminated at any time by a vote of the majority of the members of the city council. The city council shall decide annually to conduct a job performance evaluation of the persons serving as city manager, city attorney and municipal judge.

Responsible Staff:

City Council, council@cityoflaramie.org

Attachments:

Council – Todd Feezer Contract 010826

AT-WILL EMPLOYMENT CONTRACT BETWEEN CITY OF LARAMIE AND TODD FEEZER AS CITY MANAGER

1. **Parties.** This Contract is made effective December 16, 2025, between the City of Laramie, Wyoming, a Wyoming municipal corporation ("City"), whose address is City Hall, 406 Ivinson Street, Laramie, Wyoming 82070 and Todd Feezer ("City Manager"), who has been employed by the City of Laramie since 2016. In consideration of the below mutual obligations, City and City Manager agree to the following:

2. **Purpose of Contract.** The purpose of this Contract is to begin an at-will employer-employee relationship for Todd Feezer to perform the services of City Manager. The parties agree that City Manager is an at-will employee of the City and Council and nothing in this Contract creates an expectation of continued employment. The at-will nature of City Manager's employment can only be altered by a written document approved by the City Council which specifically states it is altering the at-will nature of this Contract.

3. **Term of Contract.** The obligations of this Contract begin on December 16, 2025, and shall continue unless this Contract is amended or terminated pursuant to the provisions of Paragraph 5 of this Contract.

4. Payment.

4.01. **Salary.** City shall pay City Manager a total annual salary $194,000 payable in installments at the same time that the other employees of the City are paid, along with additional benefits as set forth in this Contract. City shall make normal withholdings as required by law from City Manager's salary. City Manager shall also be eligible for and receive the raises that may from time to time be granted to all City employees.

4.02. **Vehicle Allowance.** City shall pay City Manager $500 per month as a vehicle allowance. City Manager shall acquire and maintain a vehicle during the term of this Contract and shall be responsible for paying liability, property damage, and comprehensive insurance coverage upon that vehicle and all other expenses attendant to that vehicle.

4.03. **Travel Expenses.** Any required travel for City Manager in the performance of this Contract shall be in accordance with the travel policy and reimbursed at the standard employee rate.

4.04. **Other Benefits.** Except as otherwise provided in this Contract, City Manager shall be entitled to the same level of benefits that are enjoyed by City Department Directors as provided in the Employee Handbook or practice.

4.05. **Professional and Civic Development.** City will budget and pay for the civic and professional membership dues and subscriptions of City Manager necessary for City Manager's membership and participation in national, regional, state and local associations necessary and desirable for City Manager's continued professional participation, growth and advancement, and for the good of City. Developing and maintaining

professional association contacts and standing provide City access to valuable resources, and the reasonable participation and related travel by City Manager as provided for in the annual budget will be part of the City Manager's duties.

4.06. **Contribution to 457 Plan.** The City shall contribute up to $6,000 each year, payable in a monthly installment, as a match of the City Manager's contribution into the City Manager's IRS §457 personal retirement account. This payment is only required as a match; City's obligation therefore depends on City Manager making matching contributions. The account must be established by the City Manager and retained during his/her employment for receipt of this benefit.

5. Termination of Contract

5.01. Termination by City Manager. City Manager may terminate this Contract for any reason or for no reason by giving the City 60 days' written notice of termination. The parties' obligations under this Contract will terminate 60 days after that written notice, and the City Manager shall during that 60-day notice period continue to fulfill all obligations of the City Manager under this Contract. If City Manager terminates this Contract, the City will owe City Manager nothing beyond his/her salary and benefits through his/her last day of work, and such accrued vacation and leave time as would be payable to any other employee upon termination of employment.

5.02. Termination by City

5.02.01. Method of Termination by City. The City may only terminate this Contract through a majority vote of the full membership of City Council, whether such termination is with or without cause.

5.02.02. Termination For Cause by City. The City may terminate this Contract for cause if the City Manager is convicted of a felony or any crime involving dishonesty, or if City Manager commits a material breach of this Contract. City agrees to give City Manager written notice and opportunity to cure a material breach, if the breach is capable of cure. If the City terminates this Contract for cause, the City will owe City Manager nothing beyond his/her salary and benefits through his/her last day of work, and such accrued vacation and leave time as would be payable to any other employee upon termination of employment. Particularly, without limiting the foregoing, City Manager will not be entitled to any severance pay or benefit.

5.02.03. Termination Without Cause

The City may terminate this Contract without cause by giving the City Manager written notice of that termination. If the City terminates this Contract without cause, the City shall pay City Manager his salary and benefits through his last day of work,

and such accrued vacation and leave time as would be payable to any other employee up on termination of employment, and City Manager shall receive the following severance pay and benefits:

5.02.03.01. As severance pay, a total of one hundred and forty thousand dollars ($140,000). This will be paid in twelve (12) equal monthly installments after the effective date of termination, and the City will make normal withholdings as required by law.

5.02.03.02. To assist City Manager in maintaining health insurance, City will, for a maximum of twelve (12) months after the effective date of termination, reimburse the City Manager for his share of COBRA payments he makes to maintain health coverage through the City's plan. This payment will be made monthly, only upon receiving from City Manager proof of that month's COBRA payment by him/her. This benefit/payment will end after twelve (12) months of reimbursement, or sooner, if City Manager obtains health benefits from another employer or otherwise.

6. Responsibilities of City Manager.

6.01. General Duties City Manager will plan, organize, control the direct operation of the City providing support for the City Council, vision for the organization and representing the City as the Chief Executive for the overall leadership and direction of the entire City government and the policies of the City Council. City Manager shall perform the following duties and responsibilities:

6.01.01. Assume full management responsibility for all City services including community resources and public information, public works, parks and recreation, police, fire, finance and administration and human resources policy and procedures.

6.01.02. Ensure that all laws and ordinances are observed and enforced within the City including but not limited to public health, morales, and safety.

6.01.03. Attend all meetings of the City Council and recommend necessary and expedient measures.

6.01.04. Control, manage and implement the rates set by the City Council for all services and utilities which are owned and operated by City.

6.01.05. Perform all duties imposed by City Council as determined by a majority vote of the Council and in accordance with the City Council Code of Conduct. All

members of Council will be advised by the City Manager in a timely manner of actions taken and directions given to staff.

6.01.06. Keep City Council fully advised of City's financial condition and future needs.

6.01.07. Serve as City's purchasing agent.

6.01.08. Authority to appoint and remove any employee of the City including but not limited to police and fire chiefs, department directors, and city clerk.

6.01.09. Implement rules and regulations for the efficient economic conduct of the business of the City.

6.01.10. Negotiate contracts and solutions on a variety of administrative and special projects; analyze and prepare recommendations for contract requests and monitor contract budgets.

6.01.11. Participate on a variety of boards and commissions; and attend and participate in professional groups and committees.

6.01.12. Respond to and resolve difficult and sensitive citizen inquires and complaints including citizen complaints or inquires forwarded by City Council to City Manager and update City Council on those complaints or inquires forwarded to City Manager to resolve including providing to City Council a copy of any correspondence in response to the complaints or inquires.

6.01.13. Meet with citizens to review and resolve service and other issues.

6.01.14. Plan, organize, control and direct the overall City Department Directors by providing overall priorities and objectives; monitor activities of the entire City organization and assure City Council directives are properly implemented and monitored.

6.01.15. Supervise all City staff through City Department Directors; oversee personnel actions of the City including interviews, selection, transfers, reassignment, termination and discipline of employees.

6.01.16. Coordinate preparation of City budget for City Council approval and provide proper monitoring of the budget on an on-going basis.

6.01.17. Provide direct support to the members of City Council with a variety of activities such as providing leadership information as requested; assist City Council members in drafting and facilitating the development of City policy including plans and regulations.

6.01.18. Maintain close contact with community groups and organizations; develop community relations programs; and represent City to news media.

6.01.19. Represent City to Federal, State and local governmental entities and agencies; communicate with State and Federal officials and legislatures regarding the City's opinion on pending City administration or legislation and meet with representatives of agencies and outside entities to develop formal and informal agreements between City, State and local governments and private interests as issues arise.

6.01.20. Assure the financial soundness and integrity of City to capably meet commitments and to maximize the delivery of services to citizens.

6.01.21. Provide leadership and directions in such areas as major long-range capital programs.

6.02. **City Manager Use of Designees.** The parties agree the City Manager cannot personally perform every duty set forth in Paragraph 6.01 of the Contract, and therefore City Manager may designate competent City employees to perform those duties, under City's Manager's control and supervision.

6.03. **Hours of Work.** The parties agree the City Manager must devote a great deal of time outside normal office hours on business for the City, and City Manager shall therefore be allowed to establish an appropriate work schedule. City Manager agrees to devote his/her working hours to the performance of this Agreement. City Manager agrees to devote sufficient time, both during normal working hours and otherwise, to perform his/her duties. City Manager agrees that he/she is an executive employee, exempt from overtime compensation provisions of the Fair Labor Standards Act.

6.04. **Outside Activities.** City Manager may perform temporary, outside remunerative activities, including but not limited to, teaching, writing or consulting, as long as it will not in any way impair his/her performance of this Contract or his/her performance as City Manager.

6.05. **Evaluation of Performance and Compensation.**

City Council may evaluate the performance and/or the compensation of City Manager for the duration of this contract. City Manager shall receive cost-of-living salary increases to the same extent as other employees of City. The performance and compensation evaluation of City Manager shall be in accordance with specific criteria developed by City Manager and approved by City Council. The criteria may be added to or deleted from as City Council may from time to time determine, in consultation with City Manager. The criteria shall include an assessment of City Manager achieving the annual goals and objectives of the City Manager as determined in Paragraph 6.06 of this Contract. All City Council members shall complete annually the agreed upon evaluation form/criteria for the performance and compensation evaluation of the City Manager and forward to the Mayor. The Mayor shall provide City Manager and City Council members with a summary written statement of the findings of City Council and provide an adequate opportunity for City Manager to discuss the performance and compensation evaluation with City Council.

6.06. **Goals and Objectives**. City Manager shall each year prior to his/her annual review/evaluation define goals and performance objectives necessary for the proper operation of the City and in attainment of City Council's policy objectives and shall prioritize those various goals and objectives. The goals and objectives shall be attainable within the time limitations as specified within the work plan encapsulated within the annual budget of the City and shall be memorialized in writing and approved by City Council upon the approval of the annual budget.

6.07. **Other Terms and Conditions of Employment**. City shall fix any such other terms and conditions of employment, as it may determine from time to time, relating to the performance of City Manager provided such terms and conditions are not inconsistent with or in conflict with the provisions of this Contract.

7. **General Provisions.**

7.01. **Amendments.** This Contract cannot be amended excepted by written document approved and signed by City Council and City Manager, which document states it is specifically amending this Contract.

7.02**. Applicable Law/Venue**. The construction, interpretation and enforcement of this Contract shall be governed by the laws of the State of Wyoming. The Courts of the State of Wyoming shall have jurisdiction over this Contract and the parties, and the venue shall be in the Second Judicial District, Albany County, Wyoming.

7.03. **Assignment/Contract Not Used as Collateral**. Neither party shall assign or otherwise transfer any of the rights or delegate any of the duties set forth in this Contract without the prior written consent of the other party. The City Manager shall not use this Contract, nor any portion thereof, for collateral for any financial obligation.

7.04. **Compliance with Laws**. The City Manager shall keep informed of and comply with all applicable Federal, State and local laws and regulations in the performance of this Contract, including all ethical standards governing City Manager's employment.

7.05. **Entirety of Contract**. This Contract represents the entire and integrated Contract between the parties and supersedes all prior negotiations, representations, and agreements, whether written or oral.

7.06. **Kickbacks**. The City Manager certifies and warrants that no gratuities, kickbacks or contingency fees were paid in connection with this Contract, nor were any fees, commissions, gifts, or other considerations made contingent upon the award of this Contract.

7.07. **Notices**. All notices arising out of, or from, the provisions of this Contract shall be in writing and given to the parties at the address provided under this Contract, either by regular mail, facsimile, e-mail, or delivery in person.

7.08. **Ownership of Documents/Work Product**. All documents, reports, records, field notes, materials, and data of any kind resulting from performance of this Contract are at all times the property of City.

7.09. **Sovereign Immunity**. City does not waive sovereign immunity by entering into this Contract and specifically retain immunity and all defenses available to them as sovereigns under Wyoming or federal law.

7.10. **Third Party Beneficiary Rights**. The parties do not intend to create in any other individual or entity the status of third-party beneficiary, and this Contract shall not be construed to create such status. The rights, duties and obligations contained in this Contract shall operate only between the parties to this Contract and shall inure solely to the benefit of the parties to this Contract.

7.11. **Nondiscrimination**. The City Manager shall comply with all federal, state and local laws, regulations and ordinances prohibiting discrimination against all protected persons, and shall assure no person is discriminated against because of that person's status as a member of a protected class.

7.12. **Titles Not Controlling**. Titles of paragraphs are for reference only and shall not be used to construe the language in this contract.

7.13. **Waiver**. The waiver of any breach of any term or condition in this Contract shall not be deemed a waiver of any prior or subsequent breach.

7.14. **Time is of the Essence**. Time is of the essence in all provisions of this Contract.

IN WITNESS WHEREOF, the Laramie City Council has caused this contract to be signed and executed in its behalf by its Mayor, and duly attested by its City Clerk, and City Manager through their duly authorized representatives has signed and executed this Contract, the day and year first written above.

CITY OF LARAMIE:

_____
Sharon Cumbie, Mayor and President
City of Laramie, Laramie City Council

ATTEST:

_____
Nancy Bartholomew, CMC
Cit of Laramie, City Clerk

TODD FEEZER:

_____ _____
Todd Feezer, City Manger
City of Laramie Date

REGULAR COUNCIL MEETING **January 20, 2026**

Agenda Item: Resolution

Title: Resolution 2026-09, Authorizing Submission of an Application to the State Loan and Investment Board for a Loan Through the State Revolving Fund on Behalf of the Governing Body for the City of Laramie for the Purchase of a Hydro Excavator Truck

Recommended Council MOTION:

I move to approve Resolution 2026-09, authorizing submission of an application to the State Loan and Investment Board for a loan through the State Revolving Fund on behalf of the governing body for the City of Laramie for the purchase of a Hydro Excavator Truck, and authorize the Mayor and City Clerk to sign.

Administrative or Policy Goal:

- Provide safe and reliable drinking water to the residents, businesses and visitors in and around the City of Laramie.
- Comply with the Safe Drinking Water Act – Lead and Copper Rule.

Background:

The Environmental Protection Agency (EPA) has implemented additional mandates to the original Lead and Copper Rule. The first stage of the mandate was to identify both customer service line and city system service line material types. This was completed by City staff and submitted within the compliance range and time. This rule was known as the Lead and Copper Rule Revisions or LCRR.

The next phase of the mandate, known as Lead and Copper Rule Improvements or LCRI, was issued by the U.S. EPA in October 2024 after the LCRR. This rule requires inspection for connectors to the mainline on the city side of the service to identify if lead was used in connectors. Also, in many instances where galvanized lines were previously identified, identification at the curb stop may also be required.

This loan application is to acquire funding for a hydro-excavation truck so staff can complete inspections as required by the LCRI. The loan request will be for $640,000. Drinking Water State Revolving Fund Lead Service Line Program Loans provide a 0% interest rate over a 7-year term. The loan is also eligible for a minimum of 25% principal forgiveness.

A hydro-excavation truck is a very specialized vehicle that uses high-pressure water jets to break up soil and a powerful vacuum to suck it up, creating a slurry that is collected within a debris tank, allowing for non-invasive, precise excavation around underground utilities and for tasks like exposing lines, trenching, and debris removal.

A hydro-excavation truck will provide the most efficient, less invasive method to inspect and identify connectors in the system. Hydro-excavation creates a small pothole rather than more invasive processes such as a backhoe.

Currently, as the rule states, within the city system 8,591 connections to the main will need inspection within the next 10 years. The city's current vacuum truck does not have the ability to effectively excavate for this amount of work.

Additional Background from The Office of State Lands and Investments

Beginning in Federal Fiscal Year 2022, Wyoming received a grant of twenty-eight million three hundred fifty thousand dollars ($28,350,000.00), which does not require state matching funds. This grant aims to provide loans to disadvantaged public water systems for lead service line inventories and subsequent full replacement of identified lead service lines.

All public water systems were required to submit a records-based service line inventory to the EPA by October 16, 2024. Final system inventories, including identification of all unknown service lines, are due to the EPA by November 1, 2027. The ultimate deadline for the full replacement of all identified lead service lines is November 1, 2037.

Under the Lead Service Line grants, the program is required to provide 49% of each grant as principal forgiveness to systems deemed disadvantaged by State program rules. Chapter 16 rules establish scoring metrics allowing Wyoming public water systems to qualify from 25% up to 100% principal forgiveness. Each loan will have a 0% interest rate and no origination fee. This structure encourages public water systems to replace identified lead service lines at no cost to property owners, particularly in older properties located in financially disadvantaged areas where lead service lines are most found.

Legal/Statutory Authority:
Wyoming Statute §§ 16-1-301 through -305.
State Loan and Investment Board's Rules and Regulations, Chapter 16

BUDGET/FISCAL INFORMATION:

REVENUE

Source	Amount	Type
Fees/Charges for Service		
Grants for Projects		
Loans on Project	$640,000.00	DWSRF Lead Service Line Program Loan
Other		
Total	$640,000.00	

Responsible Staff:

Brooks Webb, Public Works Director, bwebb@cityoflaramie.org

Attachments:
Resolution 2026-09

Resolution No. 2026-09

Entitled: A RESOLUTION AUTHORIZING SUBMISSION OF AN APPLICATION TO THE STATE LOAN AND INVESTMENT BOARD FOR A LOAN THROUGH THE STATE REVOLVING FUND ON BEHALF OF THE GOVERNING BODY FOR THE

City of Laramie

(Applicant) (Autofill)

FOR THE PURPOSE OF

funding the purchase a hydro-vac truck to assist in complying with the Lead Service Line regulation posed by the EPA.This project is needed to complete the final system inventories, including identification of all unknown service lines.This project will assist in the City's compliance with federal regulations and help reduce future costs in compliance with federal Lead and Copper regulation.

(STATE PURPOSE OF PROJECT)

WITNESSETH

WHEREAS, the Governing Body for the City of Laramie

(Applicant) (Autofill)

desires to participate in the State Revolving Fund program to assist in financing this project; and

WHEREAS, the Governing Body for the City of Laramie

(Applicant) (Autofill)

recognized the need for the project: and

WHEREAS, the STATE REVOLVING FUND program required that certain criteria be met, as described in the State Loan and Investment Board's Rules and Regulations governing the program, and to the best of our knowledge this application meets those criteria; and

WHEREAS, the Governing Body of the City of Laramie

(Applicant) (Autofill)

plans to repay the requested STATE REVOLVING FUND LOAN from the following source(s)

Water User Fees over the useful life of the loan.

(DESCRIBE THE SOURCE OF ALL REPAYMENT FUNDS)

; and
NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE

City of Laramie

(Applicant) (Autofill)

that a loan application in the amount of $640,000 *(Autofill)*
be submitted to the State Loan and Investment Board for consideration at the State Loan and Investment Board meeting to assist in funding the project

City of Laramie Lead Service Line Investigation Equipment Purchasing

(Name of project) (Autofill)

BE IT FURTHER RESOLVED, that Brooks Webb, Public Works Director,
Jennifer Wade, Administrative Services Director

(Name and title of persons)

are hereby designated as the authorized representatives of the

City of Laramie

(Applicant) (Autofill)

to act on behalf of the Governing Body on all matters relating to this loan application.

PASSED, APPROVED AND ADOPTED THIS 20 *(day)* day of January *(month)* 2026 *(year)*

Signature

Printed Sharon Cumbie, Mayor and President of the City Council

Name & Title

Attest:

Signature

Printed Nancy Bartholomew, CMC, City Clerk

Name & Title

CITY OF LARAMIE REGULAR COUNCIL MEETING January 20, 2026

Agenda Item: Original Ordinance, Second Reading

Title: Original Ordinance No. 2116, Amending Laramie Municipal Code Title 13, Division VII, Chapter 13.80, Related to Surface Water Drainage

Recommended Council MOTION:

I move to approve Original Ordinance No. 2116, on second reading, amending Laramie Municipal Code Title 13, Division VII, Chapter 13.80, related to Surface Water Drainage.

Administrative or Policy Goal:

2025 Adopted Goal – Infrastructure that is Housing-Ready & Business-Ready

The community's success builds upon the publicly operated infrastructure that ensures human health and facilitates business and commerce; healthy infrastructure supports a thriving Laramie.

Action Directed → Implement the business plan for the stormwater management utility as adopted in E.O.1859, L.M.C. 13.80.

Background:

In December 2024, the City established the Surface Water Management Utility (LMC 13.80) following many years of study, planning, and community discussion regarding the need for a sustainable funding mechanism to maintain and improve the city's stormwater system. The creation of the utility was the culmination of more than a decade of work that began with the 2009 West Laramie Drainage Plan and continued through multiple system assessments and engineering analyses. These studies consistently demonstrated that existing funding was inadequate to support the operation, maintenance, and capital needs of the community's aging and undersized drainage infrastructure.

The purpose of the utility is to ensure a stable, dedicated funding source to address flooding, system reliability, and water quality concerns. The utility was structured as an enterprise fund, designed to operate much like a business, funded through user fees rather than general taxation, to provide equity, accountability, and long-term financial stability.

Following the initial rollout of the utility in July 2025, members of the public expressed concerns regarding the proposed rate structure, overall affordability, and perceived equity. In response, on August 5, 2025, the City Council adopted Resolution 2025-65, which suspended implementation of the business plan and established a 120-day review period. This pause was intended to allow additional time for staff and Council to re-examine rate methodologies, evaluate alternative approaches, and provide clearer communication to the community about the utility. City Council has held three successive public work sessions held on September 9, 2025, October 14, 2025, and November 12, 2025.

On November 18, 2025, Council determined to extend the suspension of the Surface Water Management Program through June 30, 2026, with the adoption of Resolution 2025-93 thus allowing staff time to draft directed amendments for Council consideration.

Based on Council direction provided at the November 12, 2025, work session, staff prepared an ordinance amending LMC 13.80 including the potential modification to the levels of operation and service, and adjustment of fees, for the stormwater utility.

Responsible Staff:

City Manager, Public Works Director and Administrative Services Director

ORIGINAL ORDINANCE NO: 2116 **INTRODUCED BY: O'Doherty**
ENROLLED ORDINANCE NO:

AN ORDINANCE AMENDING LARAMIE MUNICIPAL CODE TITLE 13, DIVISION VII, SECTION 13.80, RELATED TO SURFACE WATER DRAINAGE

WHEREAS, the City Council finds that an adequate, sustainable source of revenue for surface water drainage management is necessary to protect the general health, safety, and welfare of the residents of the city; and

WHEREAS, In December 2024, the City established the Surface Water Management Utility (LMC 13.80) following many years of study, planning, and community discussion regarding the need for a sustainable funding mechanism to maintain and improve the City's stormwater system.; and

WHEREAS, due to public concerns, on August 5, 2025, the City Council adopted Resolution 2025-65, which suspended implementation of the business plan and established a 120-day review period.

WHEREAS, City Council has held three successive public work sessions held on September 9, 2025, October 14, 2025, and November 12, 2025, and based on Council direction provided at those work sessions, staff have prepared amendments to LMC 13.80; and

WHEREAS, on November 18, 2025, Council determined to extend the suspension of the Surface Water Management Program under Laramie Municipal Code through June 30, 2026, with the adoption of Resolutions 2025-93; and

WHEREAS, the City Council determines that it is in the best interest of the public to maintain a surface water drainage fee that allocates surface water drainage management program costs to property owners based on impervious area and establish a surface water drainage utility.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

Section 1: That Laramie Municipal Code Title 13, Division VII, Section 13.80 shall be amended as follows:

Division VII. Surface Water Drainage

Chapter 13.80 GENERAL PROVISIONS

Sections:

13.80.010 Definitions.

Unless a provision explicitly states otherwise, the following terms and phrases used shall have the following meanings:

A. "Billing unit" means five hundred square feet of impervious area.

~~A.~~B. **"Condominium unit parcel" means a parcel representing an individual ownership interest within a condominium development as defined in a recorded condominium declaration or master deed.**

C~~B~~. "Developed parcel" means a parcel that contains impervious area equal to or greater than five hundred square feet.

D~~C~~. "Impervious area" means a surface that prevents the downward infiltration of water into the underlying soil. Gravel, soil, crushed stone, or other unpaved surface shall be considered impervious area when designed or primarily utilized to support vehicular traffic or vehicular parking.

E~~D~~. "Owner" means any person, firm, corporation, partnership, trust, company, association, government agency, society, or group owning real property in the city.

F. **"Percent ownership allocation" means the percentage of undivided interest assigned to each condominium unit owner in the condominium declaration or master deed, used to allocate responsibility for common element areas and associated costs.**

G. **"Placeholder parcel" means a parcel identifier created by Albany County for the purpose of document retention or record-keeping that does not represent a separately owned interest. Placeholder parcels include, but are not limited to, parcels assigned to condominium common elements or shared areas where ownership is established through recorded condominium declarations or master deeds rather than a stand-alone parcel owner.**

H~~E~~. "Public streets" means any road owned or maintained by the City of Laramie or State of Wyoming.

I~~F~~. "Surface water drainage" means drainage flow from the surface of the land resulting from precipitation or snow or ice melt.

J~~G~~. "Surface water drainage management program" means the activities of the City necessary to operate, maintain, enhance, and expand the surface water drainage management system and the activities necessary to carry out the City's surface water drainage-related provisions of the Laramie Municipal Code and City Standards and Specifications.

K~~H~~. "Surface water drainage management system" means the system of runoff avoidance, infiltration, collection, and conveyance, including storm sewers, pipes, conduits, mains, inlets, culverts, catch basins, gutters, ditches, channels, detention ponds, streets, drains, and all devices, appliances, and surface water runoff management practices and facilities used for collecting, conducting, pumping, conveying, detaining, infiltrating, reducing, managing, avoiding generation of, and treating surface water runoff.

13.80.020 Imposition of surface water drainage fee.

A. Beginning on July 1, 2026**~~5~~, ~~through June 30, 2026~~**, a monthly surface water drainage fee of one dollar and sixty-seven cents per Billing Unit is hereby imposed on every developed parcel within the city that appears in the Albany County parcel database **or has a verifiable owner or management company of record in the City's Municipal Services Billing System.** ~~**Beginning on July 1, 2026, a monthly surface water drainage fee of one dollar and seventy-five cents per Billing Unit shall be imposed on every developed parcel within the city that appears in the Albany County parcel database**~~. Any future addition through subdivision or recombination of established real property shall be subject to the same fees. All

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surface water drainage fees shall be deposited into the Surface Water Drainage Fund of the City.

B. **Parcels identified in the Albany County parcel database that are designated as placeholder parcels, including parcels associated with condominium common elements or shared ownership areas, shall not be independently billed. The impervious area associated with such parcels shall be assigned to the condominium unit parcels based on the percent ownership allocation established in the recorded condominium declaration, master deed or Albany County or in alignment with the current billing format established to bill other Municipal Services fees.**

C. **The maximum amount of Billing Units for Non-Residential parcels shall be one hundred twenty (120) and the maximum amount of Billing Units for residential parcels shall be eighteen (18)**

~~B~~D. Notwithstanding 13.80.020.~~A~~, the following impervious areas shall be exempt from the imposition of the surface water drainage fee:

1. Public rights-of-way; (i.e. public streets and sidewalks).
2. **City-owned multi-use pathways and trails that are constructed, maintained, or operated by the City for public transportation, recreation, or non-motorized travel.**
3~~2~~. Rail and associated rail ballast.
4~~3~~. City zoned agricultural land.
5~~4~~. Airport property located within the perimeter fence of the secured airfield.

13.80.030 Surface water drainage fund.

The Surface Water Drainage Fund is hereby established and shall be used solely to cover the cost of the City's surface water drainage management program including related debt service. Revenues of the fund shall consist of service charges generated by the surface water drainage fee and other deposits that may be made from time to time by the City Council including, but not limited to, City general funds, federal or state grants and revenue from the sale of bonds. All interest or other income derived from surface water drainage fees shall remain or otherwise be deposited into the fund.

(Ord. No. 1859, § 1, 12-3-2024)

13.80.040 Surface water drainage fee calculation.

A. Unless otherwise specified, the surface water drainage fee for each parcel shall be calculated in the following manner:

1. Determine the impervious area of the parcel in square feet.
2. Divide the impervious area of the parcel by the Billing Unit.
3. Round the resulting calculation using natural rounding to determine the number of Billing Units. Natural rounding shall be applied by increasing the number of Billing Units to the next highest whole number if the tenths digit is five or higher and decreasing the number of Billing Units to the next lowest whole number if the tenths digit is lower than five.

4. Multiply the number of whole Billing Units by the rate established in 13.80.020 to obtain the surface water drainage fee for the parcel.

B. The surface water drainage fee for impervious area held in common ownership within a condominium development shall be calculated using the methodology in Paragraph A of Section 13.80.040. The total impervious area assigned to the common elements shall be allocated to each condominium unit parcel based on the percent ownership allocation established in the recorded condominium declaration or master deed. If no percent ownership allocation is specified in the recorded documents, the allocation shall be divided equally among all condominium unit parcels within the development. The resulting surface water drainage fee shall then be billed to each condominium unit parcel based on the total impervious area assigned to that unit through this allocation method ~~shall be calculated using the methodology in Paragraph A of Section 13.80.040 above. The resulting surface water drainage fee will be billed to the common ownership entity, who would be responsible for any sub-billing to individual owners within the common ownership parcel.~~

C. Service charges resulting from ~~increases~~ identified changes in impervious area after the implementation of the Original Ordinance shall be reviewed and assessed at a minimum quarterly.

D. The City Manager or designee may develop specifications for the mapping of impervious area for the purpose of this division including the establishment of a uniform threshold under which a contiguous unit of impervious area is considered de minimis and not subject to mapping.

~~**13.80.050 Surface water drainage fee credits.**~~

~~**A. The City Council may adopt by resolution a system of credits that provides for reductions in the surface water drainage fee in recognition of practices that reduce the cost of the surface water drainage management program. The types and amounts of credits shall be adopted through resolution by City Council.**~~

~~**B. The City Manager or designee may develop a Credit Manual containing written policies and procedures necessary to implement the system of credits. These policies and procedures may include, but not be limited to, provisions to reduce or eliminate the amount of credit if the City Manager or designee determines through inspection that the practice is not functioning as intended. The credit shall be applied after determination of the surface water drainage fee in accordance with the Credit Manual.**~~

~~**C. Service charge credits resulting from decreases in impervious area after the implementation of the Original Ordinance shall be reviewed at a minimum quarterly.**~~

13.80.060 Billing, interest, and enforcement.

A. The surface water drainage fee shall be billed by the City using the ~~City's Utility~~Municipal Services Billing System, following existing and established policy for the schedule and collection of charges due. The surface water drainage fee will be collected on the same schedule as other City utility charges. Any portion of a surface water drainage fee that is unpaid shall be considered delinquent as defined in existing ~~Utility~~ Municipal Services Billing policy for collection of past due receipts including applied penalties, except if the unpaid surface water drainage fee is subject to an appeal in accordance with 13.80.070.

B. In addition to any penalty assessed, any cost or fee incurred by the City in conjunction with the collection of a delinquent fee shall be the responsibility of and paid by the owner of the subject parcel.

C. Delinquent fees shall be addressed as set forth in Wyoming State Statute.

13.80.070 Appeal procedures.

A. Any owner of a parcel who believes the provisions of this division have been applied in error may appeal in accordance with this Section, provided, however, that grounds for appeal are limited to the following:

1. An error was made regarding the square footage of the impervious area attributed to the parcel.
2. The property is exempt under 13.80.020.B.
3. There is a mathematical error in calculating the surface water drainage fee.
4. The identification of the parcel owner invoiced is in error.
5. ~~**An approved credit was incorrectly applied.**~~

B. The parcel owner shall complete and submit to the City Engineer or designee a surface water drainage fee appeal form in a format approved by the City Engineer or designee within thirty calendar days of the charge being mailed or otherwise issued to the owner ("appeal date"). The City Engineer or designee shall review the appeal for completeness and decide within thirty calendar days. If the City Engineer or designee finds that the appeal is incomplete, the City Engineer or designee shall offer the owner thirty calendar days from the determination that the appeal is incomplete to supply the missing information. If all information requested is not provided within the thirty calendar days, the petition will be deemed to have been withdrawn.

C. Once the appeal has been determined to be complete, the City Engineer or designee shall conduct a technical review of the alleged error and respond to the owner in writing within forty-five calendar days. The City Engineer or designee may deny the appeal or adjust the surface water drainage fee if it is found to be in error.

D. A decision by the City Engineer or designee that is averse to the appellant may be further appealed to the City Manager or designee within thirty calendar days of the determination being mailed or otherwise issued to the owner. The City Manager or designee shall review the determination of denial made by the City Engineer or designee and either affirm, reject, or modify the determination. The City Manager or designee's determination will be provided to the owner in writing by certified or registered mail within thirty calendar days of receiving the denial appeal request.

F. When the final appeal decision is rendered, the City's standard practices for evaluating account delinquency will apply.

G. Service charge credits resulting from decreases in impervious area after the implementation of the Original Ordinance shall be reviewed and credited monthly.

H. Service fee refunds shall not go back further than three years.

Section 2. To make this ordinance amendment effective after passage, approval, and publication of this ordinance.

PASSED, APPROVED AND ADOPTED this _____ day of _____ 2026.

CITY OF LARAMIE:

_____

Sharon Cumbie, Mayor and President of Laramie City Council

ATTEST:

_____

Nancy Bartholomew, CMC, City Clerk

First Reading: January 6, 2026
Public Hearing: January 20, 2026
Second Reading: January 20, 2026
Third Reading and Final Action: February 3, 2026 (subject to change)

Duly published in the Laramie Boomerang this _____ day of _____ 2026.

ATTESTATION

I, Nancy Bartholomew, the City Clerk for the City of Laramie, Wyoming, do hereby certify that the above ordinance shall be adopted in its entirety after passage and publication, and posted in the manner required by law.

_____

Nancy Bartholomew, CMC, City Clerk

COUNCIL REGULAR MEETING **January 20, 2026**

Laramie WYOMING	**Agenda Item: Resolution** **Title: Resolution 2026-10, Authorizing the City of Laramie, Wyoming to Enact a Reimbursement Resolution to Pay for Qualified Capital Expenditures and to Seek Reimbursement from Proceeds of One or More Tax Exempt Leases for the Fiscal Year 2025 and 2026 Biennium**

Recommended Council MOTION:

I move that the Laramie City Council approve Resolution 2026-10, authorizing the City of Laramie, Wyoming to enact a reimbursement resolution to pay for qualified capital expenditures and to seek reimbursement from proceeds of one or more tax exempt leases for the fiscal year 2025 and 2026 biennium, and authorize the Mayor and City Clerk to sign.

Administrative or Policy Goal:

The Finance division must bid and contract with banking institutions for financed purchases (also sometimes called lease purchases). This resolution allows for greater efficiency in this financing process. It also ensures compliance with Internal Revenue Service regulations.

Background:

On June 18, 2024, the Laramie City Council approved a lease reimbursement resolution for the current biennium, authorizing up to $6,490,000 in tax exempt financing over the two-year term. In this resolution, vehicle and equipment purchases were specifically called out as eligible expenditures. Reimbursement resolutions are necessary to ensure compliance with Internal Revenue Service Code – in particular, regulations governing the tax exempt status of interest payments on municipal financing.

The City's Municipal Advisor, Todd Bishop, is currently working to place lease-leaseback financing for City Hall and Annex improvements. The resolution being considered by City Council this evening contains updated language to include all qualified capital expenditures, rather that just vehicles and equipment, which is allowable under IRS code. Future reimbursement resolutions will contain this broader language.

This resolution is being updated to ensure that qualified capital expenditures are eligible for reimbursement. If approved, this resolution replaces the one previously authorized by the City Council. There have been no changes to the maximum financed amount or the plan for financing improvements to City Hall and the Annex.

Legal/Statutory Authority:

W.S. 15-1-702, IRS Code 103

BUDGET/FISCAL INFORMATION:

None

Responsible Staff:
Jennifer Wade, ASD

Attachments:
Resolution 2026-10

CITY OF LARAMIE, WYOMING
RESOLUTION 2026 - 10

RESOLUTION AUTHORIZING THE CITY OF LARAMIE, WYOMING TO ENACT A REIMBURSEMENT RESOLUTION TO PAY FOR QUALIFIED CAPITAL EXPENDITURES AND TO SEEK REIMBURSEMENT FROM PROCEEDS OF ONE OR MORE TAX EXEMPT LEASES FOR THE FISCAL YEAR 2025 AND 2026 BIENNIUM

WHEREAS, the City of Laramie Wyoming (the "City") may incur and pay from its General Fund, Utility Fund, Capital Construction Fund, Solid Waste Fund, and E911 Fund for certain qualifed expenditures (the "Expenditures") including expenditures for the purpose of acquiring equipment, vehicles, and facility improvements on behalf of the City as approved within the City's budget.

WHEREAS, the City may either lease with an option to purchase with the vendor or use this Reimbursement Resolution to pay for quaflied capital expenditures and seek reimbursement through a one or more tax exempt leases.

WHEREAS, the City reasonably expects to reimburse vehicle, equipment, and facility improvement expenditures with the proceeds of one or more tax-exempt lease financings; and

WHEREAS, the Internal Revenue Service (the "IRS') has issued regulations (the "Regulations") under Section 103 of the Internal Revenue Code (the "Code") clarifying when the allocation of the bond or lease proceeds to reimburse expenditures made by an entity will be treated as an expenditure of proceeds within the meaning of Section 103 of the Code; and

WHEREAS, to satisfy the IRS requirements with respect to the foregoing, the City desires to declare its "official intent" in compliance with the Regulations, to reimburse vehicle and equipment expenditures from proceeds of one or more tax exempt leases expected with a maximum principal amount of $6,490,000 over the biennium.

THEREFORE, BE IT RESOLVED, that the City hereby declares its "official intent" to reimburse itself for vehicle, equipment, and facility improvement expenditures with a maximum principal amount of $6,490,000 by incurring lease obligations, the interest on which is excludable from gross income under Section 103 of the Code (the "Reimbursement Bonds").

FURTHER RESOLVED, the City expects to make lease payments from the appropriate fund revenues or investments of the City over the term of the respective lease obligations. Lease authorization will be given on all purchase commitments made in fiscal years 2025 and 2026, as well as purchase commitments made in prior fiscal years but delivered in fiscal year 2025 and 2026.

FURTHER RESOLVED, that all resolutions of the City inconsistent with these Resolutions are hereby repealed to the extent of such inconsistency and all actions of officers, agents and employees of the City which further or are in conformance with the purposes and intent of these Resolutions are hereby in all respects ratified, approved and confirmed.

Dated this 20th day of January, 2025.

CITY OF LARAMIE, WYOMING

_____
Sharon Cumbie, Mayor
and President of the Laramie City Council

ATTEST:

_____
Nancy Bartholomew,
City Clerk for the City of Laramie

REGULAR COUNCIL MEETING **January 20, 2026**

Laramie WYOMING	**Agenda Item:** Agreement **Title:** Consideration of a Land Purchase Agreement between the City of Laramie and Western Water Consultants, Inc., dba WWC Engineering and Resolution 2026-11 Amending Appropriations for the Fiscal Year 2025-2026 Biennial Budget of the City of Laramie, Wyoming

Recommended Council MOTION:

I move that the Laramie City Council approve the Land Purchase Agreement between the City of Laramie, WY, and Western Water Consultants, Inc., dba WWC Engineering, for real property described as Lot 2A Block 1 of the Skyline Plaza Addition and Lot 3 Block 1 of the Skyline Plaza Addition, City of Laramie, Albany County, Wyoming and Resolution 2026-11 amending appropriations for the fiscal year 2025-2026 biennial budget of the City of Laramie, Wyoming, and authorize the Mayor and Clerk to sign the agreement and resolution.

Administrative or Policy Goal:

Prioritize Municipal Infrastructure Improvements to Increase Economic Competitiveness, Thrive Laramie Strategy 11.

Background:

The Laramie Police Department currently operates out of the facility located at 620 Plaza Court. The building was originally constructed to house a private architectural firm and was acquired by the City of Laramie in 1998. The Police Department began occupying the facility in September 2000. Over time, it has become increasingly clear that the existing facility no longer meets the operational, spatial, or security needs of a modern police department. The building's size, layout, and aging mechanical systems significantly limit the department's ability to expand or reconfigure space to accommodate critical functions such as secure evidence storage, confidential interview rooms, training areas, and modern technology infrastructure. These constraints hinder the department's ability to adapt to current demands and plan effectively for future service needs.

In addition, the public entry area is cramped and does not provide a welcoming or functional environment for community members seeking police services. This presents challenges related to accessibility, privacy, and overall public safety. The proposed property for purchase is located directly south of the existing police facility along a well-traveled and easily accessible roadway. Its proximity allows for continuity of police operations while providing an opportunity to develop a purpose-built facility designed to better serve the community, enhance public access, and support the long-term operational needs of the Laramie Police Department. The purchase of the properties located at 611 Skyline Road and 715 Skyline Road will enable the City of Laramie to construct a transparent and welcoming facility that is accessible to all residents, provides a safe and healthy working environment that supports employee mental and physical well-being, and reflects Laramie's character, geography, and community values.

The City of Laramie will pay $919,000, representing the 2025 appraised value, for the real property and all associated buildings, fixtures, and appurtenances. The sale is scheduled to close on or before June 11, 2026.

An amendment to increase appropriations in the General Fund by nine hundred nineteen thousand dollars ($919,000). This amendment is recommended to appropriate funding for the Land Purchase Agreement between the City of Laramie and Western Water Consultants, Inc., dba WWC Engineering.

This budget change is offset by adjustments to cash reserves.

Budget/Fiscal Information:

	General Fund	**2026**
Increase	Police Administration & Operations	**$ 919,000**
	Total Increase	**$919,000**
Sources	Assigned Cash Reserves	**$ 919,000**
	Total Sources	**$919,000**

Responsible Staff:

Brian Browne, Chief of Police
bbrowne@cityoflaramie.org

Attachments:

COL.WWC Purchase Agreement.1.5.26.Final
Budget Resolution 202-11


620
611
715
725
Skyline Dr

AGREEMENT FOR SALE AND PURCHASE OF REAL PROPERTY

THIS AGREEMENT is made as of the date of the last signature below, between Western Water Consultants, Inc., dba WWC Engineering ("Seller") and the City of Laramie, a Wyoming municipality (“Buyer”). These parties agree as follows:

1. **SALE.** Seller shall sell and convey to Buyer, and Buyer shall purchase the real property, and any buildings, fixtures and appurtenances thereon, described as:

Lot 2A Block 1 of the Skyline Plaza Addition to the City of Laramie,

AND

Lot 3 Block 1 of the Skyline Plaza Addition to the City of Laramie.

Collectively these lots are referred to as the “Property,” and are subject to easements, reservations, covenants and restrictions of record in the office of the County Clerk, Albany County, Wyoming as of the date of closing.

The parties intend that this purchase/sale must include both lots, and if this purchase/sale transaction fails to or cannot close for either lot, then the parties are not obligated to purchase/sell either lot and this agreement is null, and void and the parties shall have no further obligations to one another.

There are no contingencies or conditions, other than those specifically set forth herein, which affect this agreement.

2. **PRICE.** The total purchase price for the Property shall be $919,000, which shall be paid by Buyer to Seller at closing in cash or certified funds. Seller may allocate the purchase price between the lots as it wishes.

3. **CLOSING DATE.** The closing of the sale and purchase shall occur on or before June 11, 2026, in Laramie, Wyoming, at the offices of a title company and at a specific date and time to be agreed by the parties.

4. **DEED.** Seller shall execute and deliver at closing a good and sufficient statutory warranty deed in favor of Buyer conveying the Property free and clear of all liens and encumbrances, except subject to: general taxes for 2026; building and zoning restrictions; city, county and state subdivision laws; and reservations, restrictions, covenants and easements of record.

5. **TITLE INSURANCE.** Seller is obtaining or has obtained title insurance for the Property with Buyer as named insured, guaranteeing merchantable title in Buyer upon the closing of this transaction, in a form and with exceptions acceptable to Buyer. Seller shall bear all expense the title insurance policy. Seller shall provide Buyer a copy of the proposed title policy at least three business days before closing

6. CONTINGENCIES.

A. Financing Contingency.

There is no financing contingency. Buyer agrees it has cash or financing sufficient to make the purchase.

B. Inspection Contingency.

There is no inspection contingency.

C. Title Contingency.

This transaction and the obligations of Seller and Buyer are expressly contingent on the following: if Buyer, as of the date of closing, is not satisfied with the title to be passed to Buyer, including any reservations, restrictions, covenants and easements of record, then Buyer may cancel this transaction, and Seller and Buyer shall have no further obligations to each other. If Buyer elects to close this transaction, then Buyer agrees it has waived any objection to title.

D. Appraisal Contingency.

There is no appraisal contingency.

E. Personal Property

Any personal property remaining on the Property at closing shall be deemed abandoned and may be retained or disposed of by Buyer at Buyer's discretion, at no cost or obligation to Seller.

F. No Other Contingencies.

There are no contingencies other than set out in this Paragraph 6.

7. EVIRONMENTAL REPRESENTATION AND WARRANTY. Seller hereby represents and warrants to Buyer that, to best of its actual knowledge and belief, the Property has, during its ownership, been operated in compliance with all Federal or state laws and regulations concerning pollution/environmental hazards/contaminants, and that the Property is currently free of any such pollution/environmental hazards/contaminants.

8. WAIVER OF STATUTORY DISCLOSURE. Buyer hereby waives all disclosures otherwise required by W.S. § 34-1-151.

9. NOTICES. All notices shall be in writing and sent by e-mail to the parties as follows: for Seller, jterfehr@wwcengineering.com and blewis@wwcengineering.com; for Buyer,

tfeezer@cityoflaramie.org and rsouthard@cityoflaramie.org. E-mails are effective on the day they are sent.

10. **TAXES.** All real estate taxes and assessments for 2026 shall be apportioned between the parties at closing, pro-rated as of the closing date.

11. **DATE OF POSSESSION**. Seller shall deliver possession of the Property to Buyer at closing.

12. **TERMS SURVIVE CLOSING.** The terms and obligations of this Agreement shall survive closing, and the parties agree for themselves, their heirs, successors and assigns to be bound by them until said terms and conditions are modified by a mutual written agreement of the parties, or expire by the explicit terms of this Agreement.

13. **DEFAULT/SPECIFIC PERFORMANCE**. If any payment or any other condition hereof is not made, tendered or performed by either the Seller or the Buyer, as herein provided, then this Contract, at the option of the party who is not in default or breach, may at that party's option, be terminated by such party, in which case the non-defaulting party may recover such damages as may be proper, or such party may require specific performance of the other herein. In the event of default by either party hereto, the defaulting party shall pay the non-defaulting party their reasonable attorneys' fees and costs necessary to enforce their rights herein, whether by litigation or otherwise, as may be incurred as a result of said default.

14. **CLOSING COSTS AND ATTORNEYS' FEES.** Buyer shall pay the title company's standard closing fees, and each party shall be responsible to pay for its own attorneys' fees and other costs.

15. **FACSIMILE OR DIGITAL SCANS OF SIGNATURES.** The parties shall be bound by facsimile or digital scans of signatures of parties on this document or other documents during the course of this transaction, which documents shall have the same effect as a document bearing the original signature of any party.

16. **SIGNATURES AND EFFECTIVE DATE**. This Agreement will not become effective until it has been signed by all persons indicated below. Until all such persons have signed, this Agreement is not enforceable against any party or parties.

17. **VENUE AND JURISDICTION AND LAW.** The Seller and Buyer agree that the state courts in Albany County, Wyoming, are the proper venue for, and have jurisdiction over, any disputes related to this agreement, and that the laws of the State of Wyoming shall govern any issue related to this agreement.

18. **GOVERNMENTAL IMMUNITY.** Except as to the enforcement of this agreement, Buyer does not waive its governmental immunity by entering this agreement and retains all immunities and defenses available to it under State of Wyoming law.

SELLER:

Western Water Consultants, Inc., dba WWC Engineering

By: _____
Brady Lewis
CEO/President

Date: _____

BUYER:

City of Laramie

By: _____
Sharon Cumbie, Mayor & President
City of Laramie, City Council

Attest: _____
Nancy Bartholomew, CMC
City of Laramie, City Clerk

Date: _____

CITY OF LARAMIE, WYOMING

CITY COUNCIL: RESOLUTION 2026-11

RESOLUTION AMENDING APPROPRIATIONS FOR THE FISCAL YEAR 2025-2026 BIENNIAL BUDGET OF THE CITY OF LARAMIE, WYOMING

WHEREAS, there is a need to adjust the City of Laramie, Wyoming fiscal year 2025–2026 biennial budget to reflect 2026 specific purpose excise tax priorities;

WHEREAS, the City Council approved a land purchase agreement between the City of Laramie and WWC Engineering on January 20, 2026 for the purpose of making improvements to police facilities that create a more welcoming, transparent and accessible space for residents and a healthy working space for employees;

WHEREAS, there is a need to adjust the City of Laramie, Wyoming fiscal year 2026 budget for this approved land purchase agreement;

WHEREAS, the Interim City Manager had requested that funds be assigned for this land purchase when 2026 specific purpose excise tax planning began in summer 2025;

WHEREAS, budget may be adjusted pursuant to Wyo. Stat. 16-4-113.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF LARAMIE, WYOMING:

Section 1. That the following amendments are to be made to the City's fiscal year 2026 adopted budget.

	General Fund	**2026**
Increase	Police Administration & Operations	$ 919,000
	Total Increase	**$919,000**
Sources	Assigned Cash Reserves	$ 919,000
	Total Sources	**$919,000**

Section 2. The above amendment to increase appropriations in the General Fund by nine hundred and nineteen thousand dollars ($919,000) shall be adopted into the City's fiscal year 2026 budget.

PASSED, APPROVED, AND ADOPTED THIS 20TH DAY OF JANUARY 2026.

Sharon Cumbie, Mayor and President of the Laramie City Council

Attest:

Nancy Bartholomew,
CMC, City Clerk

CITY OF LARAMIE COUNCIL REGULAR MEETING **January 20, 2026**

Laramie WYOMING	**Agenda Item: Resolution** **Title:** Resolution 2026-12, Adopting the Reconnect West Laramie Plan as Certified by the Laramie Planning Commission

Recommended Council MOTION:

I move to approve Resolution 2026-12, adopting the Reconnect West Laramie Plan as certified by the Laramie Planning Commission, and authorize the Mayor and Clerk to sign.

Administrative or Policy Goal:

City Council Resolution 2025-13 Milestone : Safety and Wellbeing: The physical safety and emotional wellbeing of community members and visitors is essential as they go about living, working and playing throughout Laramie and essential for a high quality of life.

Background:

The Reconnect West Laramie Plan is a federally funded planning effort that examines transportation infrastructure and land use patterns that have historically divided West Laramie from the rest of the community. The project focuses on identifying safer, more connected multimodal solutions that improve access, mobility, and neighborhood connectivity while supporting long-term community goals.

Legal/Statutory Authority:

N/A

Budget/Fiscal Information:

$250,000 grant from the Federal Highway Administration (FHWA)

Responsible Staff:
Philipp Gabathuler, Planning Manager, 721-5232,
pgabathuler@cityoflaramie.org

Attachments:
Resolution 2026-12
Planning Commission Staff Report (1/12/2026 Meeting)
Draft Plan

CITY OF LARAMIE, WYOMING
RESOLUTION 2026-12

RESOLUTION ADOPTING THE RECONNECT WEST LARAMIE PLAN AS CERTIFIED BY THE LARAMIE PLANNING COMMISSION

WHEREAS, at its regular meeting on January 12, 2026, the City of Laramie Planning Commission formally certified the Reconnect West Laramie Plan, recognizing it as the community's guiding document for improving multimodal connectivity, neighborhood access, safety, and overall quality of life; and

WHEREAS, the City Council has identified West Laramie area as a critical focus for improving transportation connectivity, land use coordination, multimodal access, safety, and neighborhood integration; and

WHEREAS, the Reconnect West Laramie Plan was initiated to evaluate existing conditions, identify barriers to connectivity, and establish a coordinated vision and implementation framework for transportation, land use, and public realm improvements in West Laramie, and was supported by a successful grant application resulting in the award of $250,000 in federal funding from the Federal Highway Administration (FHWA) with no local monetary match required; and

WHEREAS, City staff and the project consultant conducted a comprehensive planning process that included data analysis, field assessments, stakeholder coordination, and public outreach to identify community needs, opportunities, and priorities related to the West Laramie area; and

WHEREAS, multiple public meetings, workshops, and engagement opportunities were held to gather input from residents, property owners, community organizations, and other stakeholders throughout the planning process; and

WHEREAS, the Reconnect West Laramie Plan and all associated maps, figures, and recommendations were developed based on technical analysis and public input documented within the plan; and

WHEREAS, the Reconnect West Laramie Plan is intended to serve as a guiding policy document to inform future City decisions related to transportation planning, capital improvements, land use, development review, and interdepartmental coordination within the West Laramie area; and

WHEREAS, the City of Laramie City Council held duly noticed public hearings on the Reconnect West Laramie Plan and considered testimony, written comments, and staff recommendations prior to taking action on the plan;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF LARAMIE, WYOMING:

Section 1. The City of Laramie City Council finds that the Reconnect West Laramie Plan is consistent with the City's adopted goals and policies and supports the orderly, safe, and sustainable development of the West Laramie area.

Section 2. The City of Laramie City Council hereby adopts the Reconnect West Laramie Plan in its entirety.

PASSED, APPROVED AND ADOPTED THIS 20th DAY OF JANUARY 2026.

_____

Sharon Cumbie,
Mayor and President of the City Council

Attest: _____
Nancy Bartholomew, CMC
City Clerk

City of Laramie
Planning Division
P.O. Box C
Laramie, WY 82073

Planning: (307) 721-5207
Fax: (307) 721-5248

LARAMIE PLANNING COMMISSION
January 12, 2026
STAFF REPORT

FILE:	**Reconnect West Laramie Plan**
APPLICANT:	City of Laramie
PURPOSE:	Presenting the Reconnect West Laramie Plan for adoption and certification to the City Council for final adoption.
PREPARED BY:	Philipp Gabathuler, AICP

STAFF RECOMMENDATION:

Move to recommend that the Planning Commission adopt Planning Commission Resolution 2026-01, which would adopt the **Reconnect West Laramie Plan** in its entirety, included as Attachment A of the Resolution, as a guiding planning document for transportation, land use coordination, connectivity, and public realm improvements in the West Laramie area, and certify it to the City Council for final adoption.

APPLICABLE CODE SECTION(S):

Wyoming Statutes § 15-1-502 authorizes cities to establish planning commissions and empowers such commissions to prepare, adopt, and recommend plans for the physical development of the city. The Reconnect West Laramie Plan is consistent with this statutory authority and supports the City's long-range planning and infrastructure coordination efforts.

BACKGROUND AND SUMMARY:

The Reconnect West Laramie Plan is a City-led planning effort focused on improving connectivity, safety, and coordination between transportation infrastructure, land use, and public spaces in the West Laramie area. The plan evaluates existing conditions, identifies barriers to multimodal connectivity, and establishes a shared vision and implementation framework to guide future public investments and development decisions.

The plan is intended to inform City decision-making related to transportation planning, capital improvement programming, land use policy, development review, and interdepartmental coordination. While the plan does not amend zoning or development regulations directly, it provides policy guidance and strategic recommendations that may be used to support future projects, studies, and regulatory updates.

Ultimately, the Reconnect West Laramie Plan serves as a strategic framework to enhance mobility, neighborhood connectivity, economic vitality, and quality of life in West Laramie through coordinated, phased implementation.

PUBLIC COMMENTS:

The Reconnect West Laramie Plan was developed through a robust public engagement and technical analysis process outlined in a dedicated Engagement Chapter in the Final Reconnect West Laramie Plan. City staff and the project consultant conducted outreach activities including public meetings, workshops, stakeholder interviews, and coordination with community organizations and affected property owners.

Public input helped identify key challenges and priorities related to transportation barriers, access, safety, and future improvement opportunities. Feedback received throughout the process informed the plan's vision, guiding principles, recommended strategies, and implementation actions.

The Planning Commission considered public comments and staff analysis during duly noticed public hearings prior to making a recommendation on plan adoption.

ALTERNATIVES:

1. Approve the Reconnect West Laramie Plan based on findings of fact and conclusions of law (Staff recommendation).
2. Approve the Reconnect West Laramie Plan with modifications recommended by the Planning Commission based on findings of fact and conclusions of law.
3. Deny the Reconnect West Laramie Plan based on findings of fact.
4. Postpone consideration of the Reconnect West Laramie Plan until issues identified during the meeting can be resolved.

RECOMMENDED MOTION:

Move to recommend that the Planning Commission adopt Planning Commission Resolution 2026-01, which would adopt the Reconnect West Laramie Plan in its entirety, included as Attachment A of the Resolution, and certify it to the City Council for final adoption.

ATTACHMENTS:

1. Reconnect West Laramie Plan and Appendices
2. Planning Commission Resolution NO: PC-2026-01



RECONNECT WEST LARAMIE | TRANSPORTATION PLAN

DECEMBER **2025**

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ACKNOWLEDGMENTS: This planning project was fully funded through the U.S. Department of Transportation's Reconnecting Communities and Neighborhoods Community Planning Grant Program, with in-kind match provided by City of Laramie staff. The grant was strongly supported by partner letters from state agencies, local organizations, and community stakeholders, and this plan positions Laramie to pursue future capital construction funding.

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APPENDICES

Appendix A: Strategy Detail and Cost Estimates
Appendix B: Community Engagement Summary
Appendix C: Existing Conditions
Appendix D: Visioning

How to use this Document

As a plan for 37 unique and distinct strategies to improve east west transportation within the City of Laramie, this is a large document.

To facilitate easy review and access, this document is designed to be easily navigable as a digital PDF. An interactive chapter heading code has been added to the upper right of every page. Click on one of the color bars to be directed to that specific chapter of the document.

In addition, look for hyperlinks throughout the document to link to outside resources, such as appendices and other resources on the web.

Introduction

Existing Conditions

Visioning & Public Engagement

Strategies

Next Steps

(Note that this version as a final draft for Planning Commission and City Council review does not yet have live hyperlinks - they will be added when this draft is finalized)

EXECUTIVE SUMMARY

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

Several physical barriers separate West Laramie and the West Side from East Laramie. These barriers include the Union Pacific Railroad (UPRR), Snowy Range Road, the Laramie River, and Interstate 80 (I-80). Residents, commuters, and visitors traveling to and from West Laramie and the West Side also face obstacles related to sidewalk and bicycle facility gaps, challenging roadway crossings, as well as limited wayfinding and transit connectivity. Reconnect West Laramie seeks to address these challenges and establish a range of potential strategies to improve Laramie's multimodal transportation network.

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

These strategies aim to close gaps in the existing transportation network, address safety concerns, and improve bicycle/pedestrian comfort across the City. Proposed strategies range from small treatments (such as new crosswalks and sidewalk connections) to transformative investments (such as a new overpass over the existing Union Pacific corridor). These strategies aim to create connected, multimodal pathways that provide safe, comfortable, and equitable access for people of all ages and abilities—not just those traveling by car.

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

This is a planning-level document that provides an introductory list of potential strategies. Recommendations have not been evaluated for their economic feasibility, nor have they been vetted in an engineering warrant analysis. Strategies may be altered or removed in future phases of review.

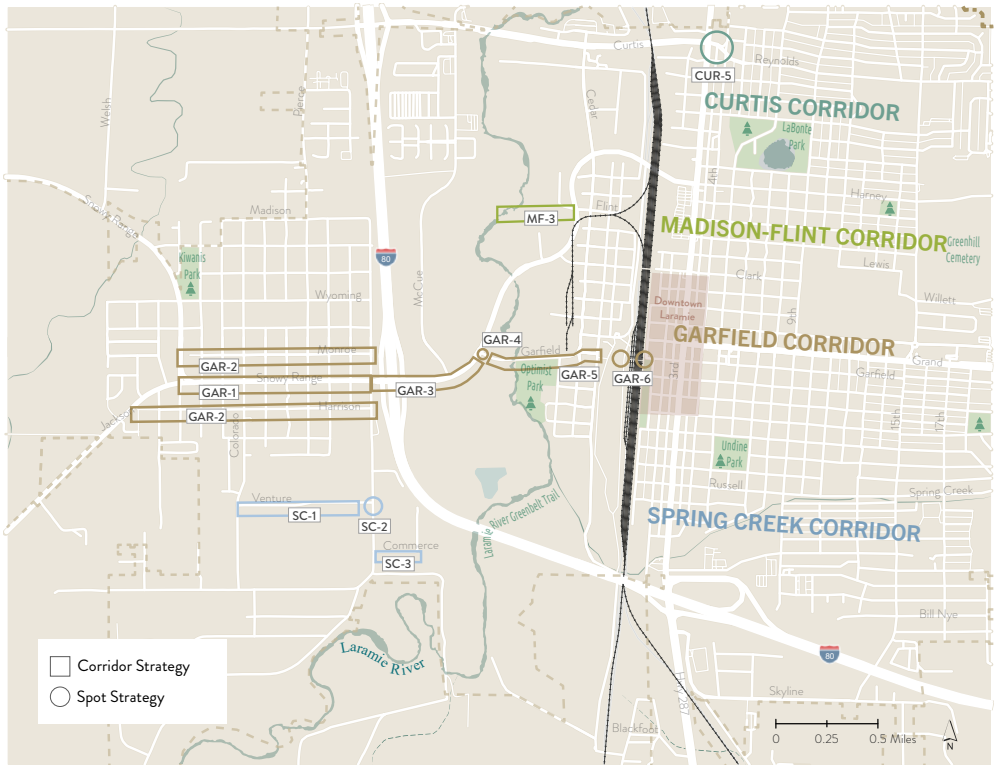


FIGURE 1. TIER 1 IMPROVEMENTS

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

TABLE 1. TIER 1 IMPROVEMENTS

PROJECT OVERVIEW

Reconnect West Laramie is a comprehensive transportation planning effort to improve multimodal transportation connections between West Laramie, the West Side, and East Laramie. These connections would enhance mobility, safety, equity, and economic vitality for Laramie residents, visitors, business owners, and employees, and would establish a clear path toward coordinated prioritization of improvements in the years ahead.

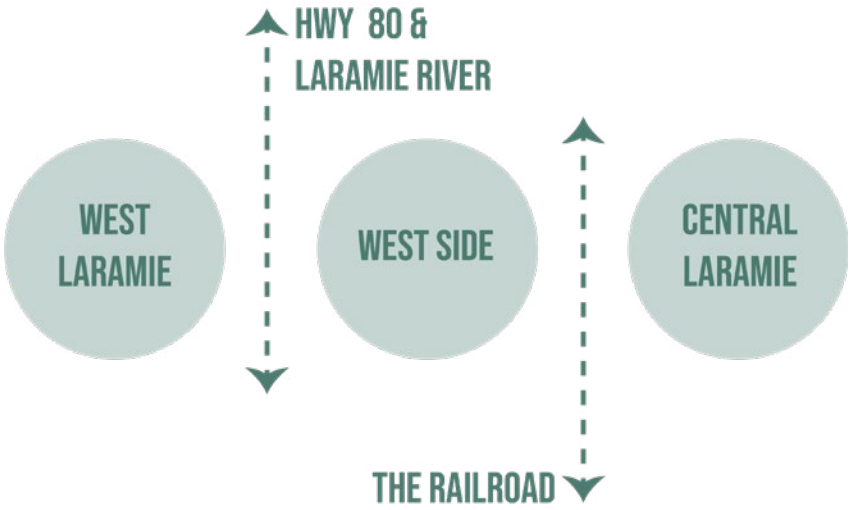


FIGURE 2. BARRIERS DIAGRAM

PROJECT PURPOSE

Several physical barriers separate West Laramie and the West Side from East Laramie. These barriers include the Union Pacific Railroad (UPRR), Snowy Range Road, the Laramie River, and Interstate 80 (I-80). Residents, commuters, and visitors traveling to and from West Laramie and the West Side also face obstacles related to sidewalk and bicycle facility gaps, challenging roadway crossings, as well as limited wayfinding and transit connectivity. Reconnect West Laramie seeks to address these challenges and establish a range of potential strategies to improve Laramie's multimodal transportation network. With prioritized strategies, the City of Laramie can be competitive in pursuit of local, state, and federal grant funding. City staff may also use the prioritized projects list to provide direction when developing future capital improvement program (CIP) budgets.



WEST LARAMIE STREETSCAPE

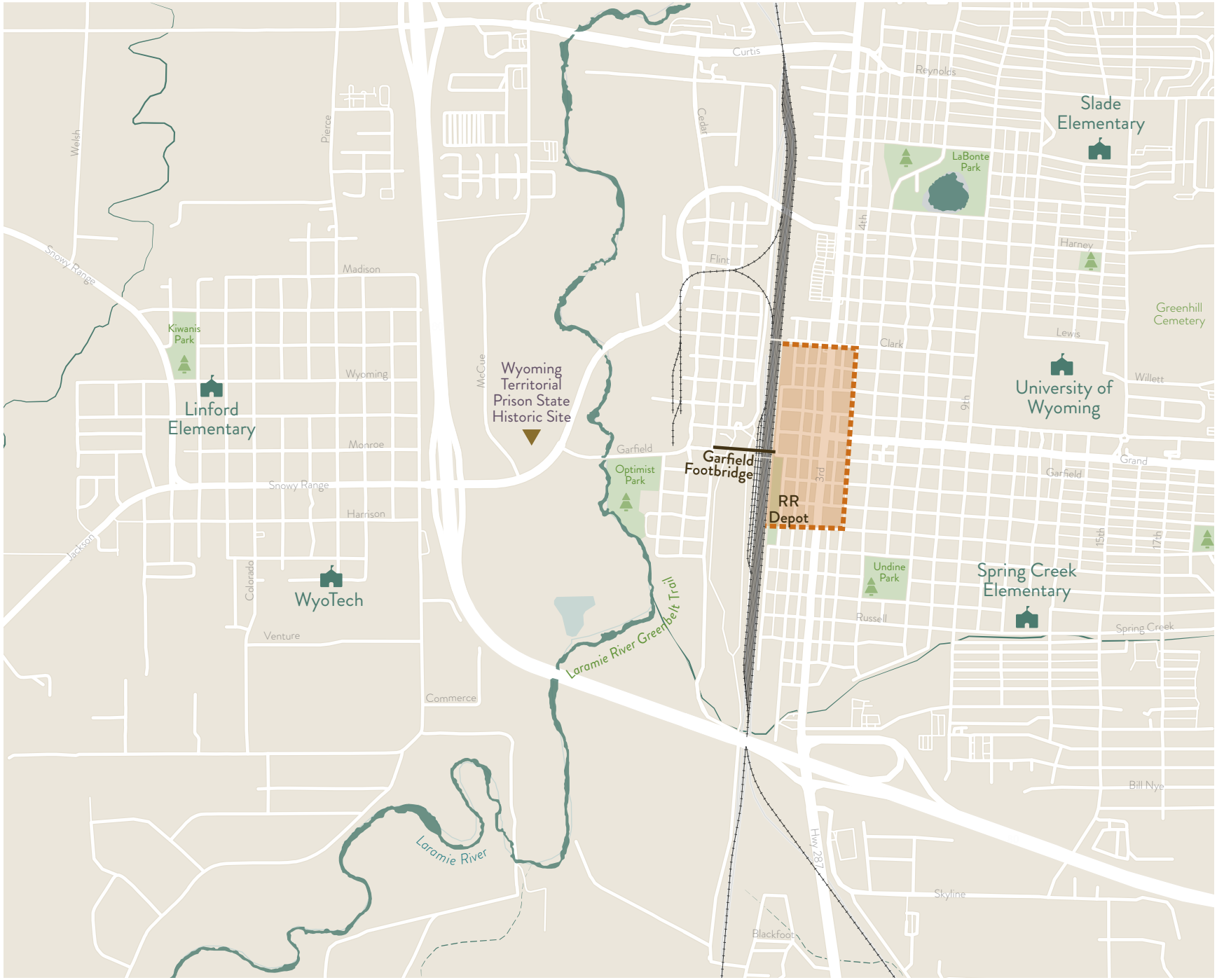


FIGURE 3. PROJECT OVERVIEW MAP

PROJECT OBJECTIVES

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

CREATE intuitive connections for all ages and abilities

ENHANCE connectivity for vehicles, pedestrians, and cyclists

EXPAND access to jobs, services, education, and recreation

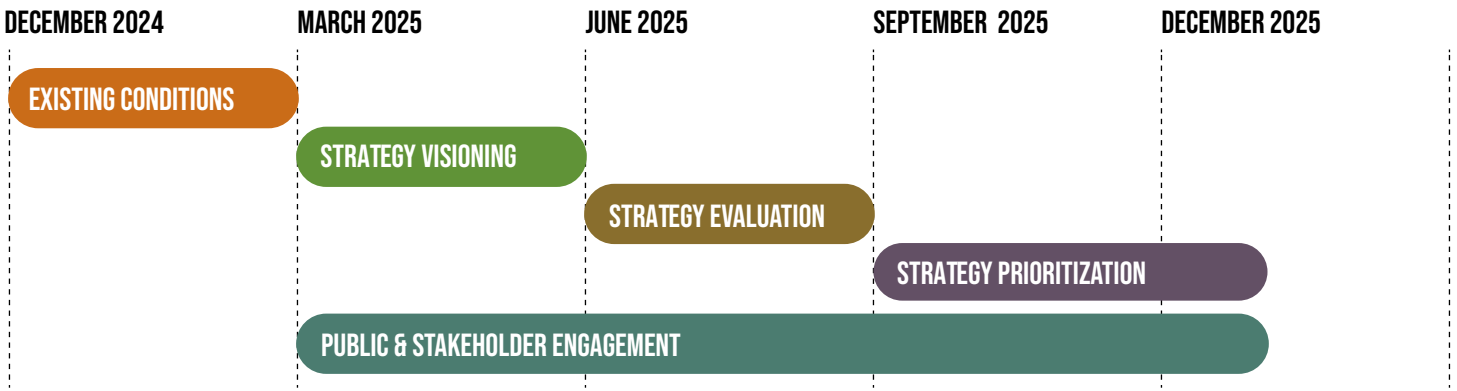
IMPROVE safety for pedestrians and bicyclists

DEVELOP convenient and accessible transit services

PROJECT TIMELINE

The Reconnect West Laramie study is built upon significant previous and ongoing efforts undertaken by the City of Laramie to improve multimodal connections to and from West Laramie. Reconnect West Laramie follows a multi-step process consisting of project visioning, public and stakeholder engagement, alternatives evaluation and more. The timeline presented in Figure 2 highlights key milestones in the study process.

FIGURE 4. PROJECT TIMELINE









EXISTING CONDITIONS



OVERVIEW

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

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

PREVIOUS & ONGOING EFFORTS

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

West Laramie Road Paving

West Laramie was originally developed as a rural subdivision, later annexed into the City of Laramie in the late 1960s. At the time of annexation, city water and sewer were extended to the area, but no legal requirement was established for the city to pave the existing gravel road network. As a result, much of West Laramie still lacks standard paved streets, curbs, and sidewalks.

Paving today is cost-intensive and complicated by the need for stormwater, utility, and drainage upgrades before asphalt can be installed. The city has undertaken incremental improvements—such as targeted paving projects and stormwater upgrades—but full paving of the street network remains a long-term and resource-dependent effort.

This context is important to this plan because unpaved roads influence transit routing, bike/pedestrian comfort, ADA access, and maintenance needs.

Residents of West Laramie have noted that unpaved roads and missing sidewalks make walking and bicycling uninviting. In response, the Laramie Public Works Department has identified paving local streets in West Laramie as a priority. Portions of Wyoming and Colorado Street roadways were paved with new sidewalks in 2025 in combination with a stormwater project identified in Laramie's Capital Improvement Program.

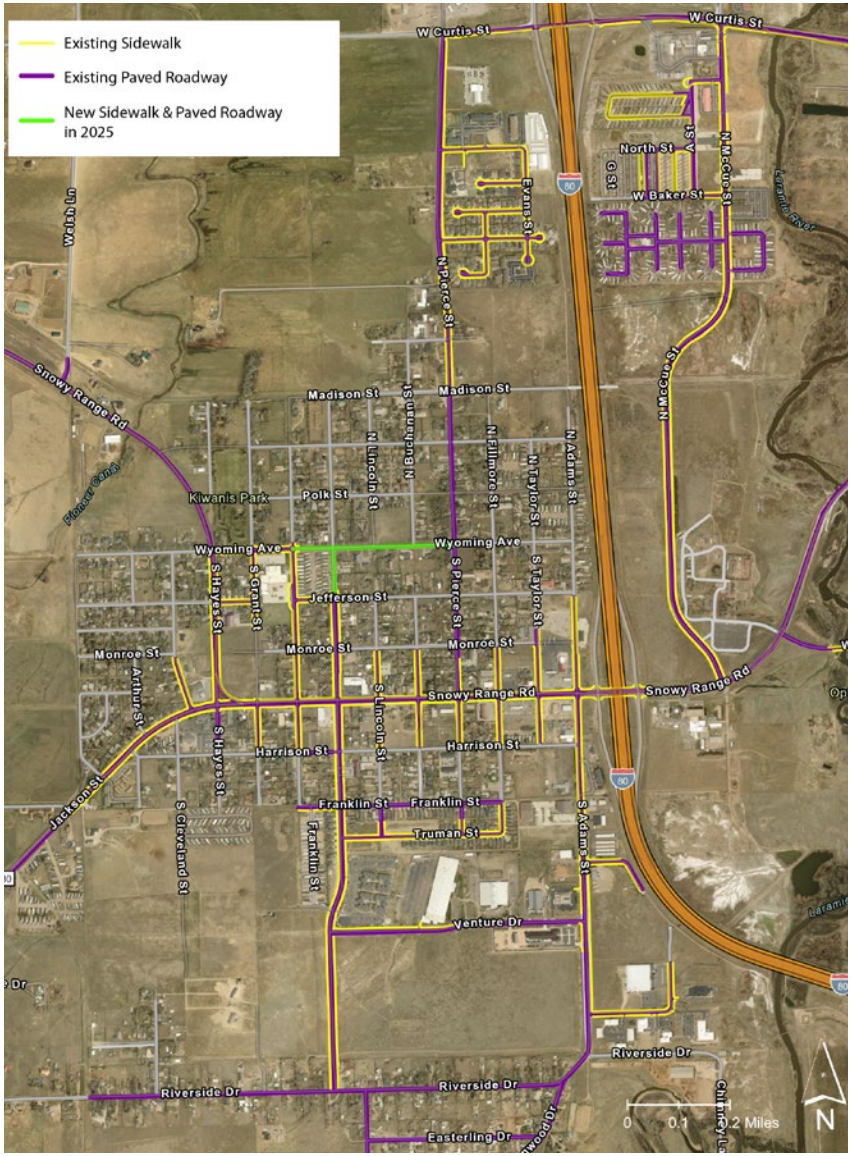


FIGURE 5. EXISTING SIDEWALKS AND PAVED ROADWAYS IN WEST LARAMIE

West Laramie Trail Development

The West Laramie / West Side Shared Use Pathway Connector Project is currently developing design plans for a paved multi-use trail connection between Snowy Range Road and Pierce Street via Madison Street and the Hahn's Peak rail corridor.

Laramie Public Transportation Study

The city is currently preparing the Laramie Public Transportation Study, which identifies strategies to expand transit service across the city, including West Laramie. The Reconnect West Laramie planning effort coordinated closely with the Public Transportation Study team to ensure recommendations between these two related studies are well aligned.



FIGURE 6. WEST LARAMIE TRAIL PROJECT

All Stops*	
IPG	WyoTech
Ivinson at 8th	Campus Courtyards
Ivinson at 5th	Colorado at Franklin
3rd at University	Colorado at Snowy Range
3rd at Clark	Snowy Range at Jefferson
3rd at Flint	Velma Linford Elementary
Cedar at Flint	Wyoming at Pierce
Lincoln Comm. Center	Pierce at Snowy Range
Adams at Harrison	
Venture at Adams	*new stops in bold

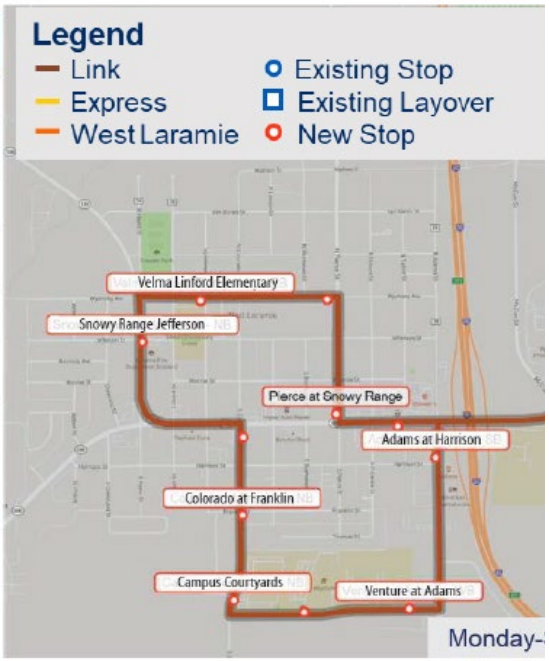


FIGURE 7. TRANSPORTATION STUDY PROPOSED WEST SIDE ROUTE

TRANSPORTATION ASSETS

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

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















TRANSPORTATION CONSTRAINTS

There are several existing physical constraints in the project area that discourage travel by walking and bicycling. These constraints include missing or incomplete infrastructure, physical barriers, high levels of traffic stress, and seasonal weather. Addressing these constraints will help close the gap between driving and other modes of transportation, improving community safety, accessibility, and resilience:

Crossing I-80 and the Union Pacific Railroad

The most substantial physical barriers between West Laramie and the rest of the city are I-80 and the UPRR rail yard. There are limited opportunities to cross the 2-mile stretch of I-80 to and from West Laramie between the Curtis Street overpass and the Laramie River Greenbelt Trail under-crossing. These include the Madison Street and Snowy Range Road undercrossings. The existing opportunities to cross the UPRR rail yard to and from West Laramie and the West Side are at Curtis Street, Snowy Range Road, and the Garfield Pedestrian Bridge. Connections between these crossings are limited, indirect, and lack necessary multimodal infrastructure linking to nearby neighborhoods.



Crossing Snowy Range Road

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



Multimodal Infrastructure Gaps

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



Limited Transit Service in West Laramie

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



CORRIDORS OF OPPORTUNITY

The analysis of the transportation network conditions, assets, and constraints culminated in establishing five Opportunity Corridors presented in "Figure 8. Opportunity Corridors". These corridors are identified as the most intuitive and direct east-west pathways from West Laramie to other neighborhoods. The opportunity corridors are varied, as some utilize the existing roadway network, whereas others follow informal desire lines between Laramie destinations.

The five opportunity corridors are:

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

Please see Appendix C for the full Existing Conditions Report. For more information on the corridors see the "VISIONING & PUBLIC ENGAGEMENT" chapter.



FIGURE 8. OPPORTUNITY CORRIDORS

VISIONING & PUBLIC ENGAGEMENT



VISIONING

Early in the project process, a range of connectivity and transportation safety improvements were identified through community events, stakeholder meetings, and online survey results. Initial conversations with the public and stakeholders were completed to identify existing mobility needs and challenges, as well as to brainstorm potential solutions. Following these initial conversations, a visioning workshop was held with city staff to identify and shape potential solutions and strategies to the five opportunity corridors. In the Spring of 2025, city staff and the planning team conducted a visioning workshop to draft and define these potential strategies. The visioning workshop was conducted using on an online Miro Board, allowing the project team to propose strategies, make comments, and shape improvements collaboratively in real-time.

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

Please see Appendix D for the full Visioning Report.

Curtis Corridor

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

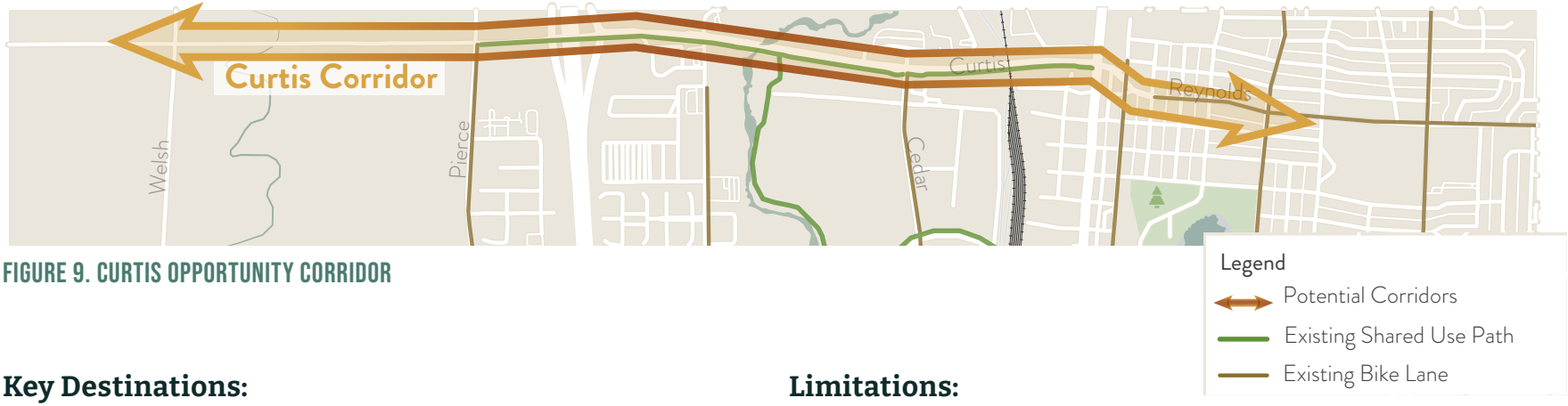


FIGURE 9. CURTIS OPPORTUNITY CORRIDOR

Key Destinations:

- Northern Terminus of Laramie River Greenbelt
- Eppson Center for Seniors
- Slade Elementary School
- Places of Employment and Lodging

Limitations:

- Missing continuous multimodal connections, especially at intersections
- Car-centric network and environment
- Potential lower-use corridor located further from Snowy Range Road

Concepts:

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

Madison-Flint Corridor

The Madison-Flint Corridor would generally follow Madison Street in West Laramie, Flint Street in the West Side, and either Lewis Street, Clark Street, or the existing Snowy Range overpass to cross the UPRR corridor. This opportunity corridor would utilize the existing Madison Street under-crossing of I-80 and the Laramie River Trestle Bridge via the Hahn's Peak Railroad alignment. The West Laramie Connector Project, led by the City of Laramie Parks and Recreation Department, includes preliminary design plans for a shared-use pathway between Madison Street to Snowy Range Road at Flint Street.

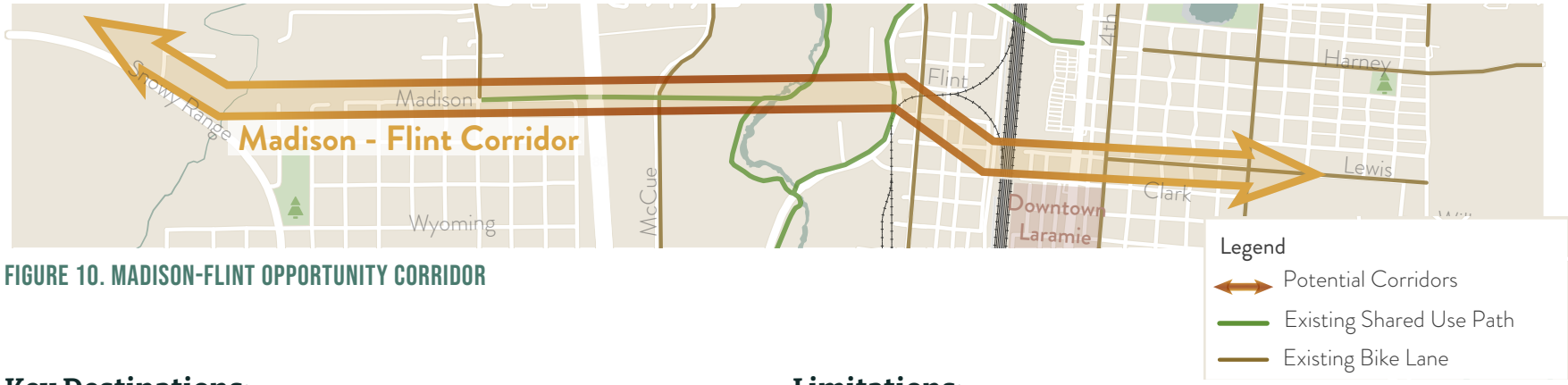


FIGURE 10. MADISON-FLINT OPPORTUNITY CORRIDOR

Key Destinations:

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

Limitations:

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

Concepts:

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

Garfield Corridor

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

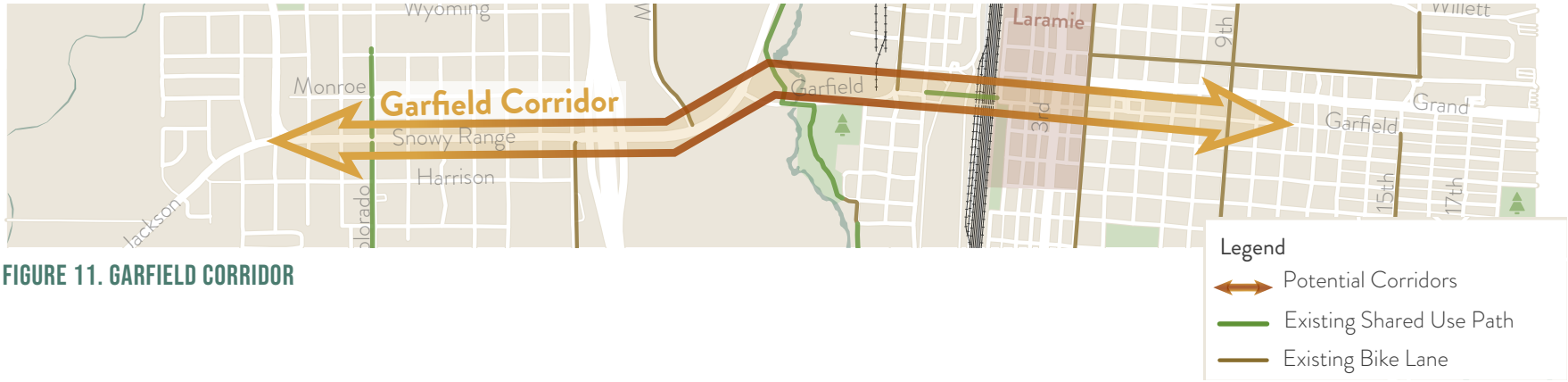


FIGURE 11. GARFIELD CORRIDOR

Key Destinations:

- Downtown Laramie, and other places of employment
- Wyoming State Territorial Prison
- Laramie River Greenbelt
- Optimist Park
- Downtown Laramie
- Laramie Civic Center

Limitations:

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

Concepts:

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

Spring Creek Corridor

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



FIGURE 12. SPRING CREEK CORRIDOR

Key Destinations:

- WyoTech
- Laramie River Greenbelt
- Spring Creek Elementary School
- Walmart, and other places of employment

Limitations:

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

Concepts:

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

Riverside Corridor

The Riverside Corridor is a future opportunity corridor that could utilize an existing at-grade rail crossing via Blackfoot Street west of US 287. West of the rail crossing, Tie Plant Road connects to Chimney Lamp Road and Riverside Drive on private Union Pacific property. This corridor is separated from the southern loop of the Laramie River Greenbelt Trail by approximately 100 feet, meaning a connection is feasible with the coordinated effort of an easement from Union Pacific.



FIGURE 13. RIVERSIDE CORRIDOR

Key Destinations:

- WyoTech Campus
- Laramie River Greenbelt
- Third Street/US 287 Shared-Use Path between Blackfoot Street and I-80

Limitations:

- Multi-jurisdictional Union Pacific ownership of roadways and property

Concepts:

- Trail Expansion south of WyoTech
- Laramie River Crossing and Connection to Greenbelt Trail
- Rail Crossing and Connection to Shared-Use Pathway on the west side of Hwy 287

Off-Corridor Strategies

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

Key Destinations:

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

Limitations:

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

Concepts:

- General north-south connectivity though paved roadways with bike lanes and new shared-use trails

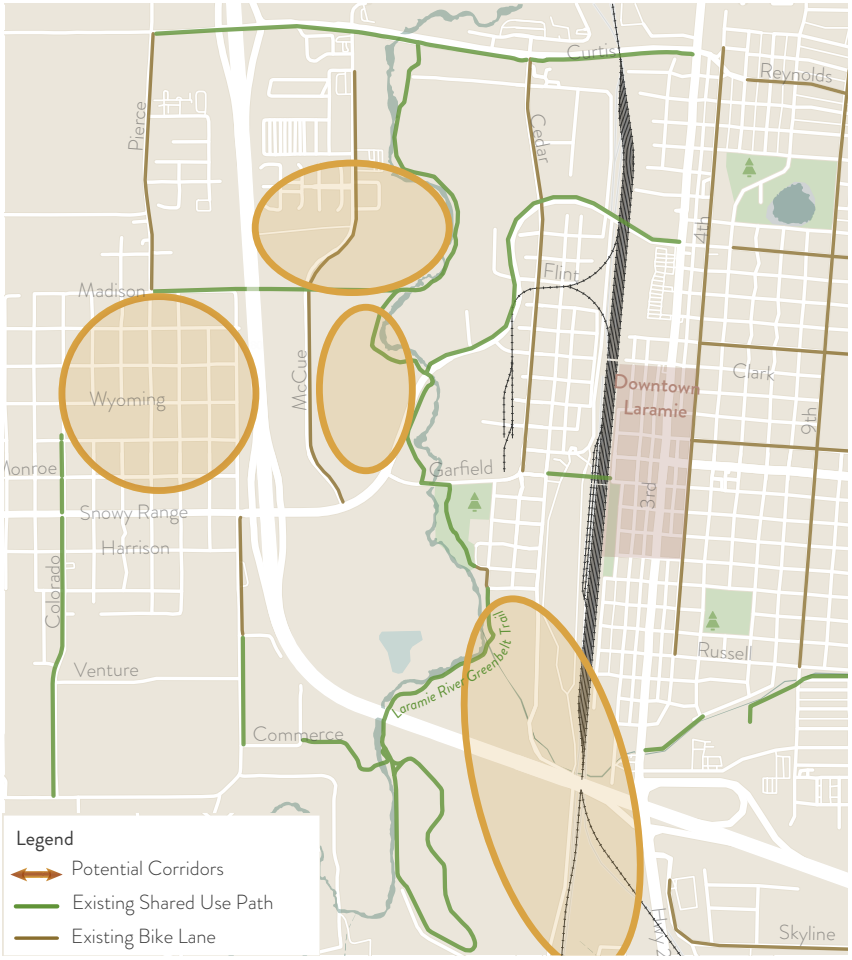


FIGURE 14. OFF-CORRIDOR STRATEGIES

ENGAGEMENT

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

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

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





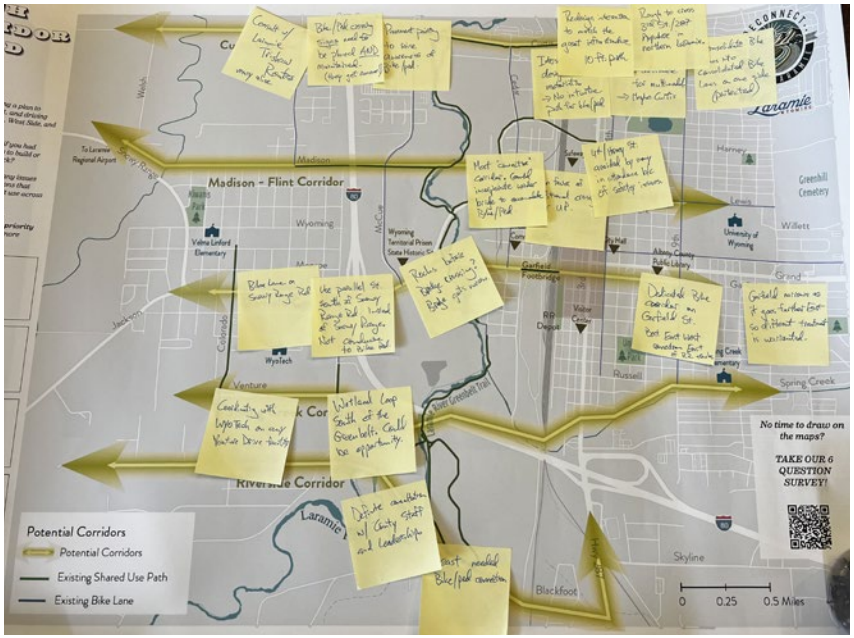
Stakeholder Engagement

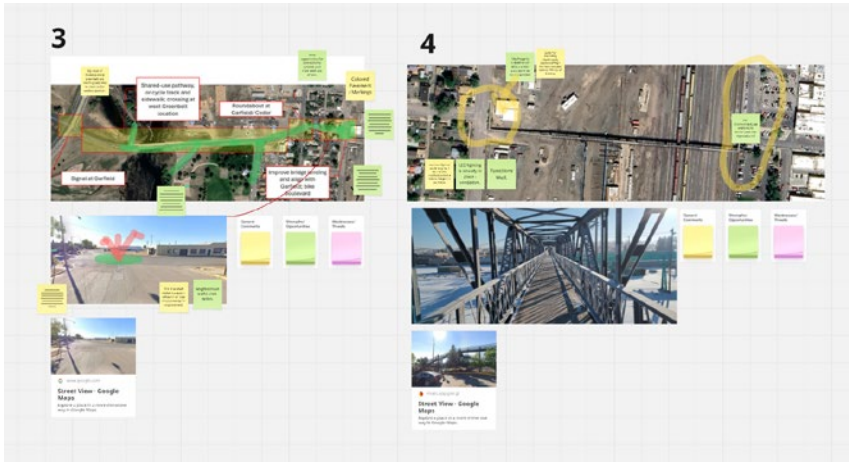
The project team conducted targeted outreach with key organizations and agencies to ensure the Reconnect West Laramie Plan reflected community priorities and technical considerations. Early engagement allowed stakeholders to influence the plan from the outset, ensuring corridor-level strategies were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

The following agencies and organizations participated in direct stakeholder engagement:

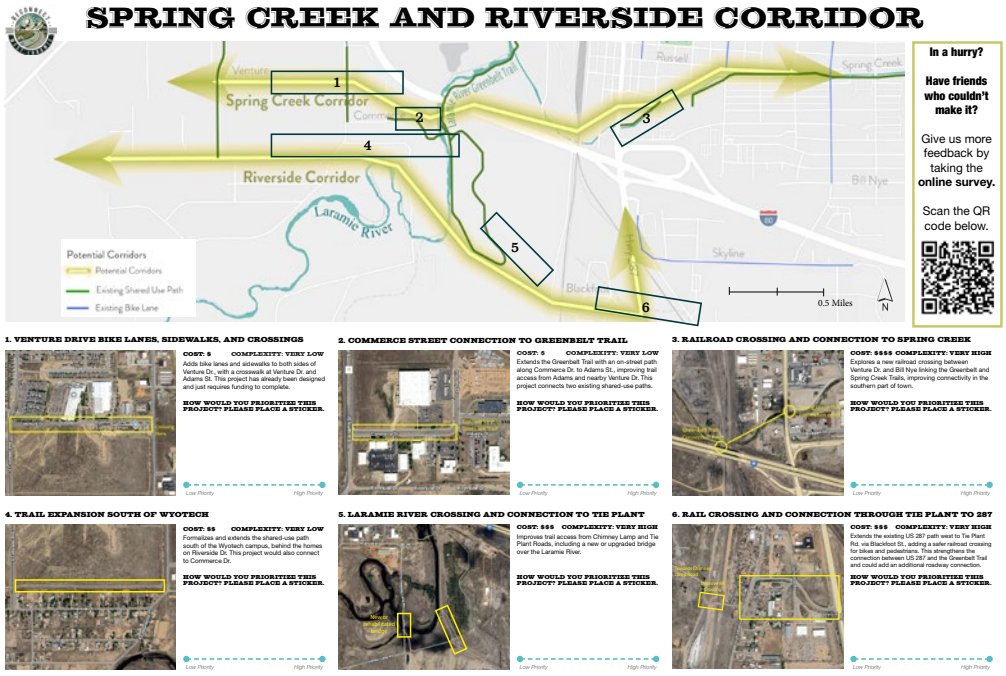
- BikeNet
- Albany County Historic Preservation Board
- WY Territorial Prison
- Laramie Chamber Business Alliance, including business drop-ins along Snowy Range Rd in West Laramie
- Laramie Main Street
- University of Wyoming
- WyoTech
- West Side League of Neighbors (PHILIPP to provide logo)
- WYDOT
- Union Pacific Railroad

Detailed summary of each meeting is provided in Appendix B.











The Reconnect West Laramie project is a city-led, grant-funded planning project to help our community prioritize better walking, biking, transit, and driving connections between West Laramie, West Side, and East Laramie. You're reading this mailer because the city is looking for your feedback to help prioritize where future investments in roads, trails, sidewalks and transit should occur.

PLEASE TAKE THIS 5 MINUTE SURVEY TO MAKE YOUR VOICE HEARD!

SCAN ME!

https://laramie-wy.civilspace.io/en/projects/reconnect-west-laramie-4d28

PUBLIC ENGAGEMENT MATERIALS DEVELOPED TO DRIVE PROJECT FOCUS AND PRIORITIES

Public Engagement

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

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

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

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





SNAPSHOTS FROM RECONNECT WEST LARAMIE COMMUNITY BIKE RIDE AND FARMERS MARKET POP-UP



STRATEGY DEVELOPMENT PROCESS

The strategy development process followed a multi-step strategic course of action to develop recommendations to improve connectivity and accessibility between West Laramie, the West Side, and East Laramie. Preferred strategies were initially developed through Phase 1 of public engagement, stakeholder interviews, and assessment of existing assets and constraints, refined through the visioning process, and advanced based on feedback from the Laramie community and other stakeholders. The community's feedback has been vital in ensuring that recommended strategies reflect improvements Laramie residents would like to see to enhance connectivity in their city.

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



DESIGN TREATMENT TOOLBOX

Each of the strategies recommended in this chapter include one or more of the design treatments featured here. Though the context and future design process will shape the final outcome of any strategy recommended, this toolbox is presented to provide visual examples of the types of facilities that could be developed as part of implementation of these strategies.



Shared-Use Path

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



Conventional Bike Lane

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



Painted Bike Lane

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


SOURCE: CITY OF RALIEGH NC

Bicycle Boulevard/ Sharrows

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


SOURCE: LAIST

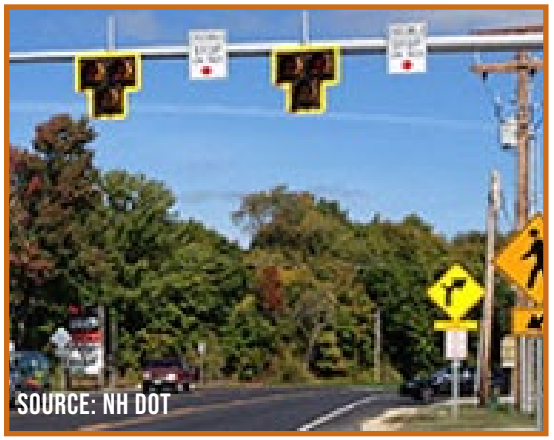
Pedestrian Bulbout/Curb Extensions

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


SOURCE: FDOT DISTRICT 7

Mid-block Crossing

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


SOURCE: NH DOT

Pedestrian Hybrid Beacon

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


SOURCE: FHWA

Rectangular Rapid Flashing Beacon

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


SOURCE: ALTA PLANNING

Protected Intersection

Novel intersection designs can create protected islands for bicycle and pedestrian traffic providing additional protection from areas in intersections where accidents are most likely to happen - the turning movements of traffic.



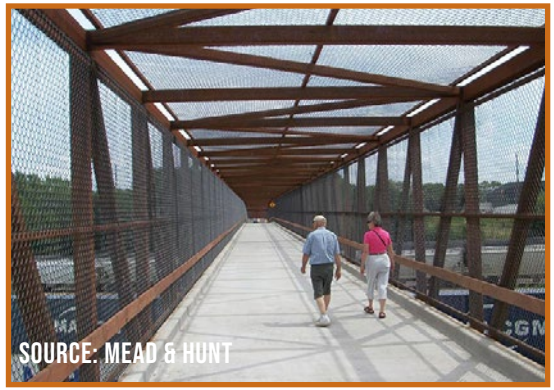
Improved Landings

This Laramie-specific improvement is focused towards the landings of the historic Garfield Footbridge. These improvements can work to create gathering spaces and placemaking to encourage and make more comfortable the use of Laramie's iconic footbridge.



Wayfinding

Wayfinding solutions can increase the use of bicycle and pedestrian routes within any community. Wayfinding improvements are recommended in many locations where the core infrastructure is working well, but additional information on ideal walking or biking routes would make a positive difference.





New Pedestrian Bridge

A southern overpass could provide increased bicycle pedestrian connectivity over the Union Pacific tracks where there currently is none.

New Vehicle Crossing

A southern roadway is recommended that could increase east west connectivity for all modes of transportation.

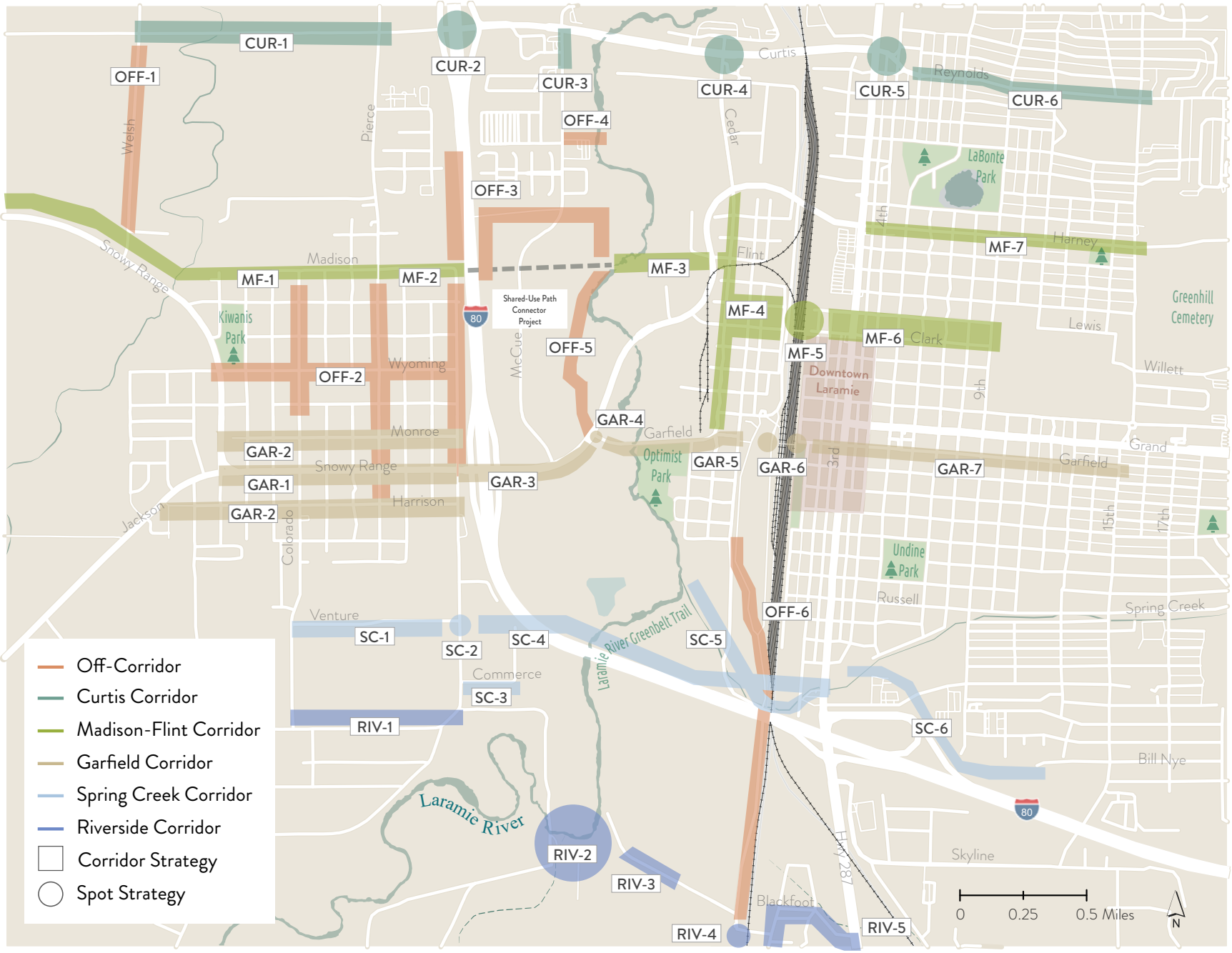
STRATEGY INTRODUCTION

Each of the five opportunity corridors, along with off-corridor locations, include several potential multimodal strategies that would enhance network accessibility and connectivity. The location of all 37 strategies is shown in the map on the opposite page, noted as a corridor strategy or as spot strategy. A corridor strategy extends the length of a roadway or potential pathway, while a spot strategy is located at an intersection or within a specific area. The name of each of the 37 strategies by corridor is provided on the following pages. For a full description of each strategy see Appendix A.





COMMUNITY MEMBERS DISCUSS PLAN'S PROPOSED STRATEGIES DURING PUBLIC ENGAGEMENT TOUR.

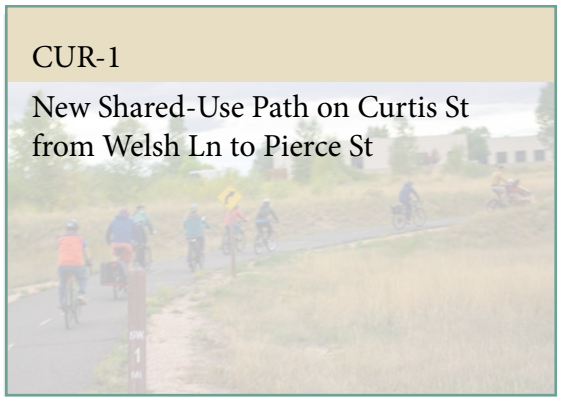

CUR-1
CUR-2
CUR-3
CUR-4
CUR-5
CUR-6
OFF-1
OFF-2
OFF-3
OFF-4
OFF-5
OFF-6
MF-1
MF-2
MF-3
MF-4
MF-5
MF-6
MF-7
GAR-1
GAR-2
GAR-3
GAR-4
GAR-5
GAR-6
GAR-7
SC-1
SC-2
SC-3
SC-4
SC-5
SC-6
RIV-1
RIV-2
RIV-3
RIV-4
RIV-5
Welsh
Pierce
Curtis
Cedar
Reynolds
LaBonte Park
4th
Harney
Snowy Range
Madison
Flint
Greenhill Cemetery
Lewis
Kiwanis Park
Shared-Use Path Connector Project
McCue
Wyoming
Clark
Willett
Downtown Laramie
9th
Monroe
Garfield
Optimist Park
3rd
Grand
Snowy Range
Harrison
Jackson
Colorado
15th
17th
Undine Park
Russell
Spring Creek
Venture
Laramie River Greenbelt Trail
Commerce
Laramie River
Bill Nye
Skyline
Hwy 287
Blackfoot
80
Off-Corridor
Curtis Corridor
Madison-Flint Corridor
Garfield Corridor
Spring Creek Corridor
Riverside Corridor
Corridor Strategy
Spot Strategy
0
0.25
0.5 Miles
N



COMMUNITY MEMBERS EXPLORE LARAMIE AND DISCUSS STRATEGIES TO IMPROVE CONNECTIVITY

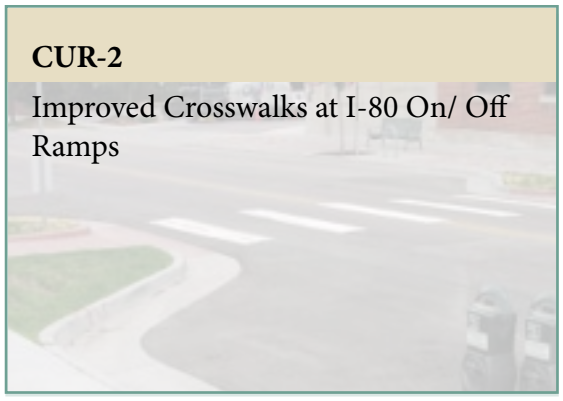
Curtis Corridor Strategies

The Curtis Corridor begins generally around Welsh Lane and extends eastward along Curtis Street, crossing over I-80, connecting to the Laramie River Greenbelt Trail, and crossing over the UPRR rail corridor. There are six proposed strategies identified for this corridor.



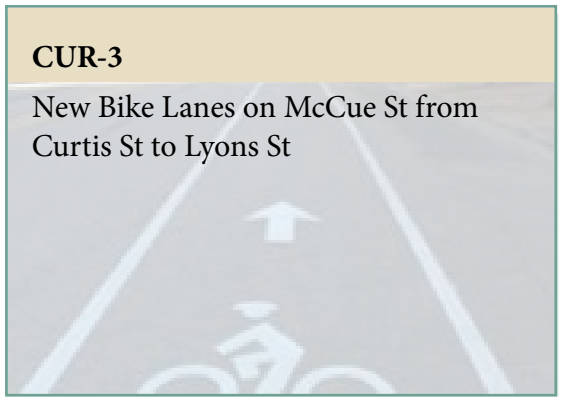
CUR-1

New Shared-Use Path on Curtis St from Welsh Ln to Pierce St



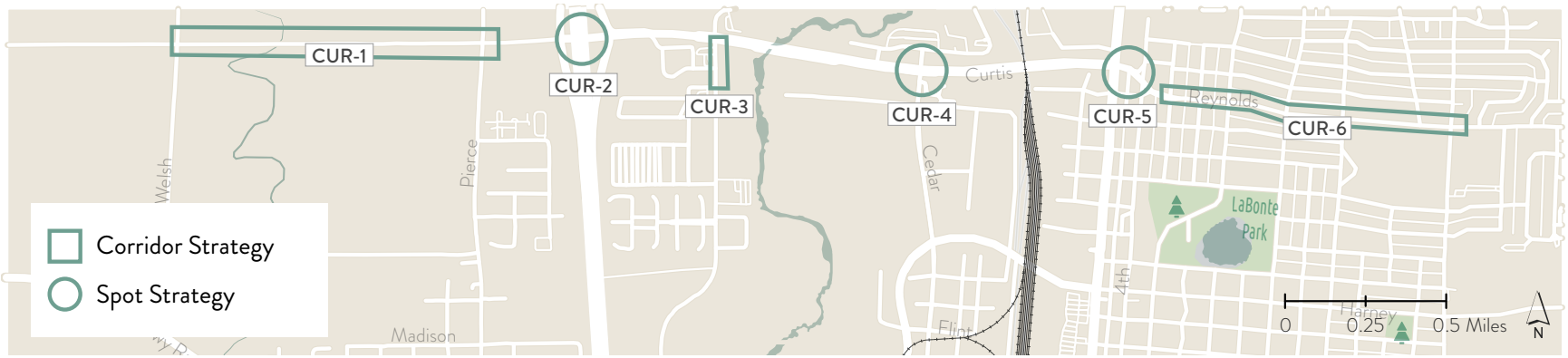
CUR-2

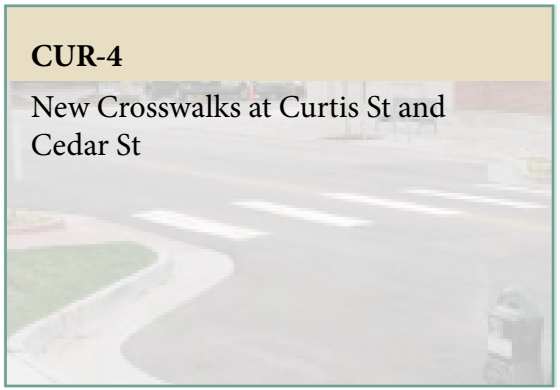
Improved Crosswalks at I-80 On/ Off Ramps



CUR-3

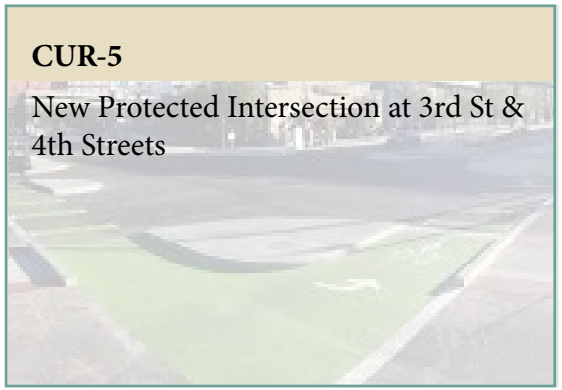
New Bike Lanes on McCue St from Curtis St to Lyons St





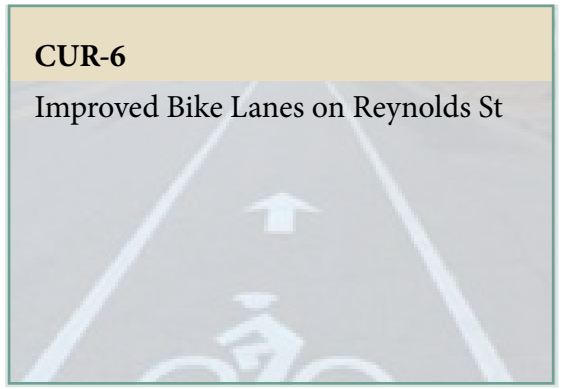
CUR-4

New Crosswalks at Curtis St and Cedar St



CUR-5

New Protected Intersection at 3rd St & 4th Streets



CUR-6

Improved Bike Lanes on Reynolds St

Madison-Flint Corridor Strategies

The Madison-Flint Corridor begins at the Laramie Regional Airport and follows the former Hahn's Peak Railroad corridor to Madison St in West Laramie. The corridor continues under I-80 and across the Laramie River Trestle Bridge to the intersection of Snowy Range Road and Flint Street in the West Side. From this point, there are three potential locations for crossing the UPRR rail yard at Lewis Street, Clark Street, or the existing Snowy Range Road overpass. East of the UPRR rail yard, the corridor would terminate at 15th Street. There are seven strategies identified for this corridor. Based on public feedback, a potential overpass along the Spring Creek corridor near I-80 was prioritized over an additional overpass in this corridor.

MF-1

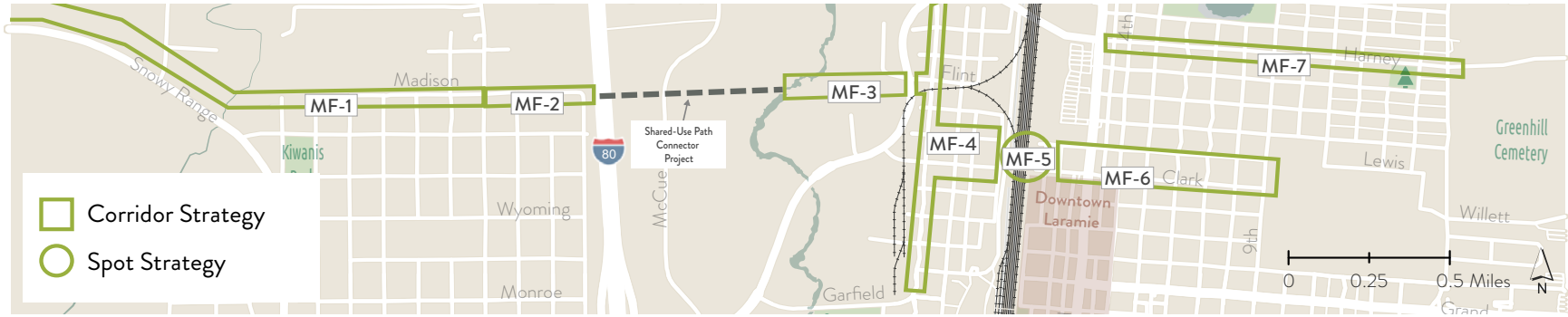
New Shared-Use Path along Hahn"s Peak Railroad Alignment between Airport and Pierce St

MF-2

New Shared-Use Path on Madison St between Pierce St and Adams St

MF-3

New Access to Laramie River and Crossing across Snowy Range Rd at Flint St



MF-4

Bike/Ped improvements and Wayfinding from Flint St to current Garfield St. Pedestrian bridge and Proposed southern pedestrian bridge

MF-5

New Bike/ Pedestrian Bridge at Clark St or Lewis St

MF-6

Improved Bike/ Pedestrian Accessibility on Clark St or Lewis St

MF-7

Improved Bike/Pedestrian Accessibility on Harney St

Garfield Corridor Strategies

The Garfield Corridor generally begins at the Snowy Range Road intersection with Jackson Street, and follows Snowy Range Road east through West Laramie until reaching Garfield Street. The corridor continues on Garfield Street through the West Side, utilizing the existing Garfield Footbridge to cross the UPRR rail yard into Downtown Laramie. The corridor continues on Garfield Street east until 15th Street. There are seven strategies identified for this corridor. Strategies do not include modifications to the Garfield Footbridge.

GAR-1

New Bike Lanes or Shared-Use Path on Snowy Range Rd between Hayes St and Adams St

GAR-2

New Bike Lanes or Sharrows on Monroe St and Harrison St throughout West Laramie

GAR-3

New Shared-Use Path on Snowy Range Rd between Adams St and Garfield St



GAR-4

New Pedestrian Crossing across Snowy Range Rd at Garfield St

GAR-5

Improved Bike/Pedestrian Accessibility on Garfield St between Snowy Range Rd and Pine St

GAR-6

Improved east and west landings of the Garfield Footbridge

GAR-7

Improved Bike Lanes on Garfield St east of 1st St

Spring Creek Corridor Strategies

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

SC-1

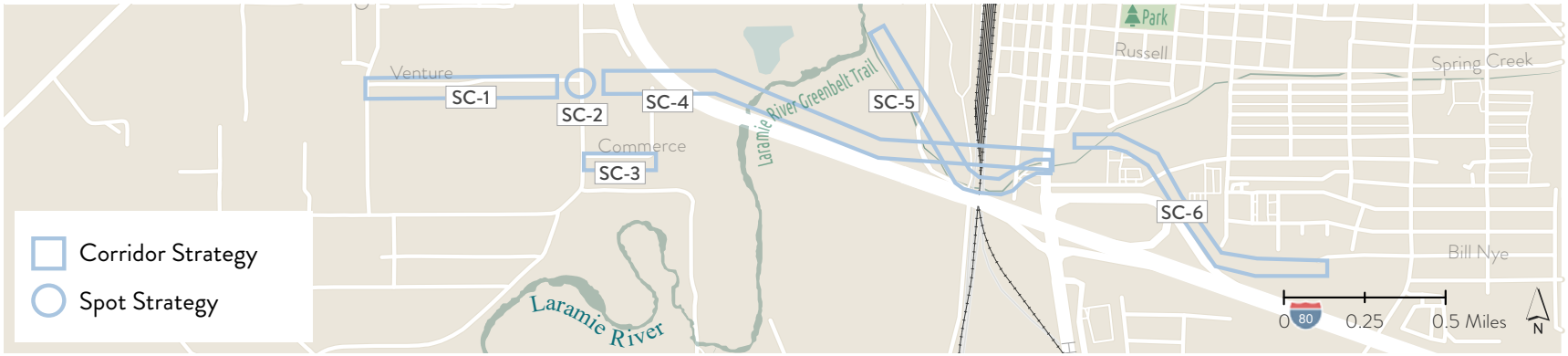
New Bike and Pedestrian Facilities on Venture Dr

SC-2

New Crossing across Adams St at Venture Dr to existing Adams Shared-Use Path

SC-3

New Shared-Use Path on Commerce Dr between Adams Shared-Use Path and Laramie River Greenbelt Trailhead



SC-4

New Vehicle Crossing of I-80 and Railyard between Venture Dr and 3rd St

SC-5

New Bike/Pedestrian Crossing over Railyard between Laramie River Greenbelt Trail and 3rd St

SC-6

New Bill Nye Ave Extension eastward from 3rd St

SOURCE: WYDOT

Riverside Corridor Strategies

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

RIV-1

New Shared-Use Path between Colorado St and Adams St / Riverside Dr

RIV-2

New or Rehabilitated Bridge across Chimney Lamp Rd

RIV-3

New Shared-Use Path between Laramie River Greenbelt Trail Loop and Tie Plant Rd



RIV-4

Improved Rail Crossing Accessibility at Tie Plant Rd

RIV-5

New Shared-Use Path on Fort Sanders Rd / Blackfoot St between Tie Plant Rd and US 287

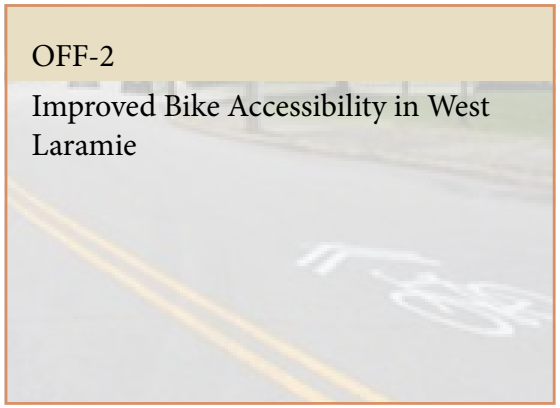
Off-Corridor Strategies

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



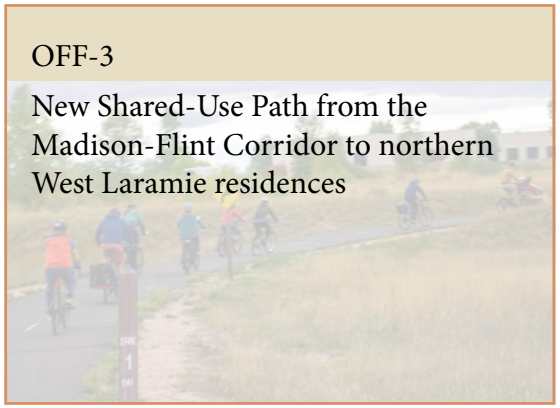
OFF-1

New Bike Lanes on Welsh Ln



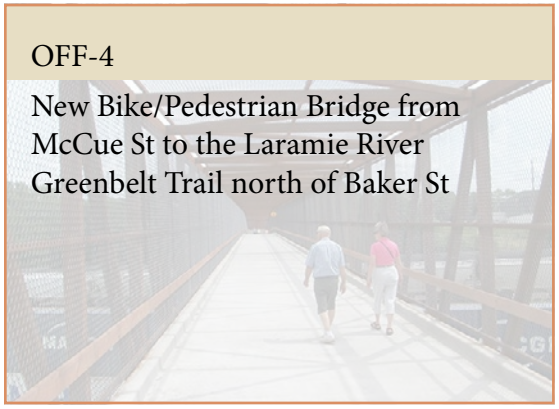
OFF-2

Improved Bike Accessibility in West Laramie



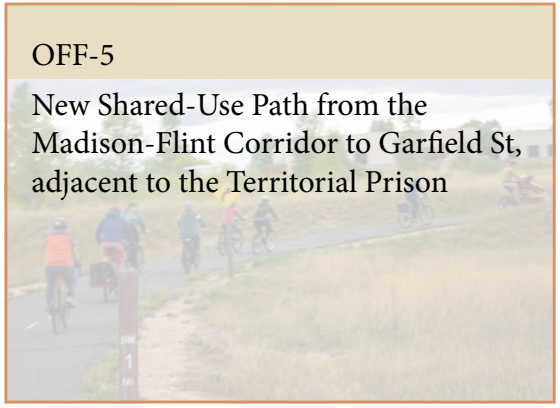
OFF-3

New Shared-Use Path from the Madison-Flint Corridor to northern West Laramie residences



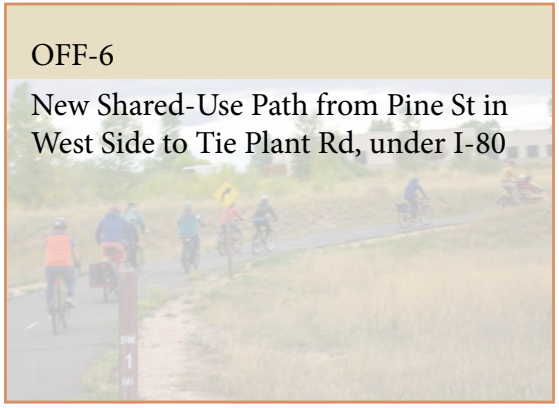
OFF-4

New Bike/Pedestrian Bridge from McCue St to the Laramie River Greenbelt Trail north of Baker St



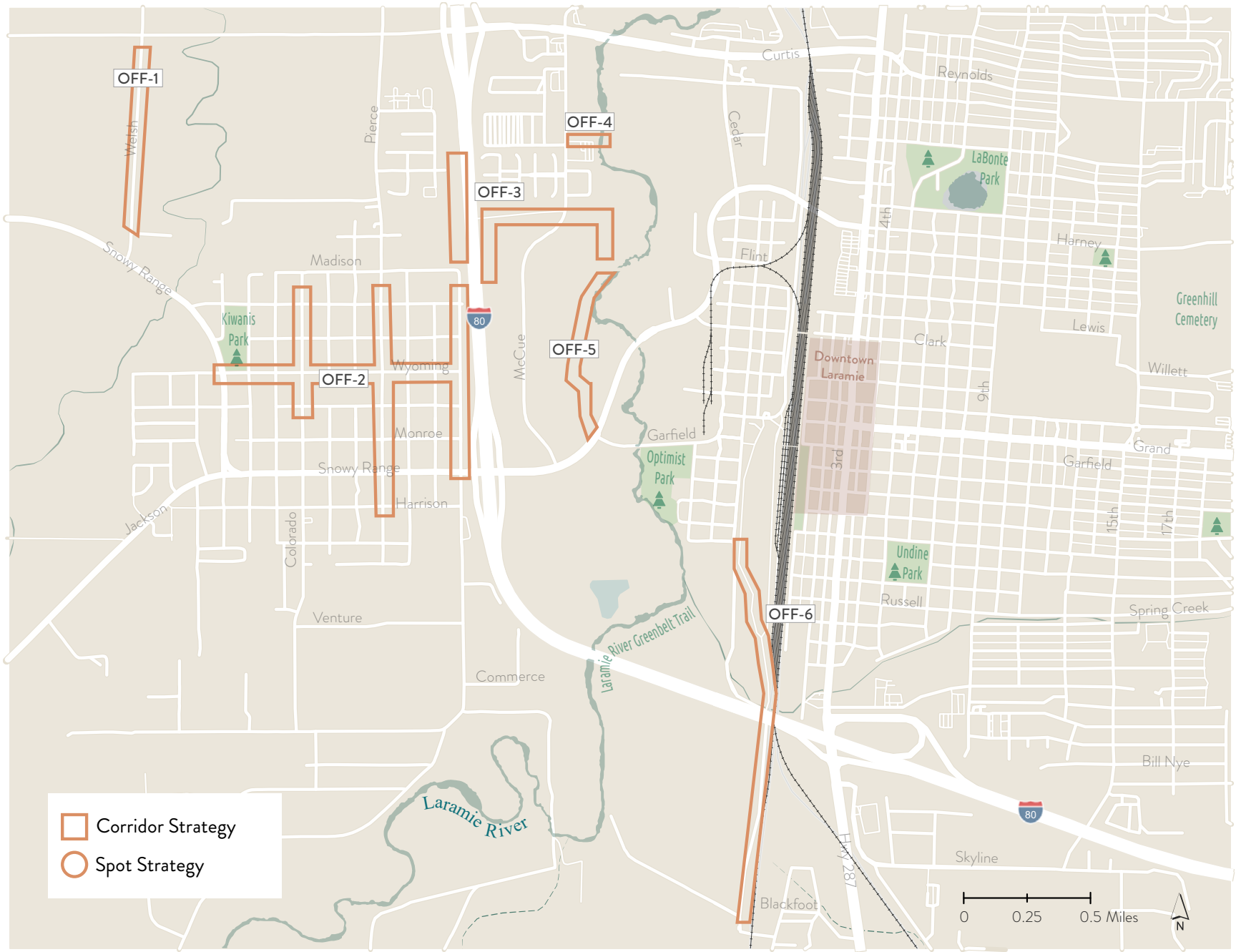
OFF-5

New Shared-Use Path from the Madison-Flint Corridor to Garfield St, adjacent to the Territorial Prison



OFF-6

New Shared-Use Path from Pine St in West Side to Tie Plant Rd, under I-80


OFF-1
OFF-2
OFF-3
OFF-4
OFF-5
OFF-6
Welsh
Pierce
Madison
Snowy Range
Kiwanis Park
Wyoming
McCue
Monroe
Harrison
Jackson
Colorado
Venture
Commerce
Laramie River Greenbelt Trail
Laramie River
Curtis
Reynolds
Cedar
LaBonte Park
4th
Flint
Harney
Greenhill Cemetery
Lewis
Clark
Downtown Laramie
9th
Willett
Grand
Garfield
3rd
Optimist Park
15th
17th
Undine Park
Russell
Spring Creek
Bill Nye
Skyline
Blackfoot
HWY 287
80
Corridor Strategy
Spot Strategy
0
0.25
0.5 Miles
N

STRATEGY PRIORITIZATION METHODOLOGY

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

In total, six criteria were used to assign the strategies into three tiers, establishing a proposed priority for implementation. Each criterion was assigned a maximum of 1 point if applicable, except for Public Support, which is scored from 0.5 points to 1.5 points. These criteria are as follows:

- Gap Closure
- Safety Issue Addressed
- Improve Bike/Ped Comfort and/or Wayfinding
- Leverage Near Term City Investment
- Alignment with Core Project Goals
- Public Support



GAP CLOSURE

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

SAFETY ISSUE ADDRESSED

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





IMPROVE BIKE/PEDESTRIAN COMFORT OR WAYFINDING

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

LEVERAGE NEAR TERM CITY INVESTMENT

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





ALIGNMENT WITH CORE PROJECT GOALS

The core goal of the Reconnect West Laramie Project is to improve existing transportation corridors and establish new corridors east-west across Laramie to reduce barriers created by the UPRR railyard, Snowy Range Road, the Laramie River, and Interstate 80. In addition, this project allows the City of Laramie to be more competitive for additional funding opportunities for construction. Implementing strategies that advance these core project goals ultimately enhance accessibility and connectivity for West Laramie residents to better reach their destinations.

PUBLIC SUPPORT

Public engagement has been a focal point throughout the planning process. The city and project team hosted numerous in-person pop-up events, stakeholder sessions, and administered two map-based online surveys to hear from Laramie residents on where improvements are most needed in the city. The proposed opportunity corridors align with where residents would most like to see new investment prioritized. In total, Reconnect West Laramie garnered over 260 scorable data points used to track public support by corridor.





SCORING CRITERIA

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

The first five criteria include:



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

- If a strategy meets any of the above criteria, it receives a score of 1 for that criterion.
- If a strategy does not meet a criterion, it receives a score of 0 for that criterion.
- Maximum possible score: 5 (if all five criteria are met).
- Minimum possible score: 0 (if none of the criteria are met).

The Public Support criterion is scored corridor by corridor on a 0.5 to 1.5-point scale, capturing the idea that strategies work most effectively when implemented as part of a full corridor rather than on their own. The methodology for scoring Public Support utilized the results of six engagement events based on their quantitative results. These activities included: two Online Surveys, two Intercept Surveys conducted by University of Wyoming students, the WyoTech Car Show, and the June 20th Farmers Market.

These six engagement activities included scoring elements that allowed participants to vote or select their preference between corridors. While not all engagement events solicited quantitative scoring, every event nevertheless contributed valuable input that shaped project strategies. Table 1 below shows the results of the Public Support Scoring for the six engagement events. A score of 3 represents a corridor with the greatest Public Support. For more detail on Public Support Scoring, see Appendix B.

SCORE	GAP CLOSURE	SAFETY ISSUE ADDRESSED	WAYFINDING	LEVERAGE NEAR TERM CITY INVESTMENT	ALIGNMENT WITH CORE PROJECT GOALS
1	✓	✓	✓	✓	✓
0					
	+1	+1	+1	+1	+1

SCORE	PUBLIC SUPPORT	STRATEGY MAXIMUM TOTAL SCORE
1.5	✓	
1		
.5		
	+1.5	= 6.5

The scores from all six scoring criteria are summed to calculate a Total Score for each strategy, as demonstrated in Table 2. The maximum Total score is 6.5 points, with the minimum being 0.5 points.

Additional Attributes (Non-Scoring)

In addition to prioritizing and tiering the recommended strategies, each strategy is accompanied by non-scoring attributes, including planning-level project cost, coordination with other agencies required, if design & cost estimates were developed, and sidewalk condition per strategy. These attributes are shown in the detailed strategy matrix in Appendix A.

Planning-Level Cost Estimate (aligned to common grant funding thresholds)

Agency Coordination Needs

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

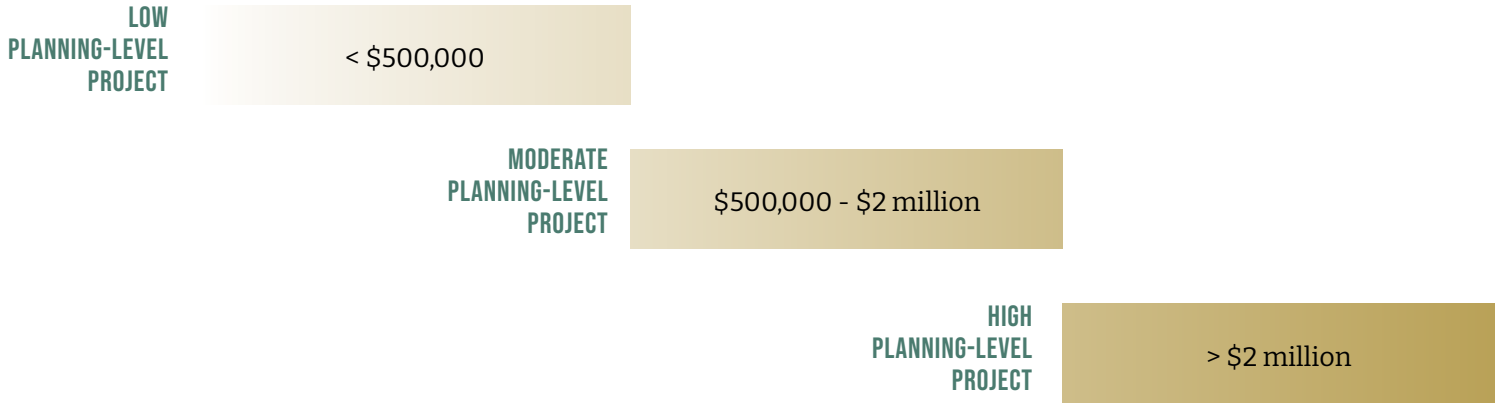
Design Concepts

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

Sidewalk Condition Index (SWCI)

In 2025, the City of Laramie completed the Asset Management Report, which assessed existing sidewalk conditions throughout the city. Most strategy segments with existing sidewalk have an average score ranging between Fair and Good (55 - 100).

FIGURE 15. PLANNING-LEVEL COST ESTIMATE THRESHOLDS



Total Score & Tier Assignment

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

Tier 1 (Score 5.5 to 6.5)

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

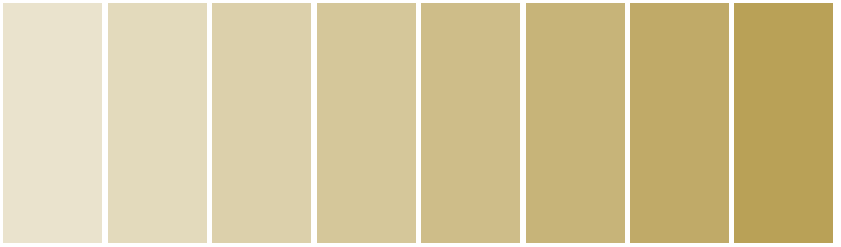
Tier 2 (Score 4 to 5)

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

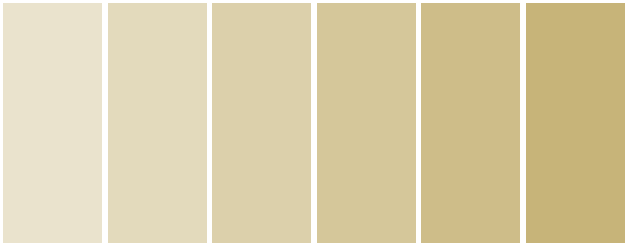
Tier 3 (Score 0.5 to 3.5)

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

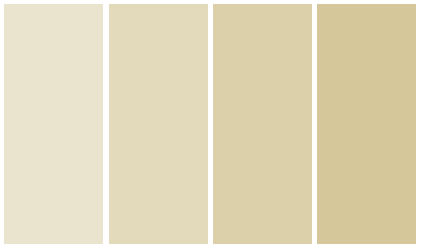
TIER 1: TOTAL SCORE OF 5.5-6.5



TIER 2: TOTAL SCORE OF 4-5



TIER 3: TOTAL SCORE OF 0.5-3.5



STRATEGY TIERS

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

TABLE 2. STRATEGY TIERS - TIER 1

	STRATEGY NO.	STRATEGY LABEL	CORRIDOR	STRATEGY NAME
TIER 1	5	CUR-5	Curtis	New Protected Intersection at 3rd St & 4th Streets
	9	MF-3	Madison-Flint	New Accessibility to Laramie River and Crossing across Snowy Range Rd at Flint St
	14	GAR-1	Garfield	New Bike Lanes or Shared-Use Path on Snowy Range Rd between Hayes St and Adams St
	15	GAR-2	Garfield	New Bike Lanes or Sharrows on Monroe St and Harrison St throughout West Laramie
	16	GAR-3	Garfield	New Shared-Use Path on Snowy Range Rd between Adams St and Garfield St
	17	GAR-4	Garfield	New Crossing across Snowy Range Rd at Garfield St
	18	GAR-5	Garfield	Improved Bike/Pedestrian Facilities on Garfield St between Snowy Range Rd and Pine St
	19	GAR-6	Garfield	Improved east and west landings of the Garfield Footbridge
	21	SC-1	Spring Creek	New Bike and Pedestrian Facilities on Venture Dr
	22	SC-2	Spring Creek	New Crossing across Adams St at Venture Dr to existing Adams Shared-Use Path
	23	SC-3	Spring Creek	New Shared-Use Path on Commerce Dr between Adams Shared-Use Path and Laramie River Greenbelt Trailhead

TABLE 3. STRATEGY TIERS - TIER 2 & TIER 3

	STRATEGY NO.	STRATEGY LABEL	CORRIDOR	STRATEGY NAME
TIER 2	4	CUR-4	Curtis	New Crosswalks at Curtis St and Cedar St
	8	MF-2	Madison-Flint	New Shared-Use Path on Madison St between Pierce St and Adams St
	10	MF-4	Madison-Flint	Improved Access and Wayfinding from Flint St to Garfield St Footbridge, Snowy Range Overpass, or Proposed Bridge
	11	MF-5	Madison-Flint	New Bike/Pedestrian Bridge at Clark St or Lewis St
	24	SC-4	Spring Creek	New Vehicle Crossing of I-80 and Railyard between Venture Dr and 3rd St
	25	SC-5	Spring Creek	New Bike/Pedestrian Crossing over Railyard between Laramie River Greenbelt Trail and 3rd St
	26	SC-6	Spring Creek	New Bill Nye Ave Extension eastward from 3rd St
	33	OFF-2	Off-Corridor	Improved Bike Accessibility in West Laramie
	34	OFF-3	Off-Corridor	New Shared-Use Path from the Madison-Flint Corridor to northern West Laramie residences
	36	OFF-5	Off-Corridor	New Shared-Use Path from the Madison-Flint Corridor to Garfield St, adjacent to the Territorial Prison
TIER 3	1	CUR-1	Curtis	New Shared-Use Path on Curtis St from Welsh Ln to Pierce St
	2	CUR-2	Curtis	Improved Crosswalks at I-80 On/Off Ramps
	3	CUR-3	Curtis	New Bike Lanes on McCue St from Curtis St to Lyons St
	6	CUR-6	Curtis	Improved Bike Lanes on Reynolds St
	7	MF-1	Madison-Flint	New Shared-Use Path along Hahn's Peak Railroad Alignment between Airport and Pierce St
	12	MF-6	Madison-Flint	Improved Bike/Pedestrian Accessibility on Clark St or Lewis St
	13	MF-7	Madison-Flint	Improved Bike/Pedestrian Accessibility on Harney St
	20	GAR-7	Garfield	Improved Bike Lanes on Garfield St east of 1st St
	27	RIV-1	Riverside	New Shared-Use Path between Colorado St and Adams St / Riverside Dr
	28	RIV-2	Riverside	New or Rehabilitated Bridge across Chimney Lamp Rd
	29	RIV-3	River side	New Shared-Use Path between Laramie River Greenbelt Trail Loop and Tie Plant Rd
	30	RIV-4	Riverside	Improved Rail Crossing Accessibility at Tie Plant Rd
	31	RIV-5	Riverside	New Shared-Use Path on Fort Sanders Rd / Blackfoot St between Tie Plant Rd and US 287
	32	OFF-1	Off-Corridor	New Bike Lanes on Welsh Ln
	35	OFF-4	Off-Corridor	New Bike/Pedestrian Bridge from McCue St to Laramie River Greenbelt Trail north of Baker St
	37	OFF-6	Off-Corridor	New Shared-Use Path from Pine St in West Side to Tie Plant Rd, under I-80

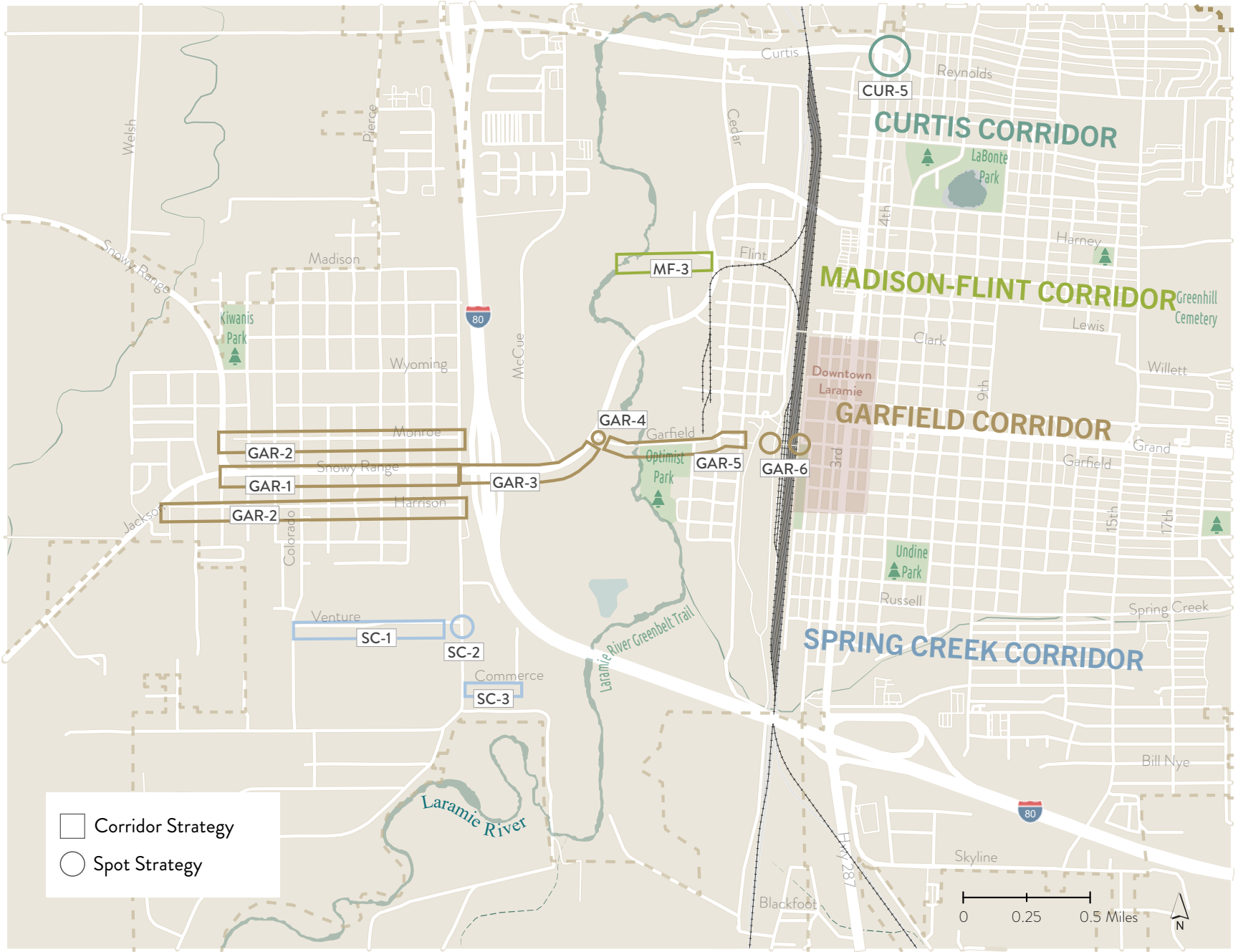


FIGURE 16. TIER 1 STRATEGIES MAP

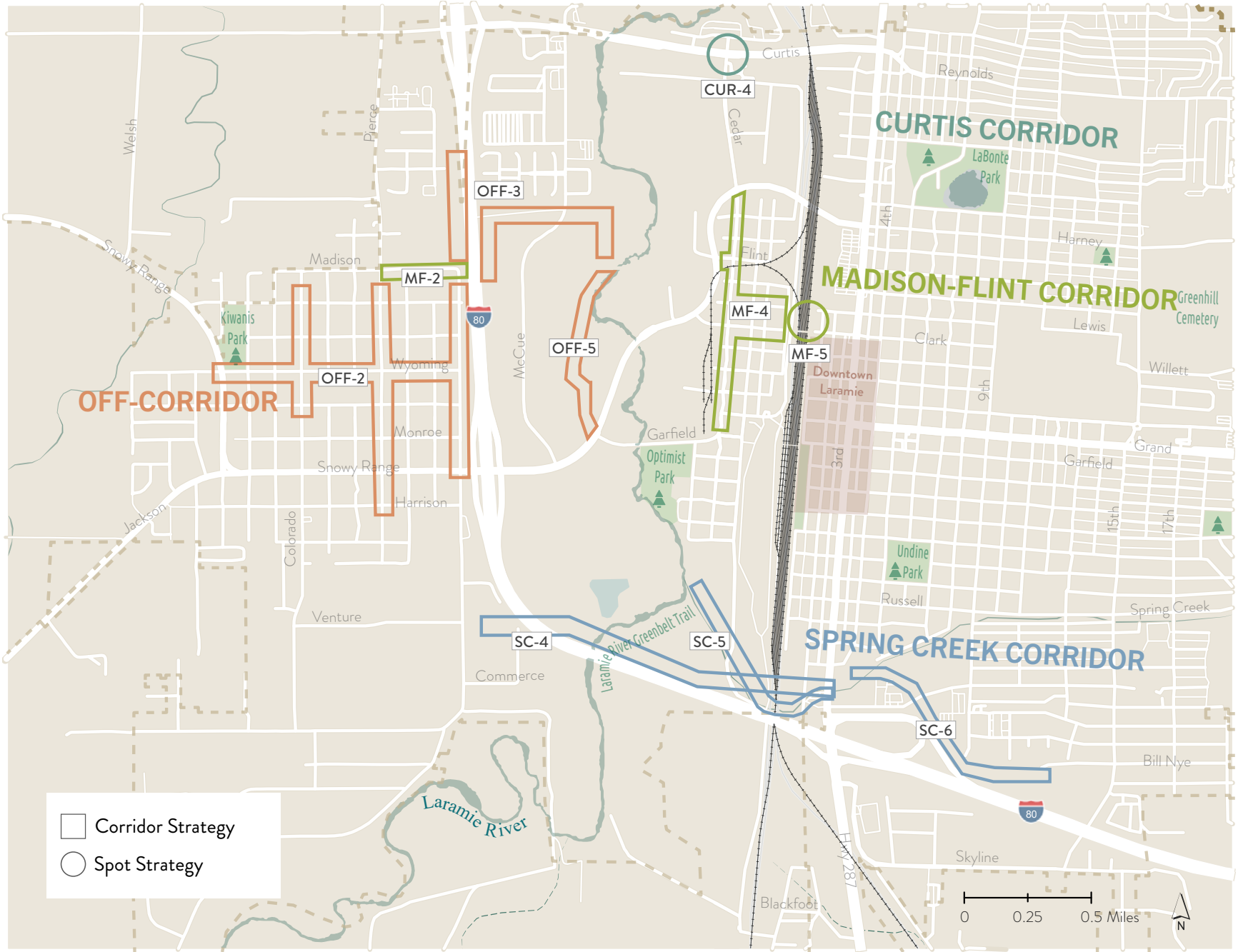


FIGURE 17. TIER 2 STRATEGIES MAP

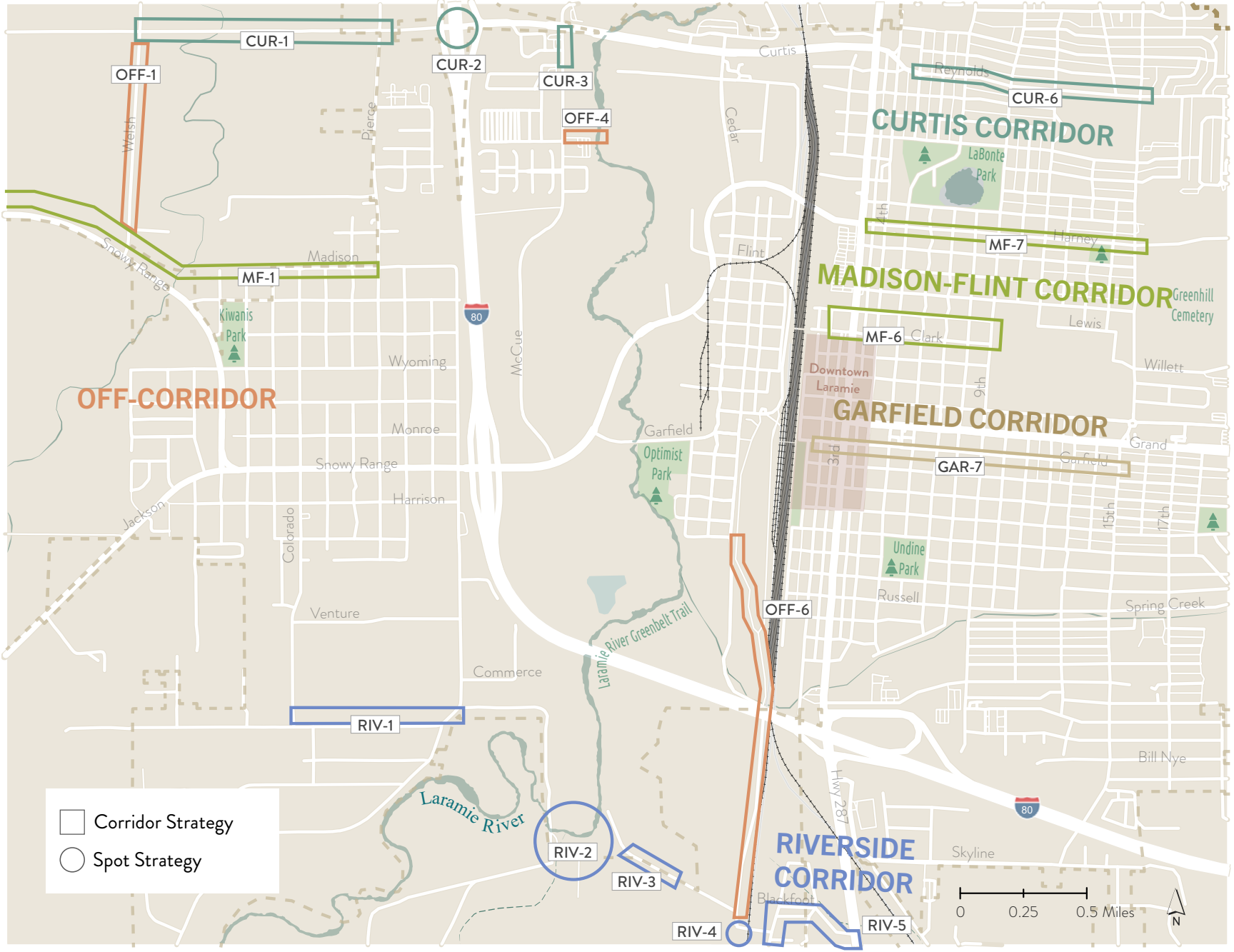
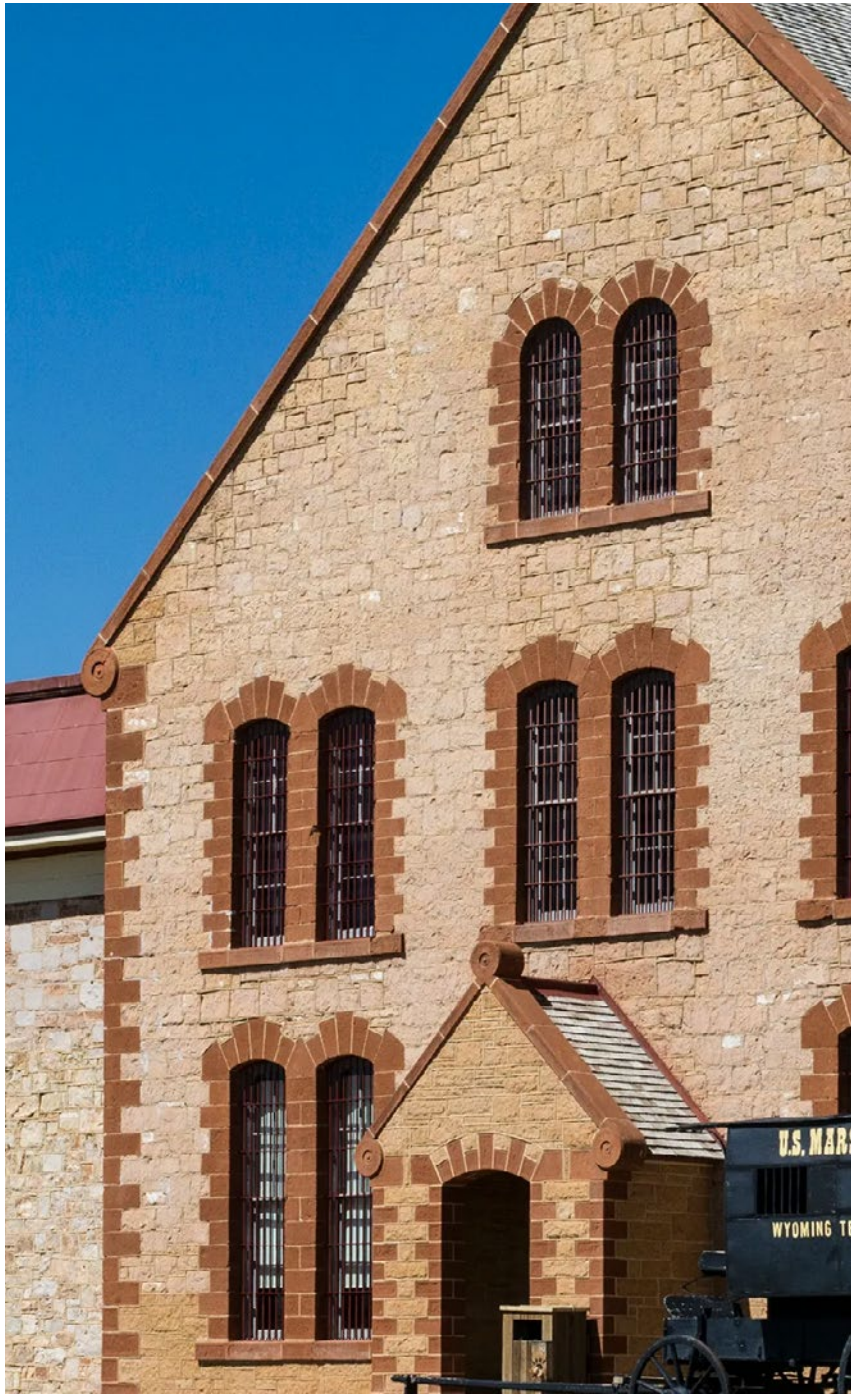


FIGURE 18. TIER 3 STRATEGIES MAP



SELECT CONCEPT DESIGNS & COSTS

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

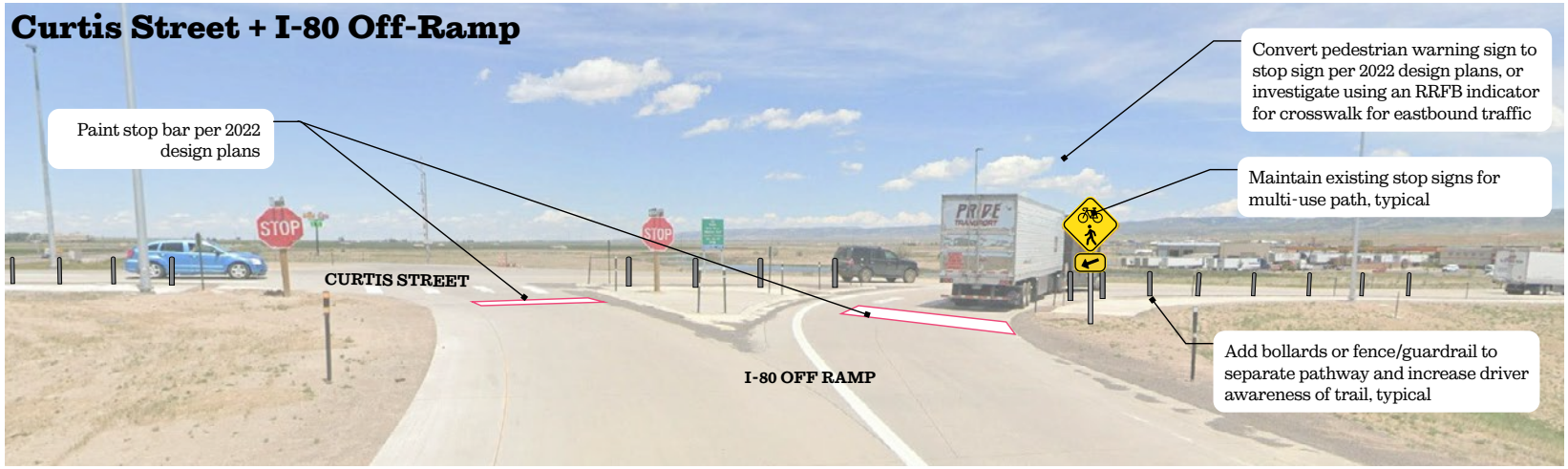


All traffic control measures, recommendations, and assumptions identified in strategy designs and project descriptions are conceptual in nature and subject to verification through detailed engineering analysis. Final design and implementation of traffic control devices, intersection control, and roadway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

CUR-2: Improved Crosswalks at I-80 On/ Off Ramps

Tier 3 | Conceptual Cost: ~$62,000

This strategy aims to better define the Curtis Off-Street Multi-Use Pathway through two challenging I-80 ramp crossings. The enhanced crossings would bring clarity of right-of-way between pedestrians, bicyclists, and vehicular traffic.

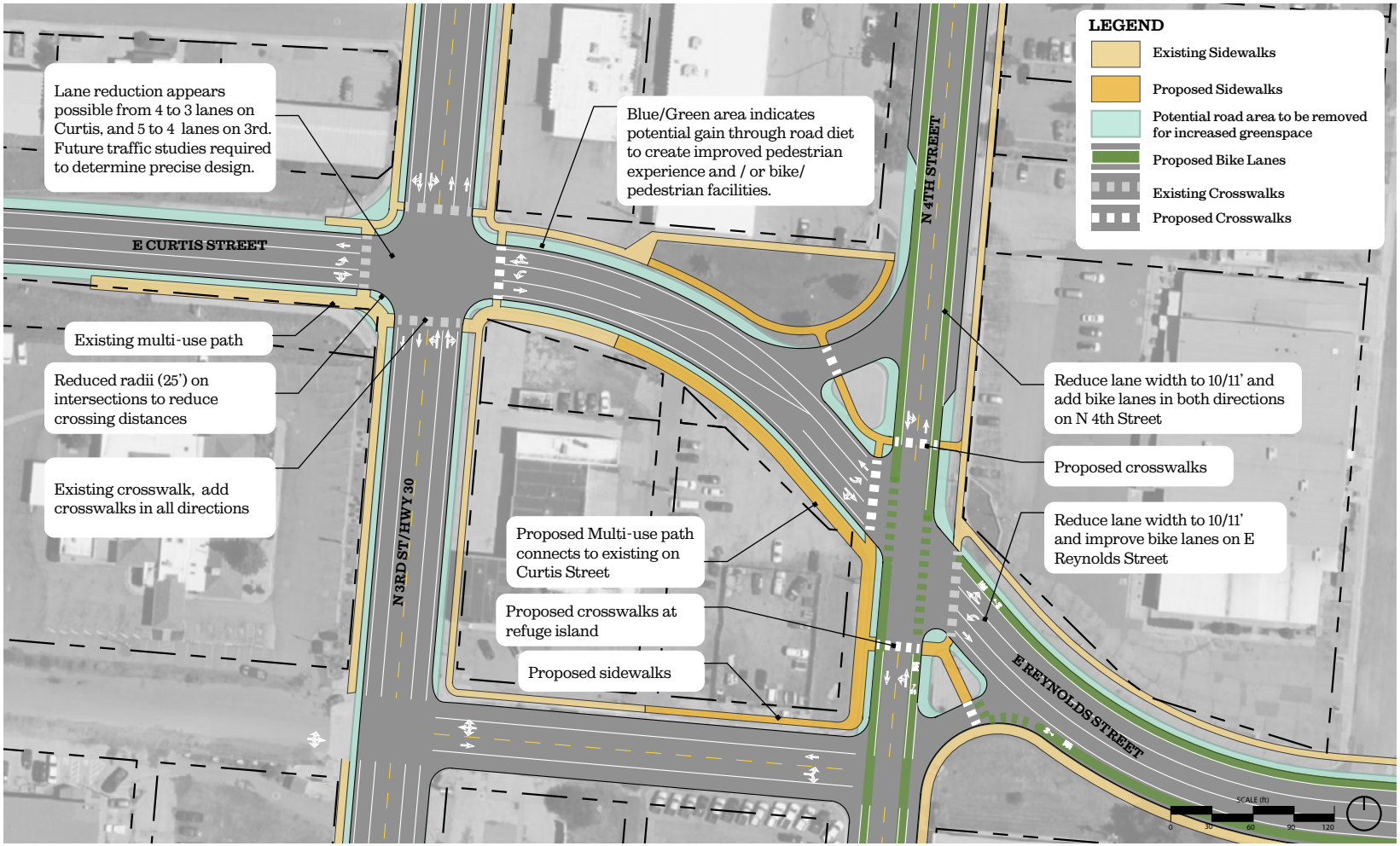




CUR-5: New Protected Intersections at 3rd & 4th Streets

Tier 1 | Conceptual Cost: ~$62,000

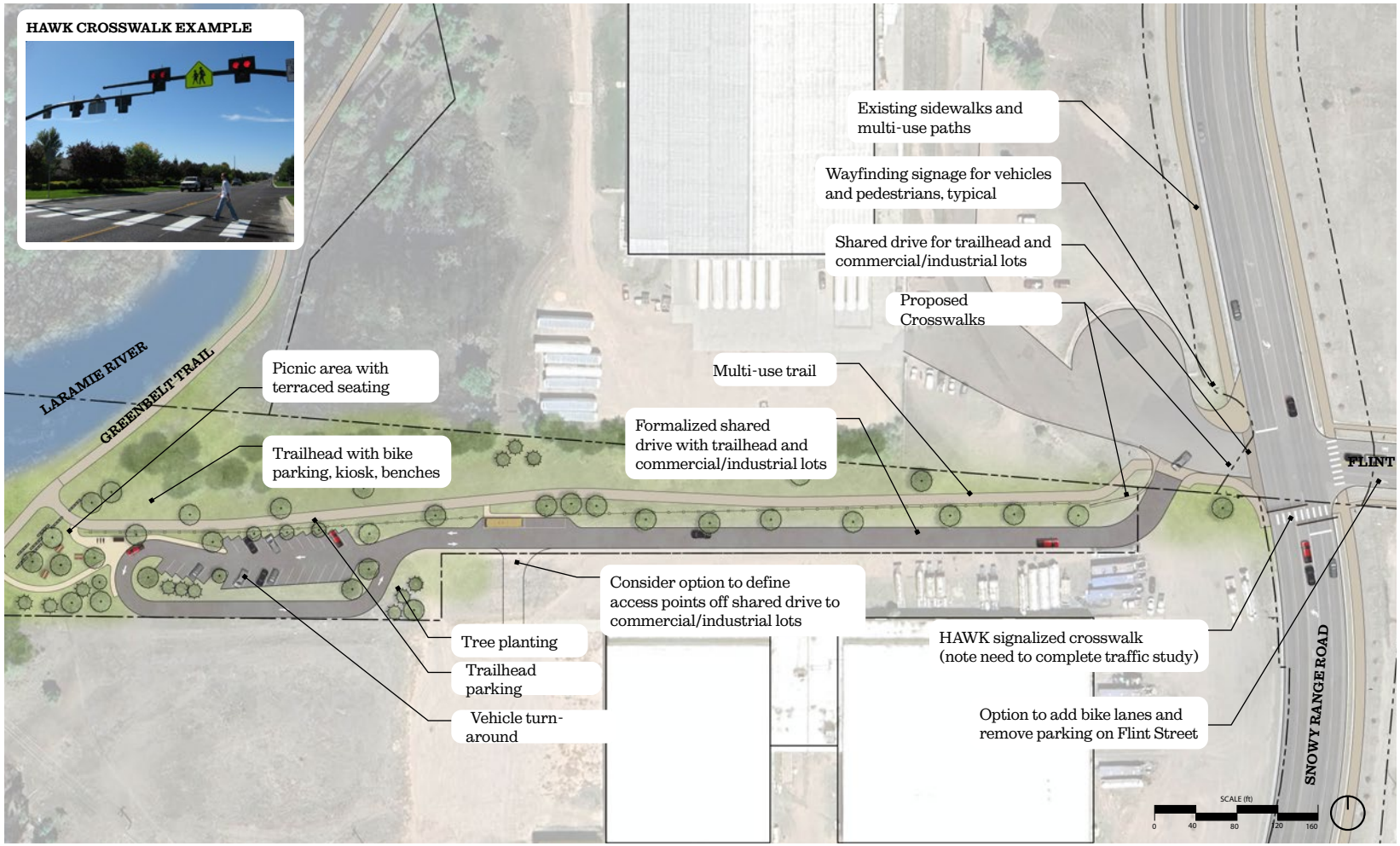
This strategy aims to better define the Curtis Off-Street Multi-Use Pathway through two challenging I-80 ramp crossings. The enhanced crossings would bring clarity of right-of-way between pedestrians, bicyclists, and vehicular traffic.



MF-3: New Accessibility to Laramie River Across Snowy Range Rd at Flint St

Tier 1 | Conceptual Cost: ~$1.0m

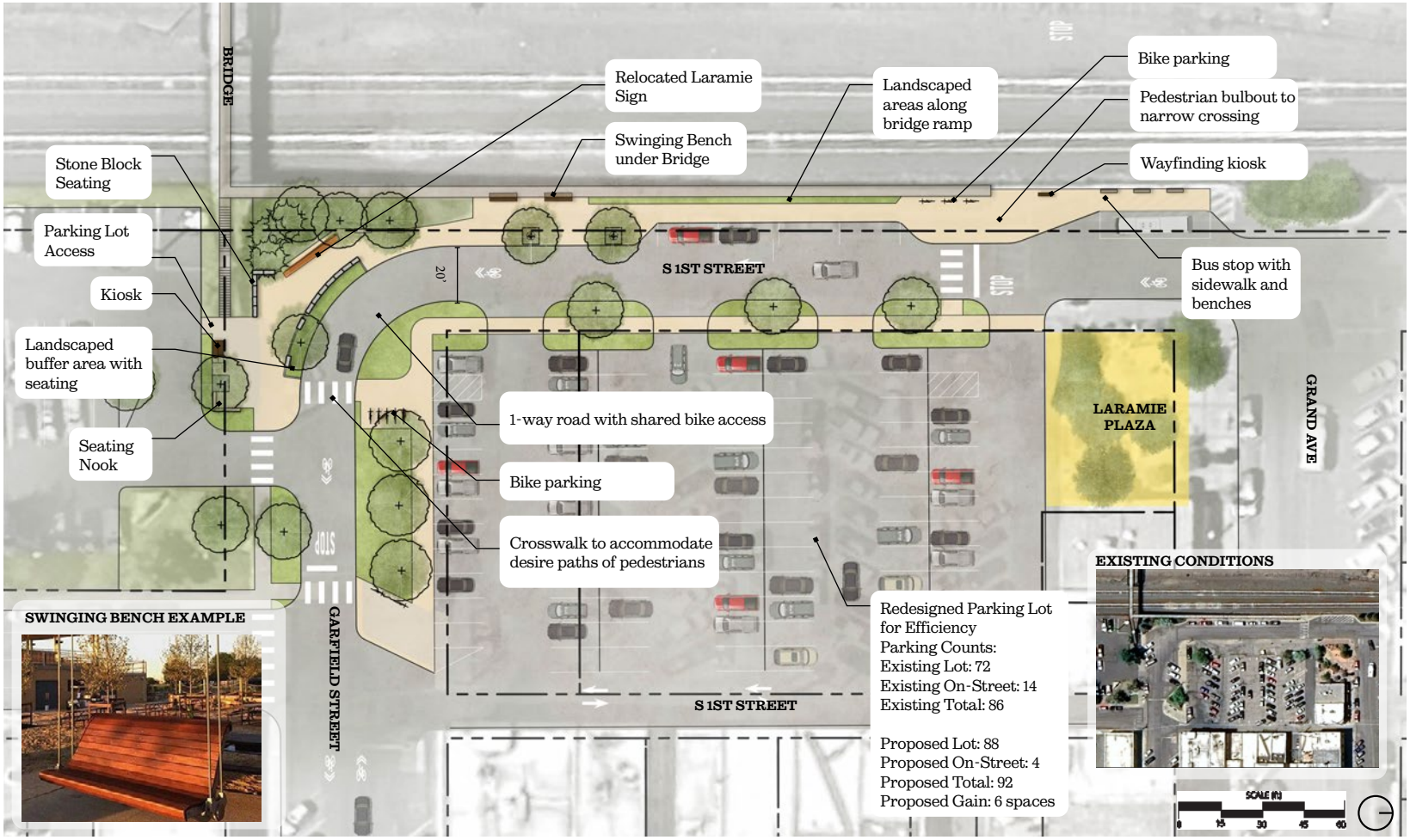
This strategy provides a welcoming new trailhead opportunity to the Laramie River from Snowy Range Road. This trailhead also extends a clear pathway for the connector between West Laramie (Madison Street) and the West Side (Flint Street).



GAR-6: Improved East Landing of the Garfield Footbridge

Tier 1 | Conceptual Cost: ~$1.5m

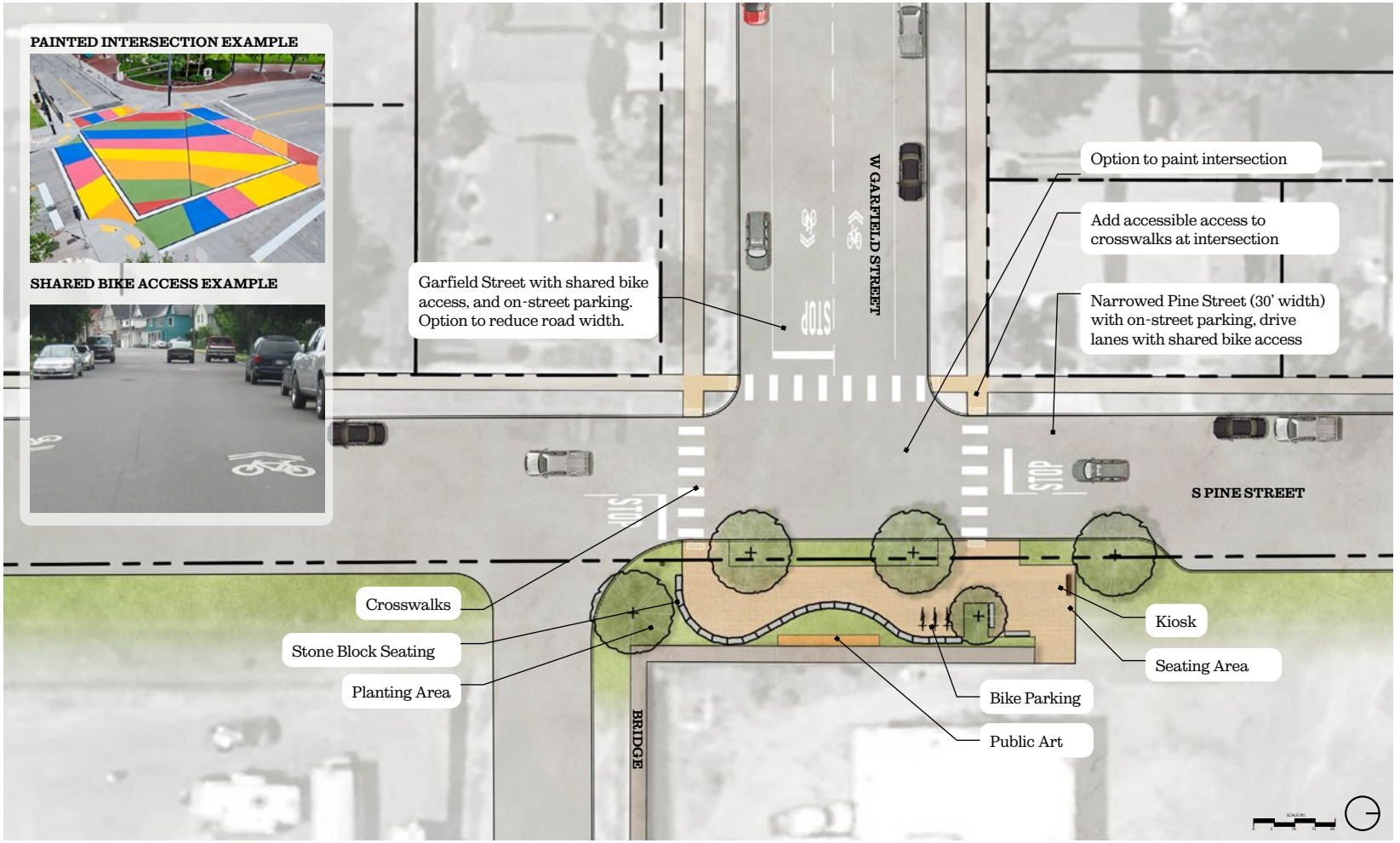
This strategy improves the pedestrian and bicycle access experience at the east landing of the Garfield Footbridge, aiming to draw a greater level of pedestrian and bicycle traffic between Downtown Laramie, the West Side, and West Laramie.



GAR-6: Improved West Landing of the Garfield Footbridge

Tier 1 | Conceptual Cost: ~$488,000

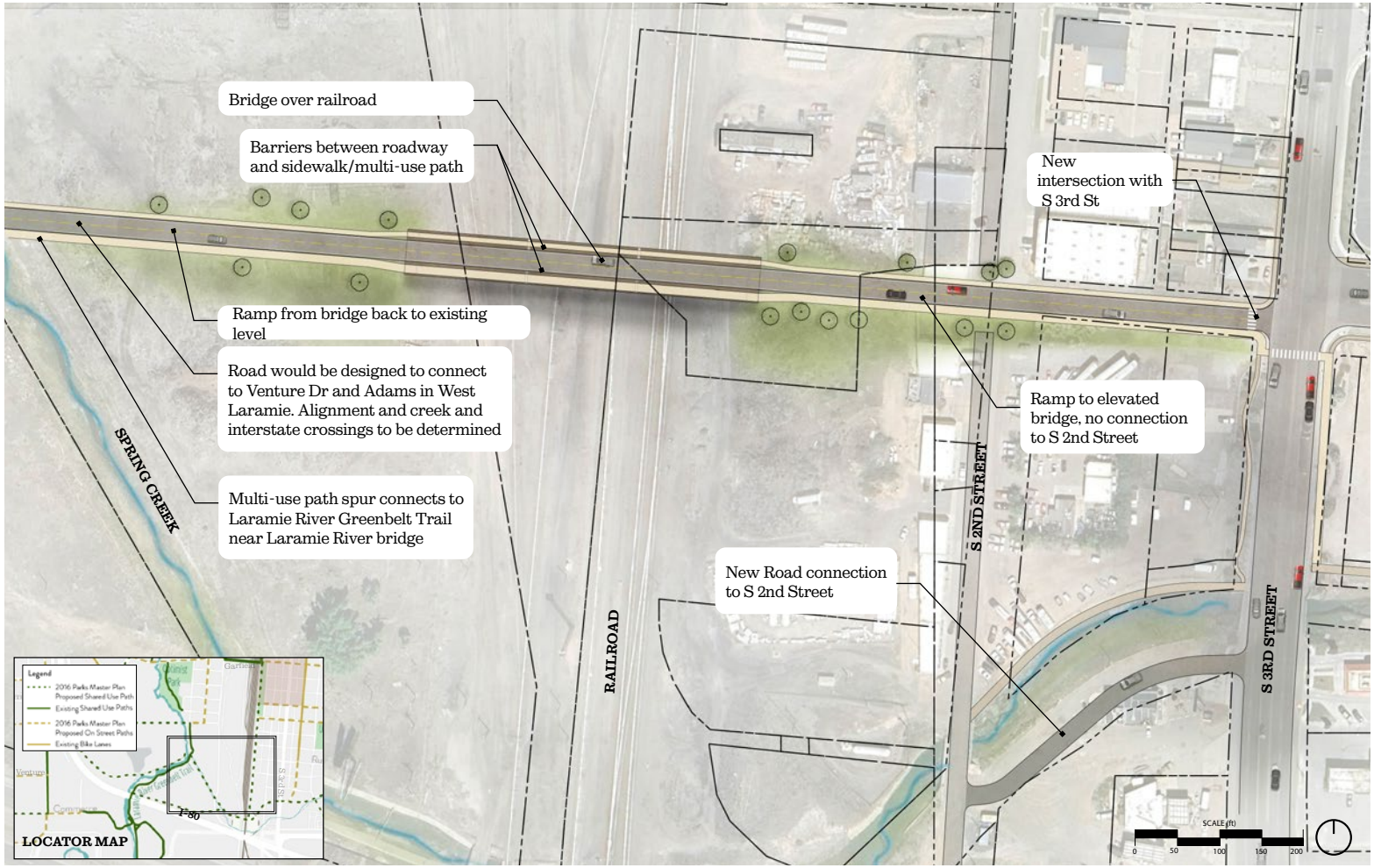
This strategy improves the pedestrian and bicycle access experience at the west landing of the Garfield Footbridge, aiming to draw a greater level of pedestrian and bicycle traffic between Downtown Laramie, the West Side, and West Laramie.



SC-4: New Roadway Crossing of I-80 and UPRR Corridor Between Venture Dr and 3rd St

Tier 2 | Conceptual Cost: ~$15.6m

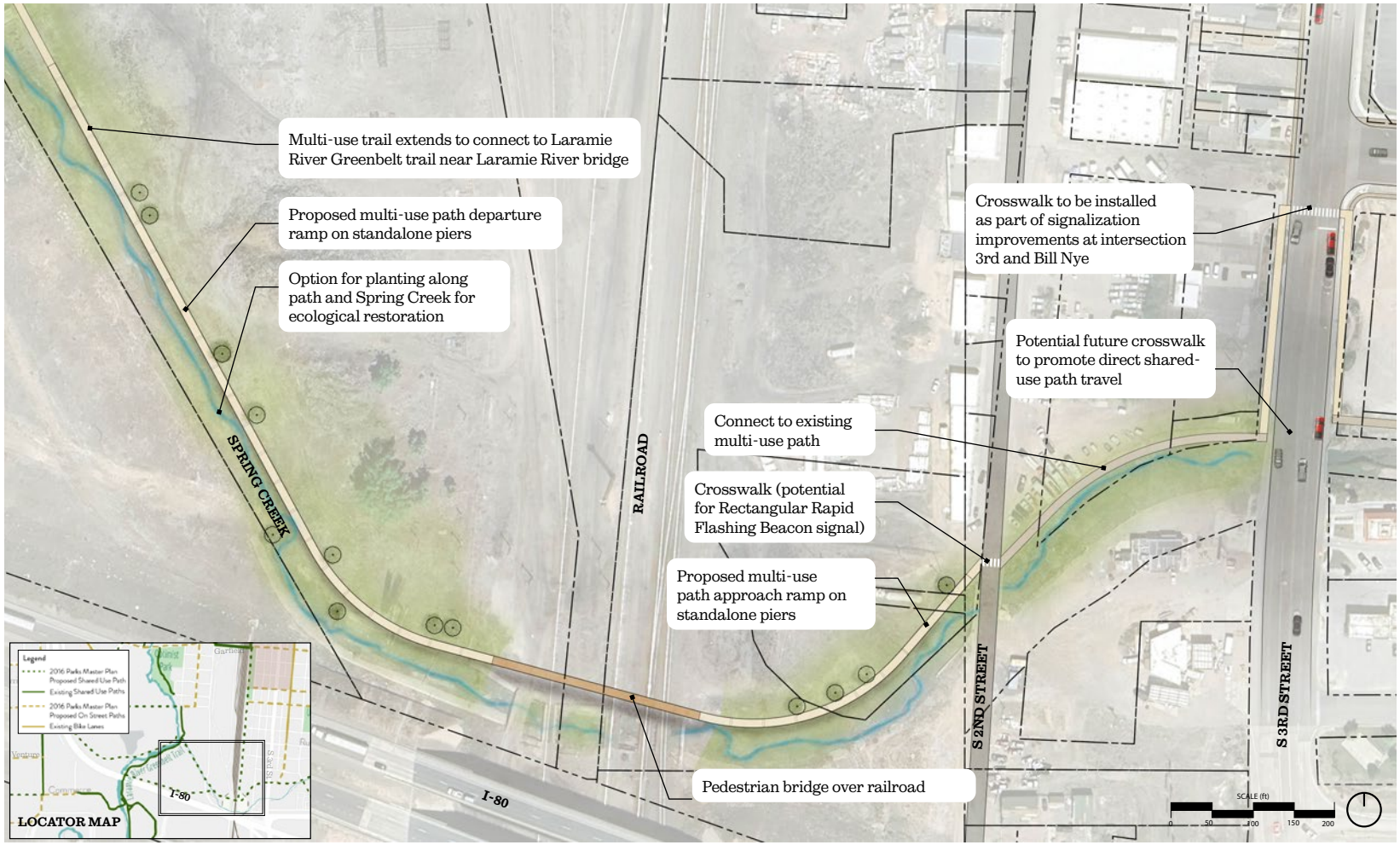
This is a transformational strategy that would connect West Laramie to East Laramie in the southern end of the City, crossing over both the Union Pacific railyard and I-80. This roadway option would allow for vehicle traffic between the two neighborhoods.



SC-5: New Bike/Pedestrian Crossing Over Railyard Between Laramie River Greenbelt Trail and 3rd St

Tier 2 | Conceptual Cost: ~$10m

This is a transformation strategy that would connect East Laramie to the Laramie River Greenbelt Trail in the southern end of the City, crossing over the Union Pacific railyard. This bike/ped only concept would provide an important connection for active transportation users between West Laramie and East Laramie.



NEXT STEPS



IMPLEMENTATION

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

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

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

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

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

FUNDING RESOURCES

This table is provided as a quick reference guide to support the additional grant funding that can support further study, design and construction of the strategies recommended in this plan.

TABLE 4. FUNDING RESOURCES

GRANT PROGRAM NAME	AGENCY / ADMINISTERED BY	PURPOSE / ELIGIBLE PROJECTS	FUNDING NOTES	MOST RECENT DEADLINES
Rural & Tribal Assistance Pilot	USDOT – Build America Bureau	Planning/design for rural & tribal transportation projects	$54.2M available; no match; first come first serve	Beginning September 8, 2025
BUILD (formerly TIGER/RAISE)	USDOT / FHWA	Multimodal surface transportation with local/ regional impact	TBD	January 30, 2025
INFRA (via Multimodal Project Discretionary Grant MPDG Process)	USDOT / FHWA	Multimodal freight/highway of national importance	TBD	May 6, 2023
Rural Surface Transportation Grant Program (via Multimodal Project Discretionary Grant MPDG Process)	USDOT / FHWA	Projects to improve the surface transportation infrastructure in rural areas, improving connecitivty and safety	90% of funding is awarded in amounts of $25 M or more	May 6, 2024
MEGA Program (via Multimodal Project Discretionary Grant MPDG Process)	USDOT / FHWA	Large, complex projects difficult to fund by other means likely to generate regional economic mobility, or safety benefits	Though not currently active, funds are still available and is authorized until expended	None
Safe Streets and Roads for All (SS4A)	USDOT / FHWA	Prevent death and serious injury on multimodal roads and streets involving all roadway users	Expected range for implementation grants: $2.5M to $25M	June 26, 2025
Promoting Resilient Operations for Transportation Efficient, and Cost-saving Transportation (PROTECT) Program	FHWA	Resilience-focused transportation planning & projects	Up to $576 M	February 24, 2025
Reconnecting Communities Pilot (RCP) Program	USDOT / FHWA	Planning/construction to mitigate transportation facilities such as highways and rail lines that are barriers to community connectivity	Demand for program ended the pilot, though DOT is reevaluating program for future years	None
Transportation Alternatives (TA)	WYDOT	Community-based projects that expand travel choices	Local match of 9.51%	June 1, 2025
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	WYDOT	Transportation projects that contribute to the attainment of NAAQS for ozone, CO, and PM	Projects are reimbursed on a share basis of 80/20	Starts July 1, 2026 for 45 days

RECONNECTING COMMUNITIES CASE STUDY

Laramie is not the first community to build a study of this nature and then grapple with the complex series of followup projects to implement real change.

An excellent case study is the Brickline Greenway in St. Louis, Missouri. The Brickline Greenway is a crossing project of I-64 in the Midtown of St. Louis, where the interstate has existed as a barrier for pedestrians and bicyclists for decades. The St. Louis Metropolitan Parks & Rec District was awarded nearly $10m for capital construction the Brickline Greenway through the Reconnecting Community Pilot (RCP) Program, when complete will reconnect 4 signature parks and 14 different neighborhoods.

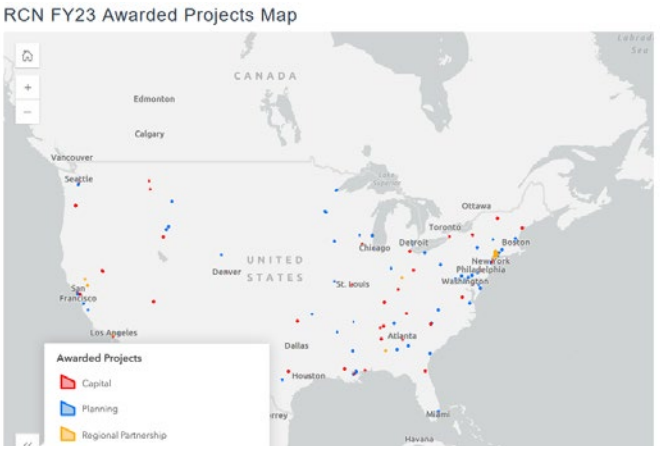


BRICKLINE GREENWAY OVERVIEW MAP

RECONNECTING COMMUNITIES PEER GROUPS

As this planning study closes and effort turns to a focused implementation of top tier strategies, City staff, advocates, and elected officials could look to their peer group of other communities working through the Reconnecting Communities funded planning and design processes. FHWA maintains a complete list of awards for 2022, 2023, and 2024.

Looking towards similarities in geography, climate, and population size, both the Bonneville Metropolitan Planning Organization (Idaho falls) and Rexburg ID received planning awards the same year as Laramie, and could present an excellent peer group with whom the City can share and compare best practices. Also in Idaho, Pocatello was awarded 2023 capital improvement funding from this funding resource and could offer valuable lessons about being competitive for federal transportation funding and utilizing that funding effectively.



MAP OF 2023 RECONNECTING COMMUNITIES AWARDED PROJECTS (FHWA)


RECONNECT
WEST LARAMIE

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Probable Costs for Select Strategies 11

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STRATEGY DESCRIPTIONS

Strategy No.	Strategy Label	Strategy Name	Strategy Description
1	CUR-1	New Shared-Use Path on Curtis St from Welsh Ln to Pierce St	Extend the shared-use path on Curtis Street west to Welsh Lane, to be implemented in coordination with phased roadway upgrades transitioning the corridor from unpaved to paved conditions
2	CUR-2	Improved Crosswalks at I-80 On/Off Ramps	Installation of safety improvements at the crossings of I-80 and on- and off-ramps on Curtis Street. At the on-ramp location, add a vertical barrier between the pathway and the travel lane west of the ramp, enhance crosswalk striping, and add a ped/bike crossing warning sign. At the off-ramp location, paint new stop bars at crossing approach, and convert pedestrian warning signs to stop signs. Investigate using an RRFB for the crossing for the off-ramp right turn lane in place of the stop sign.
3	CUR-3	New Bike Lanes on McCue St from Curtis St to Lyons St	Complete the on-street bike lanes on McCue Street by extending the northern terminus, currently at Lyons Street, to connect to the Curtis Street shared-use path.
4	CUR-4	New Crosswalks at Curtis St and Cedar St	Improve multimodal safety by installing crosswalks on the east, west, and south legs of Curtis Street at Cedar Street. Consider an RRFB or PHB for the crossings on Curtis Street.
5	CUR-5	New Protected Intersection at 3rd St & 4th Streets	Construct protected intersections on Curtis Street/ Reynolds Street at both 3rd and 4th Streets. Continue the shared-use path on the south side of Curtis Street from its existing terminus at 3rd Street heading east to 4th Street. Continue bicycle access on Reynolds St east of 4th Street through improved on-street dedicated bicycle lanes. Construct dedicated on-street bicycle lanes on 4th Street. Construct crosswalks at all 4 legs of both intersections, as well as at the right-turn slip lanes for 4th Street northbound and southbound traffic. Construct sidewalks adjacent to the roadway at all locations. Narrow roadway widths at Curtis St and 3 St to reduce traffic speeds and pedestrian crossing distances.
6	CUR-6	Improved Bike Lanes on Reynolds St	Improve the existing bike lanes on Reynolds Street from 4th Street to 15th Street by re-striping dedicated lanes with green paint, new bike lane markings, and bike signage/ wayfinding.

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Strategy No.	Strategy Label	Strategy Name	Strategy Description
7	MF-1	New Shared-Use Path along Hahn's Peak Railroad Alignment between Airport and Pierce St	Construct an off-street shared-use path along the Hans Peak Railroad alignment, providing multimodal access to the airport and recreational amenities further west of Laramie.
8	MF-2	New Shared-Use Path on Madison St between Pierce St and Adams St	Construct a shared-use path on the northern edge of Madison Street from Pierce Street to Adams Street, which would serve as a connector to destinations throughout West Laramie and tie into the Laramie Shared Use Pathway Connector Project.
9	MF-3	New Accessibility to Laramie River and Crossing across Snowy Range Rd at Flint St	In the first phase of this strategy, construct a shared-use path and vehicle driveway from Snowy Range Road at Flint Street to the Laramie River. Construct a trailhead with a kiosk and seating near the connection to the Greenbelt Trail. Construct a hybrid pedestrian beacon on Snowy Range Rad on the southern leg with Flint Street. Construct crosswalks on the west and least legs of the intersection. In a later phase, construct a public vehicle driveway from Flint Street to the Laramie River, complete with parking and a vehicle turnaround. Further coordination with WYDOT will be necessary to ensure alignment with state transportation standards and permitting requirements.
10	MF-4	Improved Access and Wayfinding from Flint St to Garfield St Footbridge, Snowy Range Overpass, or Proposed Bridge	Implement new access strategies between Flint Street to the Snowy Range Road overpass, the Garfield Pedestrian Footbridge, or the proposed Bike/ Pedestrian Bridge at Clark Street or Lewis Street. Access strategies include new dedicated on-street bike lanes with enhanced markings, improved multimodal signage/ wayfinding, and traffic calming features on Flint Street from Snowy Range Road to Cedar Street, Cedar Street from Snowy Range Road to Garfield Road. If MF-5 is implemented, expand this strategy on Lewis Street or Clark Street from Cedar Street to the new bridge approach.
11	MF-5	New Bike/Pedestrian Bridge at Clark St or Lewis St	Construct a new multimodal bridge over the UPRR railyard at either Clark Street or Lewis Street. Would pair with Strategy MF-6. This strategy is not favored over SC-4 or SC-5. This strategy is not recommended if either SC-4 or SC-5 are adopted.
12	MF-6	Improved Bike/Pedestrian Accessibility on Clark St or Lewis St	Improve the existing bike lanes on Lewis Street and improve pedestrian infrastructure from 2nd Street to 15th Street, and/or construct new bike lanes and improve pedestrian infrastructure on Clark Street from 2nd Street to 9th Street. For both streets, bicycle improvements include striping dedicated lanes with green paint, new bike lane markings, and bike signage/ wayfinding. Pedestrian improvements include new high visibility crosswalks at all intersections and revision of all sidewalk accessibility constraints. Would pair directly with Strategy MF-5.
13	MF-7	Improved Bike/Pedestrian Accessibility on Harney St	Improve the existing bike lanes on Harney Street and improve pedestrian infrastructure from 4th Street to 15th Street, as well as construct new bike lanes between 3rd Street and 4th Street. Bicycle improvements include striping dedicated lanes with green paint, new bike lane markings, and bike signage/ wayfinding. Pedestrian improvements include new high visibility crosswalks at all intersections and revision of all sidewalk accessibility constraints.

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Strategy No.	Strategy Label	Strategy Name	Strategy Description
14	GAR-1	New Bike Lanes or Shared-Use Path on Snowy Range Rd between Hayes St and Adams St	Construct either a shared-use path or new dedicated bike lanes on Snowy Range Road from Hayes Street to Adams Street. To accommodate bike facilities, the roadway may require redesign, such as a reduction in lane width or total number of lanes. This strategy is not recommended if GAR-2 is adopted.
15	GAR-2	New Bike Lanes or Sharrows on Monroe St and Harrison St throughout West Laramie	Pave and construct new bike facilities with sidewalks on Monroe Street and Harrison Street throughout West Laramie, serving as the two east-west bicycle amenities in the neighborhood. The bike facility may either be dedicated striped bike lanes or sharrows, complete with bicycle-oriented wayfinding and other bike amentities. Explore a partnership with parcel owners between Adams Street and Taylor Street for the Monroe Street bike facility, as the current path cuts through an existing truck parking lot.
16	GAR-3	New Shared-Use Path on Snowy Range Rd between Adams St and Garfield St	Construct a shared-use path on the southern edge of Snowy Range Road from Adams Street to Garfield Street, including the portion under I-80. Follow the plan established in the West Laramie / Snowy Range Road Corridor Pedestrian / Bicycle Feasibility Study (2016).
17	GAR-4	New Crossing across Snowy Range Rd at Garfield St	Construct a signalized intersection at Snowy Range Road at Garfield Road or PHB crossing on the southern leg of this intersection, which would provide enhanced multimodal access to the Territorial Prison.
18	GAR-5	Improved Bike/Pedestrian Accessibility on Garfield St between Snowy Range Rd and Pine St	Construct a low-speed, bike/ped friendly road on Garfield Street. Bicycle improvements include striping dedicated lanes with green paint, new bike lane markings including a sharrow between Cedar Street and Pine Street, and bike signage/ wayfinding. Pedestrian improvements include new high visibility crosswalks at all intersections and revision of all sidewalk accessibility constraints. Construct a roundabout at Garfield Street and Cedar Street. Ensure safe connection to the Garfield Pedestrian Bridge landing.
19	GAR-6	Improved east and west landings of the Garfield Footbridge	Improvements of safety and accessibility to the east and west landings of the Garfield Pedestrian Bridge. At the east landing, construct a new pedestrian bulbout at the base of the bridge ramp and new bus waiting area. Narrow Garfield Street at 1st Street to create plaza space at the base of the bridge stairway. Reconfigure the parking area to accommodate more space for sidewalks along the outer perimeter of the parking area. On the west landing, construct a bulbout on Pine Street to create plaza space at the base of the bridge ramp. Construct new crosswalks to reach Garfield Street from the plaza. For both landings, construct kiosks, bike parking, seating, landscaping, and public art.
20	GAR-7	Improved Bike Lanes on Garfield St east of 1st St	Improve the existing bike lanes on Garfield Street east of 1st to 15th Street by re-striping dedicated lanes with green paint, new bike lane markings, and bike signage/ wayfinding. Ensure bike facility tie-in with bike facilities on 15th Street and Sheridan Street.

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Strategy No.	Strategy Label	Strategy Name	Strategy Description
21	SC-1	New Bike and Pedestrian Facilities on Venture Dr	Construct new bike lanes and sidewalks on both sides of Venture Drive. The new bike lanes include striping dedicated lanes with green paint, new bike lane markings, and bike signage/ wayfinding. Further coordination with WYDOT will be necessary to ensure alignment with state transportation standards and permitting requirements.
22	SC-2	New Crossing across Adams St at Venture Dr to existing Adams Shared-Use Path	Improve multimodal safety by reevaluating traffic control of the intersection of Adams Street and Venture Drive, and installing a crosswalks on the north and south legs of the intersection. Consider traffic calming treatments strategies for Adams Street to pair with new crossings. The strategy would pair with SC-4.
23	SC-3	New Shared-Use Path on Commerce Dr between Adams Shared-Use Path and Laramie River Greenbelt Trailhead	Construct a shared-use path on the northern edge of Commerce Drive from Adams Street to the Greenbelt Trailhead, completing the link between two off-street multimodal facilities. Consider a mid-block crossing across Industry Drive to complete the connection.
24	SC-4	New Vehicle Crossing of I-80 and Railyard between Venture Dr and 3rd St	Construct a vehicular bridge over the UPRR railyard and under I-80 from 3rd Street at Palmer Drive to the Adams Street and Venture Drive. Include a shared-use path on the southern end of the new connection. Connect the shared-use path to the Greenbelt Trail. Construct a new vehicle access from 3rd Street to 2nd Street south of the approach ramp. This strategy is not recommended if SC-5 is adopted.
25	SC-5	New Bike/Pedestrian Crossing over Railyard between Laramie River Greenbelt Trail and 3rd St	Construct a shared-use path over the UPRR railyard from 3rd Street at Palmer Drive to the Greenbelt Trail generally following Spring Creek. This strategy is not recommended if SC-4 is adopted.
26	SC-6	New Bill Nye Ave Extension eastward from 3rd St	Construct a vehicular extension of Bill Nye Avenue from its existing western terminus to 3rd Street at Palmer Drive. Continue to develop this extension through the Bill Nye Avenue West Corridor Study. This strategy would pair with SC-4 or SC-5.
27	RIV-1	New Shared-Use Path between Colorado St and Adams St / Riverside Dr	Construct a shared-use path between Colorado Avenue and Adams Street, just north of the residential properties on Riverside Drive, which would bridge the gap between the Adams Street and Colorado Street shared-use paths.
28	RIV-2	New or Rehabilitated Bridge across Chimney Lamp Rd	Rehabilitate the existing bridge on Chimney Lamp Road or construct a new bridge across the Laramie River to accommodate increased multimodal traffic.
29	RIV-3	New Shared-Use Path between Laramie River Greenbelt Trail Loop and Tie Plant Rd	Improve access via shared-use path by connecting the Greenbelt Trail Loop to Tie Plant Road, the most likely road in the Riverside Corridor for increased multimodal use.
30	RIV-4	Improved Rail Crossing Accessibility at Tie Plant Rd	Improve the existing private at-grade rail crossing to accommodate an increase in multimodal traffic and make this crossing public.
31	RIV-5	New Shared-Use Path on Fort Sanders Rd / Blackfoot St between Tie Plant Rd and US 287	Construct a shared-use path from Tie Plant Road to the shared-use path to 3rd Street, via Fort Sanders Road and Blackfoot Street.

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Strategy No.	Strategy Label	Strategy Name	Strategy Description
32	OFF-1	New Bike Lanes on Welsh Ln	Construct new bike lanes on Welsh Lane. The new bike lanes include striping dedicated lanes with green paint, new bike lane markings, and bike signage/ wayfinding. This strategy is to be implemented in coordination with phased roadway upgrades transitioning the corridor from unpaved to paved conditions
33	OFF-2	Improved Bike Accessibility in West Laramie	Improve bicycle accessibility within West Laramie by paving and constructing bicycle lanes or sharrows on key residential streets, including Wyoming Avenue from Snowy Range Road to Adams Street, Colorado Avenue from Madison Street to Jefferson Street, Pierce Street from Madison Street to Harrison Street, and Adams Street from Madison Street to Snowy Range Road. Consider a new crossing across Snowy Range Road at Adams Street to enhance connectivity between the north and south portions of West Laramie.
34	OFF-3	New Shared-Use Path from the Madison-Flint Corridor to northern West Laramie residences	Improve north-south multimodal access by constructing multimodal pathways from the Madison Flint-Corridor to West Laramie Residences on either side of I-80, which include Sunny Meadows Village and Mountain View Estates, with integrated wayfinding signate to support navigation and connectivity.
35	OFF-4	New Bike/Pedestrian Bridge from McCue St to the Laramie River Greenbelt Trail north of Baker St	Construct a multimodal bridge over the Laramie River connecting McCue Street to the Greenbelt Trail just north of Baker Street.
36	OFF-5	New Shared-Use Path from the Madison-Flint Corridor to Garfield St, adjacent to the Territorial Prison	Construct a new north south off-street shared-use trail between the Madison-Flint Corridor to Garfield Street, adjacent to the Territorial Prison, which would be most beneficial during flooding events that often closes the parallel portion of the Greenbelt Trail. This strategy would pair with GAR-4.
37	OFF-6	New Shared-Use Path from Pine St in West Side to Tie Plant Rd, under I-80	Construct a shared-use path between Pine Street in West Side and Tie Plant Road in southern Laramie, making use of UPRR ROW, and I-80 underpass, and an existing bridge over Spring Creek. This exploratory connection would have the most benefit if the Riverside Corridor is constructed.

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SCORING TIER MATRIX

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

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		Scoring Criteria							
Gap Closure	Safety Issue Addressed	Improve Bike/ Ped Comfort or Wayfinding	Leverage Near Term City Investment	Alignment with Core Project Goals	Public Support (1.5 is highest)	Total Score	Coordination with Other Agencies Required	Design & Cost Estimates Developed	Sidewalk Condition Index (SWCI)
✓	✓	✓	✓	✓	0.5	**5.5**	Y	Y	58
✓	✓	✓	✓	✓	1	**6**	Y	Y	N/A
✓	✓	✓		✓	1.5	**5.5**	Y		N/A
✓	✓	✓	✓	✓	1.5	**6.5**			N/A
✓	✓	✓	✓	✓	1.5	**6.5**	Y		N/A
✓	✓	✓		✓	1.5	**5.5**	Y		N/A
✓	✓	✓	✓	✓	1.5	**6.5**			76
	✓	✓	✓	✓	1.5	**5.5**		Y	41
✓	✓	✓		✓	1.5	**5.5**			73
✓	✓	✓		✓	1.5	**5.5**			N/A
✓	✓	✓		✓	1.5	**5.5**			75.5
✓	✓	✓		✓	0.5	**4.5**	Y		58
		✓	✓	✓	1	**4**			N/A
		✓	✓	✓	1	**4**			59 - 90.5
✓	✓	✓		✓	1	**5**	Y		N/A
✓		✓		✓	1.5	**4.5**	Y	Y	N/A
✓		✓		✓	1.5	**4.5**	Y	Y	N/A
✓		✓		✓	1.5	**4.5**	Y		N/A
		✓	✓	✓	1	**4**	Y		75 - 81
✓		✓		✓	1	**4**	Y		N/A
✓		✓	✓	✓	1	**5**	Y		N/A
	✓	✓			0.5	**2.5**	Y		N/A
	✓	✓		✓	0.5	**3.5**	Y	Y	58
✓		✓			0.5	**2.5**			58
	✓	✓			0.5	**2.5**			58
	✓	✓			1	**3**			N/A
	✓	✓			1	**3**			56
	✓	✓			1	**3**			60
	✓	✓			1.5	**3.5**			76
		✓		✓	0.5	**2.5**	Y		N/A
		✓			0.5	**1.5**	Y		N/A
		✓			0.5	**1.5**	Y		N/A
	✓	✓		✓	0.5	**3.5**	Y		N/A
	✓	✓		✓	0.5	**3.5**	Y		N/A
		✓		✓	1	**3**	Y		N/A
✓		✓			1	**3**	Y		N/A
✓		✓			1	**3**	Y		N/A

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TIER MATRIX

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

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PROBABLE COSTS FOR SELECT STRATEGIES

CUR-2 - Curtis Street I-80 Interchange (Improved Crosswalks)					
Item No.	**Description**	**Estimated Quantity**	**Unit**	**Unit Price**	**Amount**
1	Pedestrian + cyclist warning sign & support	1	EA	$120.00	**$120.00**
2	R1-1 Stop Sign and support	1	EA	$120.00	**$120.00**
3	Sign supports - 2" PSST and Foundation	1	EA	$450.00	**$450.00**
4	Sign system, solar powered RRFB	1	EA	$15,000.00	**$15,000.00**
5	Bollards	21	LF	$1,200.00	**$25,200.00**
6	Permanent pavement symbols, white expoxy	11	SY	$135.00	**$1,440.00**
				DIRECT CONSTRUCTION SUBTOTAL	**$42,330.00**
				Mobilization/Demobilization & SWPPP 10%	$4,230.00
				Permits 2%	$850.00
				Traffic Control 5%	$2,120.00
				Contingency 30%	$12,700.00
				CONSTRUCTION SUBTOTAL	**$62,230.00**

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DJ&A ENGINEERS PLANNERS SURVEYORS

Engineer's Opinion of Probable Costs

Project: Reconnect West Laramie
Client: City of Laramie, WY

CUR-5 - Curtis/Reynolds Street at 3rd and 4th (Protected Intersections):					
Item No.	**Description**	**Estimated Quantity**	**Unit**	**Unit Price**	**Amount**
	Asphalt roadway sawcut & removal	1965	SY	$25.00	**$49,133.33**
	Curb & gutter removal	2948	LF	$11.00	**$32,428.00**
	Concrete sidewalk, 4" depth	782	SY	$65.00	**$50,801.11**
	New ADA ramps	45	SY	$65.00	**$2,925.00**
	Cross walk white epoxy markings	72	SY	$400.00	**$28,888.89**
	Permanent pavement markings, white epoxy	631	SY	$65.00	**$41,002.96**
	Permanent pavement markings, yellow epoxy	176	SY	$70.00	**$12,351.11**
	Traffic signs	40	EA	$75.00	**$3,000.00**
	6" asphalt concrete roadway	13102	SY	$120.00	**$1,572,266.67**
	Landscaped area	2410	SY	$50.00	**$120,511.11**
	Curb & gutter install	2948	LF	$65.00	**$191,620.00**
	Intersection traffic signal modifications	2	LS	$150,000.00	**$300,000.00**
	Erosion control	1	LS	$48,098.56	**$48,098.56**
	QC	1	LS	$120,246.41	**$120,246.41**
				DIRECT CONSTRUCTION SUBTOTAL	**$2,573,273.16**
				Mobilization/Demobilization & SWPPP 13%	$334,530.00
				Permits 2%	$51,470.00
				Traffic Control 5%	$128,660.00
				Contingency 30%	$771,980.00
				CONSTRUCTION SUBTOTAL	**$3,859,913.16**

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DJ&A ENGINEERS PLANNERS SURVEYORS

Engineer's Opinion of Probable Costs

Project: Reconnect West Laramie
Client: City of Laramie, WY

MF-3 - Flint and Snowy Range to Greenbelt Trail (New Trailhead):					
Item No.	**Description**	**Estimated Quantity**	**Unit**	**Unit Price**	**Amount**
	3" asphalt concrete - roadway & parking lot	3261	SY	$60.00	**$195,666.67**
	Crushed base course, 3/4"- minus, roadway	2446	CY	$65.00	**$158,979.17**
	Parking stall white epoxy markings	34	SY	$400.00	**$13,600.00**
	Cross walk white epoxy markings	71	SY	$400.00	**$28,444.44**
	Parking stall wheel stops	29	EA	$65.00	**$1,885.00**
	Trees	42	EA	$550.00	**$23,100.00**
	Terraced seating	7	EA	$500.00	**$3,500.00**
	Benches/Picnic Tables	4	EA	$2,500.00	**$10,000.00**
	Bike rack	1	EA	$750.00	**$750.00**
	Kiosk	1	EA	$1,800.00	**$1,800.00**
	HAWK Signalized Crosswalk	1	LS	$250,000.00	**$250,000.00**
				DIRECT CONSTRUCTION SUBTOTAL	**$687,725.28**
			Mobilization/Demobilization & SWPPP	13%	$89,400.00
			Permits	2%	$13,750.00
			Traffic Control	1%	$6,880.00
			Contingency	30%	$206,320.00
				CONSTRUCTION SUBTOTAL	**$1,004,075.28**

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DJ&A ENGINEERS PLANNERS SURVEYORS

Engineer's Opinion of Probable Costs

Project: Reconnect West Laramie
Client: City of Laramie, WY

GAR-6 – Garfield Bridge Landing Areas (East Improvements):					
Item No.	**Description**	**Estimated Quantity**	**Unit**	**Unit Price**	**Amount**
	6" asphalt concrete - roadway & parking lot	4968	SY	$120.00	**$596,186.67**
	Crushed base course, 3/4"- minus, roadway	3726	CY	$65.00	**$242,200.83**
	Concrete sidewalk, 4" depth	966	SY	$65.00	**$62,811.67**
	Cross walk white epoxy markings	14	SY	$400.00	**$5,688.89**
	Permanent pavement markings, white epoxy	169	SY	$65.00	**$10,981.92**
	Trees	19	EA	$550.00	**$10,450.00**
	Stone block seating	15	EA	$250.00	**$3,750.00**
	Seating nook	1	EA	$2,500.00	**$2,500.00**
	Swinging Bench under Bridge	2	EA	$2,500.00	**$5,000.00**
	Bike rack	8	EA	$750.00	**$6,000.00**
	Kiosk	2	EA	$1,800.00	**$3,600.00**
	Benches	3	EA	$2,500.00	**$7,500.00**
	Relocate Laramie sign	1	EA	$500.00	**$500.00**
	Landscaped area	461	SY	$50.00	**$23,027.78**
	Erosion control	1	LS	$19,603.96	**$19,603.96**
	QC	1	LS	$49,009.89	**$49,009.89**
				DIRECT CONSTRUCTION SUBTOTAL	**$1,048,811.59**
				Mobilization/Demobilization & SWPPP 13%	$136,350.00
				Permits 2%	$20,980.00
				Traffic Control 1%	$10,490.00
				Contingency 30%	$314,640.00
				CONSTRUCTION SUBTOTAL	**$1,531,271.59**

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Engineer's Opinion of Probable Costs

Project: Reconnect West Laramie
Client: City of Laramie, WY

GAR-6 – Garfield Bridge Landing Areas (West Improvements):					
Item No.	**Description**	**Estimated Quantity**	**Unit**	**Unit Price**	**Amount**
	6" asphalt concrete - roadway	1517	SY	$120.00	**$182,000.00**
	Crushed base course, 3/4"- minus, roadway	1138	CY	$65.00	**$73,937.50**
	Concrete sidewalk, 4" depth	21	SY	$65.00	**$1,372.22**
	Cross walk white epoxy markings	33	SY	$400.00	**$13,333.33**
	Permanent pavement markings, white epoxy	43	SY	$65.00	**$2,815.58**
	Truncated domes	4	EA	$400.00	**$1,600.00**
	Trees	5	EA	$550.00	**$2,750.00**
	Stone block seating	23	EA	$250.00	**$5,750.00**
	Public Art	1	EA	$2,500.00	**$2,500.00**
	Bike rack	3	EA	$750.00	**$2,250.00**
	Kiosk	1	EA	$1,800.00	**$1,800.00**
	Permeable pavers	163	SF	$30.00	**$4,893.33**
	Landscaped area	180	SY	$50.00	**$9,016.67**
	Erosion control	1	LS	$6,080.37	**$6,080.37**
	QC	1	LS	$15,200.93	**$15,200.93**
				DIRECT CONSTRUCTION SUBTOTAL	**$325,299.94**
				Mobilization/Demobilization & SWPPP 13%	$42,290.00
				Permits 2%	$6,510.00
				Traffic Control 5%	$16,260.00
				Contingency 30%	$97,590.00
				CONSTRUCTION SUBTOTAL	**$487,949.94**

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Engineer's Opinion of Probable Costs

Project: Reconnect West Laramie
Client: City of Laramie, WY

SC-4 – Railroad Crossing at Spring Creek (Roadway Bridge Option):					
Item No.	**Description**	**Estimated Quantity**	**Unit**	**Unit Price**	**Amount**
	6" asphalt concrete - roadway	5022	SY	$120.00	**$602,666.67**
	3" asphalt concrete - shared-use trail	1000	SY	$45.00	**$45,000.00**
	Concrete sidewalk, 4" depth	1276	SY	$65.00	**$82,940.00**
	Crushed base course, 3/4"- minus, roadway	3767	CY	$65.00	**$244,833.33**
	Crushed base course, 3/4"- minus, shared-use trail	750	CY	$70.00	**$52,500.00**
	Bridge	1	LS	$7,938,000.00	**$7,938,000.00**
	Cross walk white epoxy markings	19	SY	$400.00	**$7,555.56**
	Permanent pavement markings, white epoxy	222	SY	$65.00	**$14,444.44**
	Permanent pavement markings, yellow epoxy	74	SY	$70.00	**$5,185.19**
	New traffic signal	1	LS	$700,000.00	**$700,000.00**
	Erosion control	1	LS	$290,793.76	**$290,793.76**
	QC	1	LS	$581,587.51	**$581,587.51**
				DIRECT CONSTRUCTION SUBTOTAL	**$10,565,506.45**
			Mobilization/Demobilization & SWPPP	15%	$1,584,830.00
			Permits	2%	$211,310.00
			Traffic Control	1%	$105,660.00
			Contingency	30%	$3,169,650.00
				CONSTRUCTION SUBTOTAL	**$15,636,956.45**

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DJ&A ENGINEERS PLANNERS SURVEYORS

Engineer's Opinion of Probable Costs

Project: Reconnect West Laramie
Client: City of Laramie, WY

SC-4 – Railroad Crossing at Spring Creek (Ped Bridge Option):					
Item No.	**Description**	**Estimated Quantity**	**Unit**	**Unit Price**	**Amount**
	3" asphalt concrete - shared-use trail	2174	SY	$45.00	**$97,850.00**
	Crushed base course, 3/4"- minus, shared-use trail	1631	CY	$65.00	**$106,004.17**
	Sign system, solar powered RRFB	1	EA	$15,000.00	**$15,000.00**
	Pedestrian bridge	1	LS	$5,262,711.00	**$5,262,711.00**
	Cross walk white epoxy markings	56	SY	$400.00	**$22,222.22**
	Trees	15	EA	$550.00	**$8,250.00**
	New traffic signal	1	LS	$700,000.00	**$700,000.00**
	Erosion control	1	LS	$186,361.12	**$186,361.12**
	QC	1	LS	$372,722.24	**$372,722.24**
				DIRECT CONSTRUCTION SUBTOTAL	**$6,771,120.75**
				Mobilization/Demobilization & SWPPP 15%	$1,015,670.00
				Permits 2%	$135,420.00
				Traffic Control 1%	$67,710.00
				Contingency 30%	$2,031,340.00
				CONSTRUCTION SUBTOTAL	**$10,021,260.75**

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RECONNECT
WEST LARAMIE

ENGAGEMENT SUMMARY



Source: Laramie Boomerang

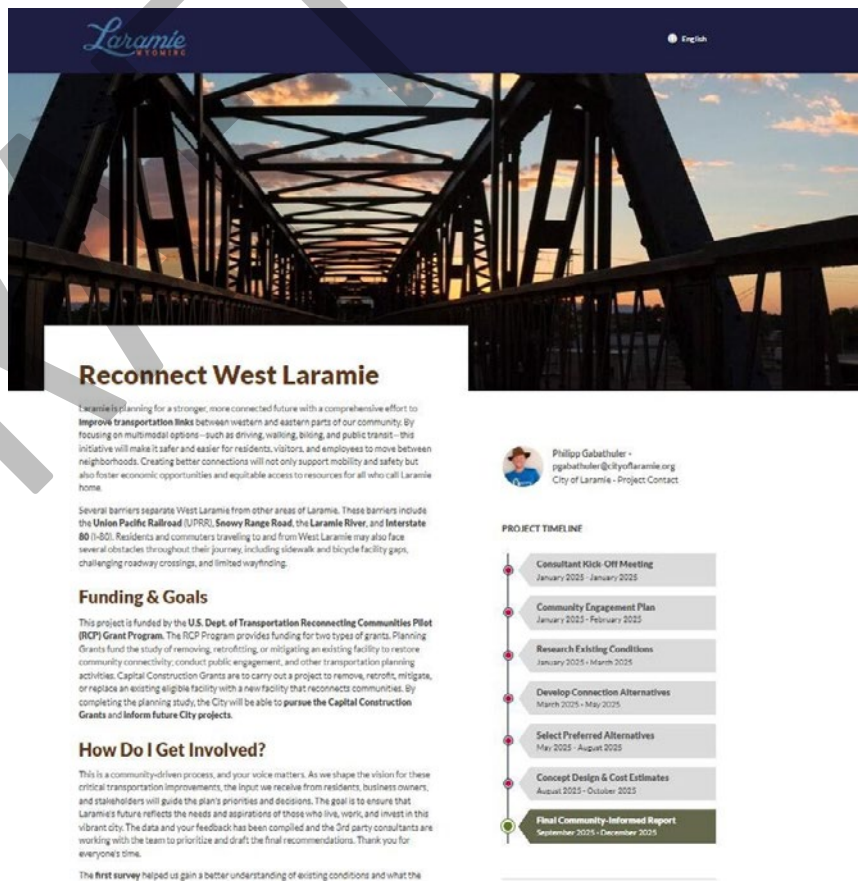
FULL ENGAGEMENT

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

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

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

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



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FOCUSED STAKEHOLDER ENGAGEMENT

BikeNet 05.12.2025

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

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

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FOCUSED STAKEHOLDER ENGAGEMENT

Historic Preservation Board and WY State Territorial Prison 04.18.2025
Meeting attendees highlighted the importance of improving connectivity along Snowy Range Road, Madison, and Garfield. There was strong enthusiasm for a citywide loop trail and making bike/ped routes more intuitive and continuous. Safety concerns focused on crossings along Snowy Range, with suggestions for a HAWK signal near Murdoch's and interest in a pedestrian bridge at Clark Street. Tourism and placemaking were discussed, with support for connecting the Prison to downtown, using the Prison as a trailhead or transit stop.

Laramie Chamber Business Alliance 05.12.2025
Discussions with the Chamber and individual businesses included a meeting with Chamber staff and visits to individual businesses along Snowy Range Road in West Laramie. There was strong support for the Spring Creek Corridor as a much-needed east-west connection across Laramie. The Garfield Corridor also received support for targeted improvements. The Curtis Corridor was highlighted as a key opportunity corridor due to its potential for future development. Both Spring Creek and Curtis were valued for connecting residents to essential destinations such as grocery stores, healthcare, and other services. Participants raised numerous concerns about safety for pedestrians and cyclists, particularly along Snowy Range Road, citing narrow sidewalks, limited traffic enforcement, and the need for protected bike facilities. The lack of stop signs near Monroe and Harrison Streets in West Laramie was also noted. Additional areas flagged for traffic safety improvements included Reynolds Street, the I-80/Adams Street intersections, and multiple Snowy Range Road crossings. Feedback emphasized the need for regular maintenance of the Greenbelt Trail, including pothole repairs and winter plowing. Some concerns were expressed over the potential loss of parking with new bike facilities on Lewis Street, Clark Street, and Garfield Street.

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FOCUSED STAKEHOLDER ENGAGEMENT

Laramie Main Street 04.18.2025

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

Union Pacific Railroad

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

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FOCUSED STAKEHOLDER ENGAGEMENT

University of Wyoming and WyoTech 05.16.2025

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

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

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FOCUSED STAKEHOLDER ENGAGEMENT

West Side League of Neighbors 04.18.2025

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

WYDOT

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

05.16.2025

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

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08.19.2025

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

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

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FOCUSED STAKEHOLDER ENGAGEMENT

10.24.2025

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

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

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Public Support Scoring Methodology

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

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

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

PUBLIC ENGAGEMENT

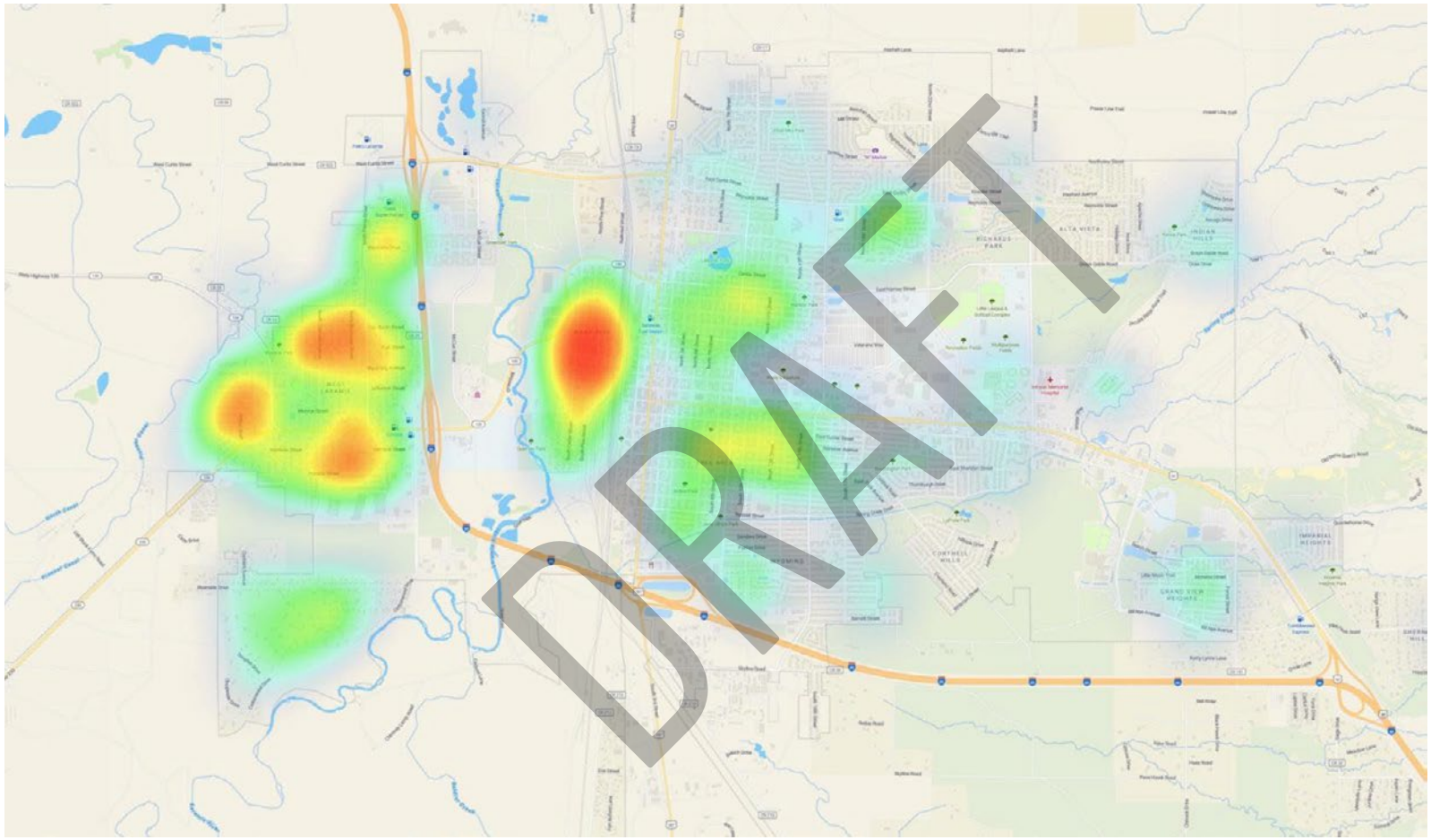
Survey #1

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

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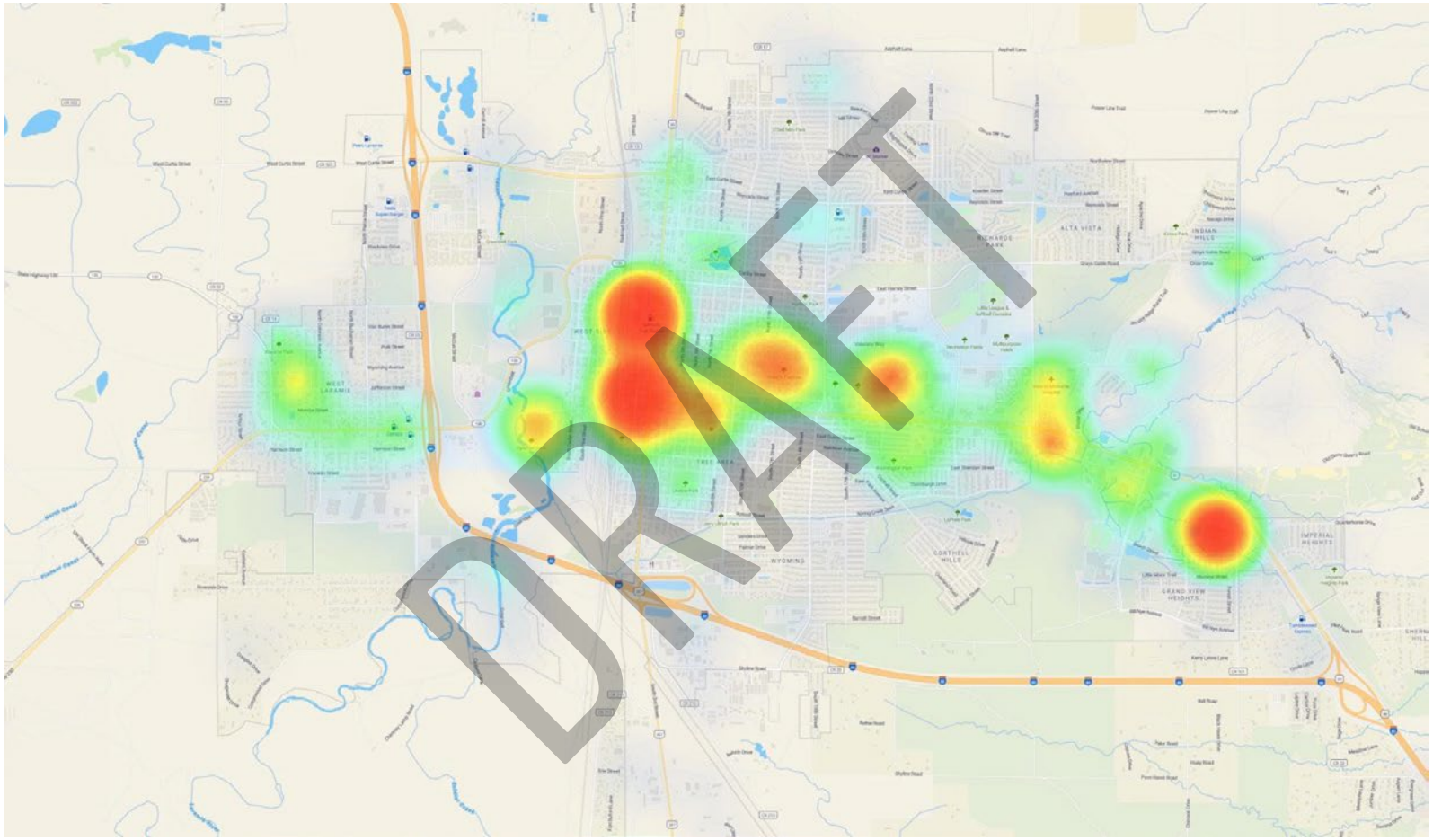
Section 1: How do you move around Laramie today?

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

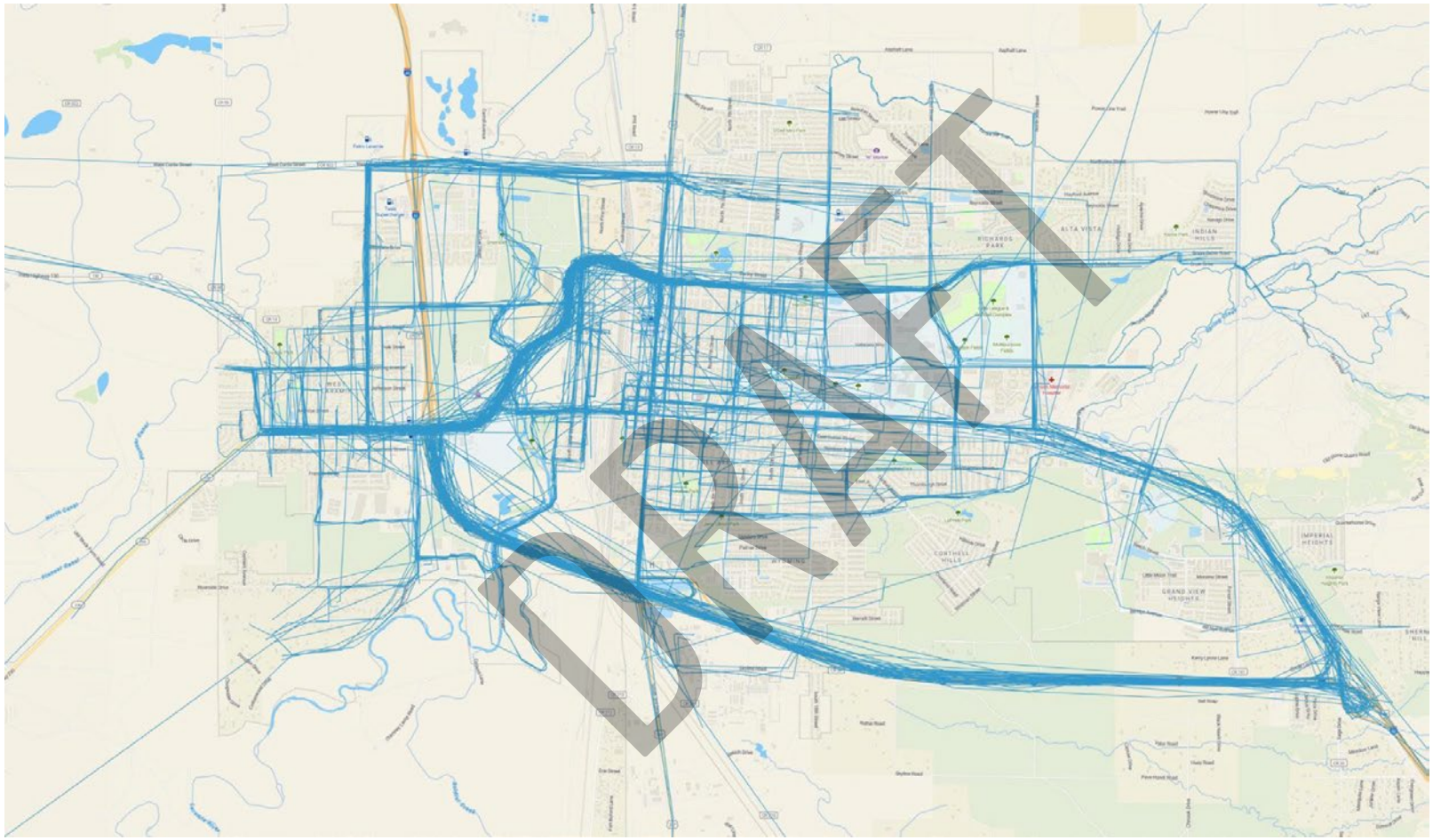


PUBLIC ENGAGEMENT

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

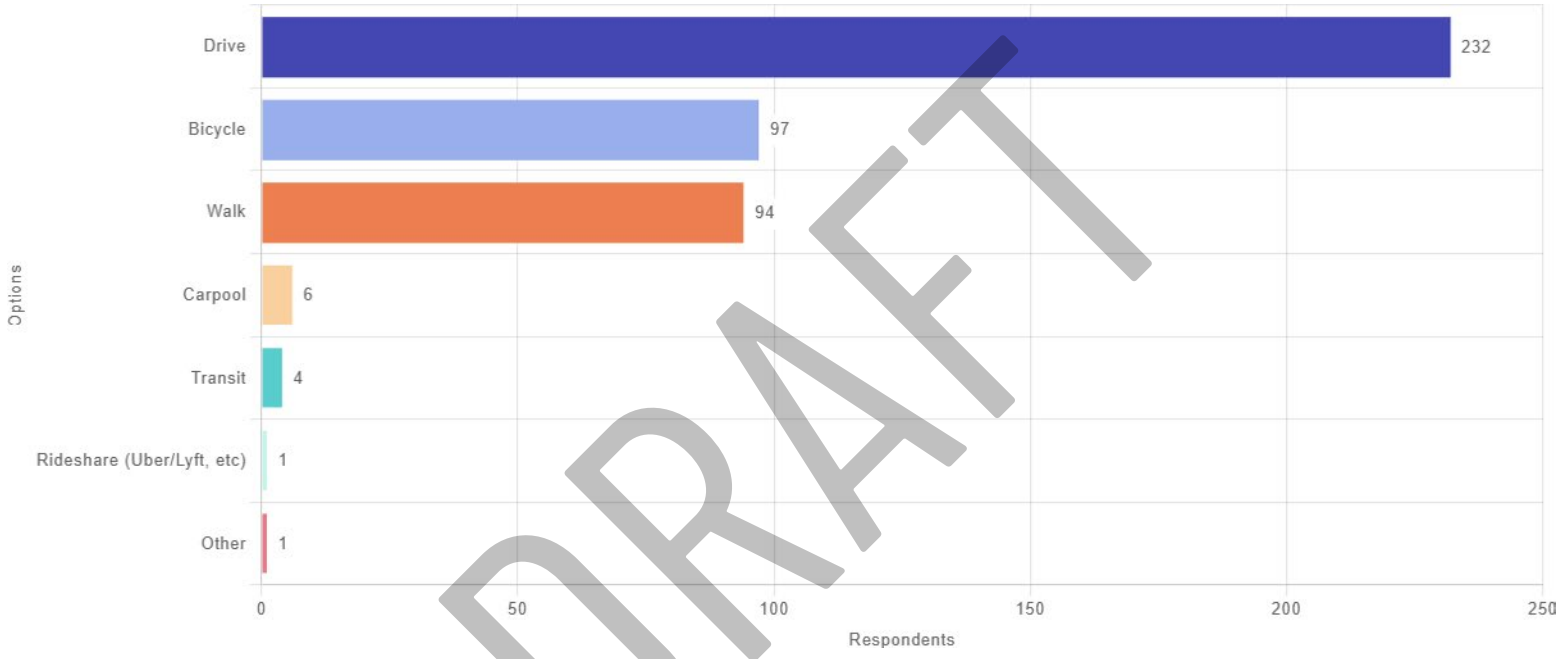


Q3. *Draw pathways that typically take to get to and from West Laramie.* (527 responses)



PUBLIC ENGAGEMENT

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



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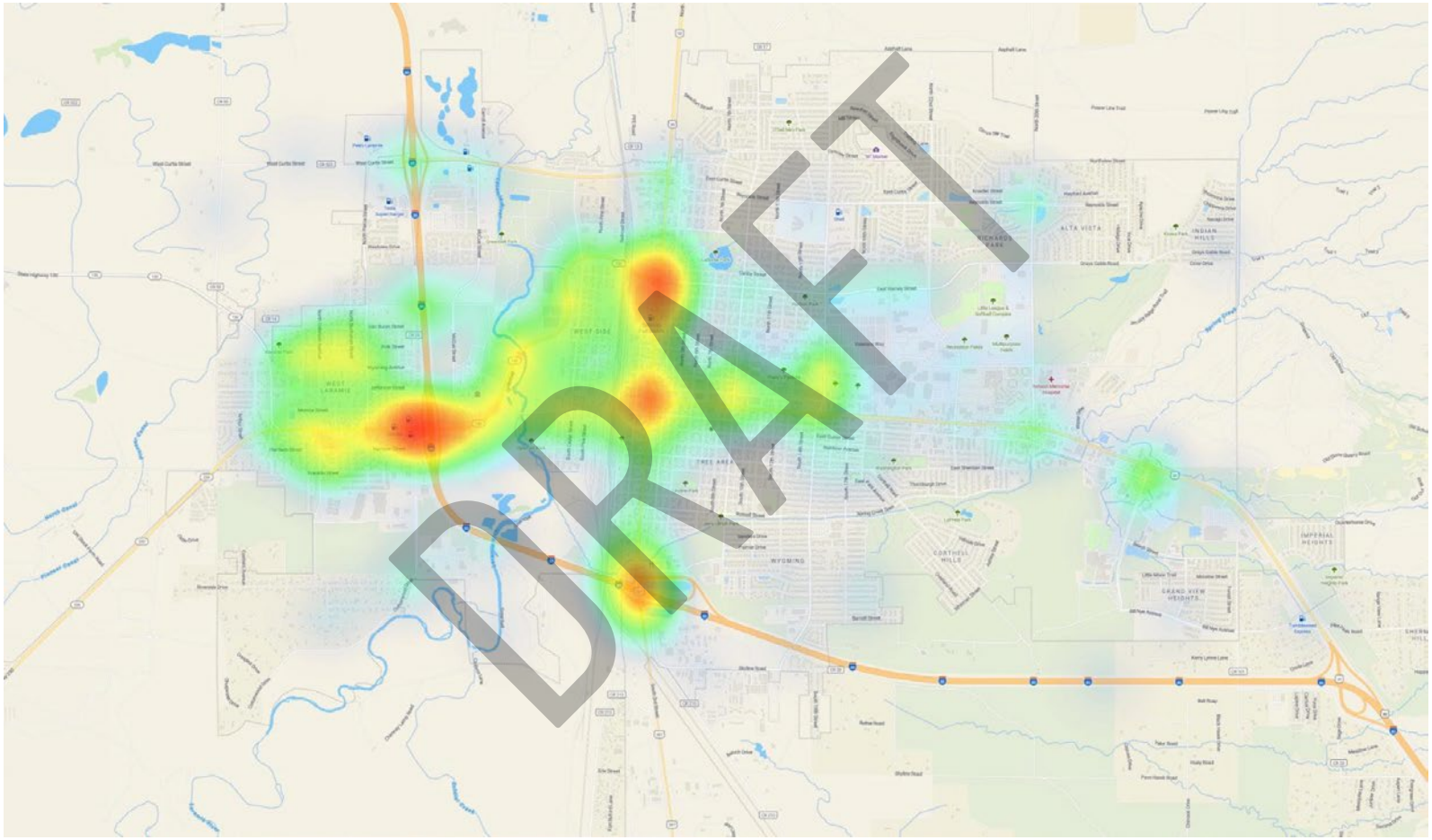
Q5. *If other, what do you use?* (12 responses)

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

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PUBLIC ENGAGEMENT

Section 2: What challenges do you have getting around Laramie today?
Q6. *Are there any specific intersections, crossings, or stretches of road that need attention? Place points on the map where you face an existing transportation challenge.* (411 responses)



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

Response
This road is severely damaged and has been for years.
Dangerous intersection for cars and pedestrians.
This bicycle lane disappears forcing cyclists into traffic. Traffic often does not respect bikes using a whole lane and it causes tension between users.
Rough riding on a bike.
Needs to be a four way stop. Going east to west on Garfield is a nightmare
It's scary to try to walk or bike to the fair ground.
Dangerous
Traffic
Dangerous crossing with no marked pedestrian crossing between the bike/pedestrian path connections
Floods and ices over often and going around requires crossing 130
No good way to walk/bike to a grocery store from my neighborhood
drivers make right turns without stopping for bikes or pedestrians
drivers make right turns without stopping for bikes or pedestrians
Dangerous crossings
Would like to get to south side of Laramie without getting on I80. *I would like a bike path from the West Side to West Laramie without getting on Snowy Range Road. Maybe a paved path from bike paths on West Side under the old railroad tracks that go under the interstate starting at Laramie River Historic Bridge to W. Madison Street in West Laramie.*
I live on Cedar Street. People drive so fast down this street. I would I've maybe a stop sign or 2 or speed bumps to sow it down
Dangerous crossing of Grand
The new bridge certainly improves the situation, but I still don't like riding my bike over the Curtis St overpass with all of the semi trucks coming on and off I-80. Not sure if there's much to do about that, but if this is going to be a bike commuter "corridor," there probably needs to be more signage to watch out for bicycles.
Dangerous intersection with lots of semi trucks turning left out of the truck stop.
No bicycle lane, lots of semis

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PUBLIC ENGAGEMENT

Q7. *Cont.*

The bridge is tough...I avoid it on my bike or I ride on the sidewalk
I am concerned about this Kiwanis Park going in and the fact that the teens drag race up Bill Nye a lot. How are children going to cross the road safely to get to the park. I walk the path up here past the high school and around Walmart a lot because I live in this neighborhood.
The fence on the south side of the new bridge should be extended from the top of the bridge down to Cedar Street. This area is high and vulnerable to wind. The pathway is wide, which is ideal for bikes, strollers, scooters, and walking. There is already a protective fence from 3rd St. over the tracks. It should be extended all the way to Cedar.
How could 3rd St. and Harney be improved for safely crossing all parts of this intersection?
Ivinson from about 6th to 15th is a mess.
No sidewalks on this part of cedar
No sidewalks
Road has sunken places
Road is very patchy and rough
Road is in poor condition
Muddy and has potholes
Washboards
Hazardous crossing to get from highway exit to Skyline Dr
Rough road surface, narrow lanes due to cars parked along street.
Rough patch
Rough patch
There is a large pot hole when turning onto Buchanan Street from Snowy Range
There is a big tree is the line of vision when turning onto Snowy Range from Monroe, which could be dangerous
The roads are constantly washboarded.
The stop light takes forever to change when turning from Pierce onto Snowy Range.
Needs a stop light
Wish the bridge was still here :(
This entire rode is not bike/pedestrian friendly
This is a very busy street that is not bike/pedestrian friendly
The gravel rode is always mess with all the traffic on it due to the school down the street
Traffic jam before/after school

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Q7. *Cont.*

Too small of a bridge for the traffic in the winter
Dangerous when I-80 is closed. Truckers Park all over the road and when roads are bad it is not safe trying to get through.
Lots of trucks trying to turn to and from north that impede all lanes because there is not enough room to turn safely without crossing other lanes.
Confusing crossing
Turning left/ construction
cut off the main corridor for over a year and a half
constantly under construction makes it a pain to navigate
Should be 4 way stop sign, can be dangerous getting to park
no bike lanes, horrible turn lanes, hate this intersection
How is a bike supposed to get here safely?
dangerous crossing when 15th street is open.
No pedestrian crossing lane between library and ace hardware/courthouse
Heavy traffic, no bike lanes on grand avenue.
Downtown is a mess due to construction and lack of parking
9th and Harney is dangerous for driving and biking.
Closed because of construction from WYDOT
Closed because of UWYO construction
Road uneven coming up 15th after the Harney Intersection
Dangerous crossing, by car and on foot, particularly at 8am, 3pm, and 5pm
It's tricky to exit I-80 west and head south onto 287
Needs stop sign
Perpetual construction
Perpetual construction
Circuitous route to West Laramie
Perpetual construction
Perpetual construction
Quite far north, winds too much

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PUBLIC ENGAGEMENT

Q7. *Cont.*

Been closed for almost a full year
Often lots of road work
often closed in bad weathers
Impossible to turn left
Impossible to turn left onto willet
Light takes too long to change.
Crosswalk with flashing lights, not always used and student cross randomly
horrid left turn from N30th onto Willett
Terrible road
The unpaved roads in West Laramie develop potholes and are extremely uneven and poorly maintained, especially in the winter
The route to get to Central Laramie is inefficient. Getting to the grocery store, for example, feels like more of a journey than it should. For this reason (and because of the steep hill to go over the bridge), I am reluctant to take my bike to Central Laramie - I only drive.
Lack of street lamps
Lack of street lamps along 22nd from Harney to Willett
Lack of through access on 15th st
Crossing Snowy Range on bicycle
Crossing Snowy Range on bicycle
No paved roads
No paved roads/bike paths
No bike lanes
It would be great to connect the green belt trail on down Spring Creek to the river!
15th is perpetually blocked?
no bike lane
No sidewalks
Dangerous Crossing
Dangerous crossing. Lots of speeding cars
Dangerous crossing. Drivers not stopping/driving too fast
Light is short. Fast cars
Sidewalks are bad/ sidewalks do not exist

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Q7. *Cont.*

Sidewalks are bad/ sidewalks do not exist
Sidewalks are bad/ sidewalks do not exist
Bikers not dismounting
Dangerous crossing- even with crosswalk
Sidewalks are bad/ sidewalks do not exist
Sidewalks are bad/ sidewalks do not exist
Sidewalks are bad/ sidewalks do not exist
Sidewalks are bad/ sidewalks do not exist
Need a pedestrian and bike crossing to cross at busy times of the day. I realize it's not busy all the time, but it can be very hard to students and adults trying to cross at this intersection if you CAN do anything.
At Grand and 30th, the speed limit is 45 mph and 4 lanes of traffic, plus turn lanes makes it very hard to cross on bike or foot. But it is a crossing path from residential areas to Pilot Hill, and Snowy Range Academy. I was crossing the cross walk one time and I waived at the driver (and shockingly he waived back) as he cut me off and proceeded through the intersection. I know this isn't West Laramie, but anything you can do is much appreciated :)
Getting across third can sometimes be hard
Green belt floods
Cyclists don't often dismount for pedestrians, motorized bikes on bridge
Dangerous for bikes, never bike this way. This intersection is very congested.
need stop light for traffic crossing
walking path and bike lanes should be put over here or on wyoming ave
not paved streets
not paved streets
not paved streets with curb and gutter
bicycles on a MAIN HIGHWAY. make using the bike path under I-80 and at the green belt more usable. DO NOT want more bike and pedestrian traffic on 130 in any way
Snowy Range Road, South Adams, and Interstate off ramps are horrible for car traffic (congestion) and very dangerous for bikers and pedestrians.
Heavy vehicle traffic and dangerous area for bikers. Generally speaking bikers (especially school kids traveling to Laramie Middle School/Slade/Indian Paintbrush) crossing Grand Avenue (North/South) are taking a risk due to heavy traffic, vehicles running red lights, and crosswalks not specific enough for pedestrians.

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Q7. *Cont.*

Dreaming here, but we need a bike crossing south of the pedestrian overpass downtown. If you could use the Spring Creek/Russell path (that is supposed to be built?) and get over the tracks to tie into the greenbelt path near I-80 would be great.
My bicycle commute from 21st to West Laramie (South Adams) is about 20-25 minutes one way. When I have the time to wind up and down on my bike to work, by necessity, it is a nice ride. But realistically, I don't have an extra 45 minutes a day to bike to work. If there was a more efficient route that took less time, I would bike and their would be one less car on the road.
Large tree that block view of oncoming traffic
Customers coming out of gas station pull out into 55mph traffic going 10mph. I would like to see a sign here that states something like "Traffic at 55MPH, be cautious when merging"
Crossing with traffic is very difficult
Too much congestion with traffic
Too much congestion with traffic
Scary to bike here
Need a 4 way stop
Difficult to see cars coming up the hill when turning left
Need wider bike lanes along snowy range road
Too many stoplights we have more stoplights than big cities do and where they're not timed you usually have to stop at every one of them, makes it congested and slow and unsafe for pedestrians
Dangerous intersection inside Safeway parking lot. There's no signs saying "incoming traffic does not stop" which would probably help a lot. People have been crashing and no one knows whether they should stop or not. Specifically the area off the Flint St. traffic light.
Connect to 287 area
Snowy ramge needs better bike lanes in and permissions to ride on sidewalks...when pedestrian safe...
Lots of fast traffic, not much bike access
No sidewalks, WyoTech students driving poorly
No bicycle lanes
Road is in disrepair
Speed limit is too low
WyoTech volume of traffic during peak hours (4:30ish) and reckless driving
Potholes, cracks, no snow removal
Getting across to the west side to access the walking path
All the sidewalks getting to downtown from Undine park are major tripping hazards and suck for those with walking disabilities.

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Q7. *Cont.*

Far away
Unpaved road
Hard to get out of interesection sometimes
Visibility and traffic flow for cars, pedestrians, and bikes especially for traffic from the south.
Pedestrian crossings across 9th that only have non-activated signs are hard to tell when pedestrians will be crossing when parked cars obstruct view of the shoulder.
Crossing on foot or bike is stressful with the higher speeds of vehicles. Awkward stretch from here to west of the interstate for walk or bike.
River floods bike path and there is no drainage so the bike path is unusable at least 4-6 months of the year
too much traffic trying to turn in too many different directions with no light.
biking is dangerous/difficult.
need a stop light to regulate traffic turning on to main road.
Dangerous crossing - people headed out of town and often pulling heaving snowmobiles, RVs, ATV/UTVs speed through this 30 mph area. It's hard to cross.
difficult crossing - people going to fast as they leave town towing ATV/UTV/snowmobiles trailer/RV
When there is heavy traffic it takes forever to turn left
dangerous intersection for bikes. I cut through the Safeway/HomeGoods parking lot to the stop light.
No bike lane on the bridge over the river
No bike lane, rough edge of road on snowy range
No bike lane on Grand
Would love to see a walkability assessment for 4th Street. Curious if pedestrian crossing lights similar to what is on Lewis and 9th or Harney and 11th would be feasible to implement. *As a daily biker and a walker with the increased construction and detours for construction I have noticed heavier traffic throughout the day on 4th Street between Grand Ave and Harney making crossing 4th or riding north/south on 4th a safety concern.*
Snowy Range Road - too many people speeding and driving dangerously.
Dangerous crossing for kids out of school. Reduced visibility when trying to enter snowy range
Dangerous crossing and busy traffic.
There's no other way to access the Greenbelt on the south end of town.
Busy intersection
No sidewalks

DRAFT

Q7. *Cont.*

No sidewalks
No sidewalks
Bicycle riders not walking their bicycles near pedestrians
Construction
Too far
Often hard to see turning left
Hard to see traffic turning onto Harney because of all the cars parked on the side of the road
Wyotech traffic is dangerous, difficult, and too large in number for the current road setup.
No bicycle lane. No sidewalk. Fairly blind corner at an intersection. Dangerous for pedestrians
Dirt
No bike lane or sidewalk on Riverside or Adams
Dangerous crossing; traffic 45-55 mph, 4 lanes. Long waits, and need to run/jog to cross to avoid cars
Part of the greenbelt under the bridge- Impassable as a bike trail to the main part of Laramie in spring during flood or in winter if icy
Dangerous crossing
Dangerous crossing
Dangerous on a bike
This whole part of 130 is not bike friendly
Getting across I 80 when walking from Taylor to downstown Laramie
No bicycle lanes
No bicycle lanes. Dangerous street to cross
There almost always a traffic jam in the am hours as the light on 3rd is not in sync with the light on 4th street for the west side commuters coming in on Harney.
dangerous crossing bicycle walking
dangerous crossing
Center
It is difficult to see vehicles heading north on Cedar when coming from the east to the intersection at Garfield. It would seem to make more sense to have the stop sign on the north lane of Cedar street.
This dirt road is often in need of grading.
This dirt road is often in need of grading

DRAFT

Q7. *Cont.*

Having access to West Laramie from the south end of the business district without going on the Interstate would seem much safer, particularly since I often have some sort of load going to for coming from my West Laramie storage.
Muddy roads or when it's dry you put dust suppression that makes a mess of are vehicles
No paved road
We need a stop light here very badly
Need a light or a 4 way stop here
dirt road that is heavily traveled to Linford and becomes washboard very easily
There needs to be a left turn arrow to turn South from Grand to Boulder - especially in the morning with all the high school traffic. EVERYONE runs the light to turn because there is no other way to get through the light with the amount of people turning right from Grand to Boulder
Merge lane gets dangerous - cars trying to merge DO NOT yield to those with the right of way already on Grand
Having only one entrance into LCCC and MWFBI is dangerous when there is an accident from the high school traffic - this entrance gets blocked frequently. This area of Boulder in general is not well organized. The high school traffic does not pay attention, the block the intersection, and they speed on the right lane to cut off the people in the left lane by "trying to get farther ahead." You HAVE to avoid this road when the school releases at the end of the day, it's a nightmare.
People traveling south do not pay attention to where the road splits into 2 lanes, those trying to turn from Garfield onto Boulder can get hit by those not yielding - this is a very unclear intersection as to which lane you're supposed to be in once it splits.
NEEDS to be repaved. There are numerous potholes
Cross walk
Low visibility
Poor timing of the light on 3rd creates a backup on 4th. This is true even when construction isn't occuring.
Dangerous as the intersection is poorly designed for the amount of traffic. Folks coming off the interstate turning in either direction enjoy collisions with those staying the course or turning to the onramp.
Turning left is dangerous as traffic speed isn't monitored, so some traveling 3rd will randomly move between 7.5 and 75 mph.
Why isn't there an exit here?
Also a great place for an intestate exit.
This whole stretch should be 45mph. People travel at that rate anyway.
Why not complete the road under the interstate? It was obviously intended to be a connecting road.
It's a bit of a farce that one block on either side of Snowy Range Rd is paved. If the illusion of quantities is so important, maybe trailer parks shouldn't be the first sight from every approach to the city.
Hopefully the University claims this road soon so their obstructive vehicles aren't bothered by actual tax-paying drivers.
You know this tree needs removed. It is (was) a very nice old tree but it encourages human fatality.

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PUBLIC ENGAGEMENT

Q7. *Cont.*

4 way stop that people don't know how to use
No direct access to campus and awful parking
4 way stop that people don't know how to use
Pothole
No bike lane near intersection
Horrible place to have to cross over to take a left onto 3rd
Snowy range is experiencing increased traffic and trying to take a left out of any parking lot and road without a light can be dangerous and a long wait.
4:30pm is a mess as wyotech students are done for the day. Thankfully they drive fast and it is short lived.
Heavy traffic entering Snowy Range Road and drivers using the left turn lane as a merge lane onto Snowy Range road
Dirt street, with lots of dust/dirt in the air
No paved road
No paved road
No paved road
Extremely poor water drainage
Wyo Tech kids don't stop at cross walk, and they think it's a speedway.
It's tedious having limited options for crossing the railroad on foot mainly, but also in the car
Can not see on coming traffic
I would like another overpass to get to west laramie than the one on Snowy Range
Another overpass in the southern part here would be very helpful to get around town
Lots of traffic, no turn arrow at the intersection of Cedar when you cross viaduct
Washboard, potholes
Washboard, potholes
Wahboard, potholes
Washboard, potholes
Washboard, potholes
Washboard, potholes
Washboard, potholes
Washboard, potholes

DRAFT

Q7. *Cont.*

Washboard, potholes
Foot traffic with cars increasing speed to 45
Foot traffic along a very busy road
Chopped up section of road
Potholes in the road
Lack of walking path for pedestrians. *Preferably off the main road*
Construction
dangerous crossing for bikes and pedestrians
no way to cross tracks as cyclist or pedestrian
Heavy traffic
Heavy traffic
Heavy traffic
Heavy traffic
no light, difficult to turn left during times of high traffic
wait times to turn left can be several minutes
terrible and sketchy street crossing for pedestrians in any direction
Heavy truck, wyotech traffic
Heavy truck traffic
Heavy truck traffic
Dirt road, muddy often wash boards
Dangerous crossing!
11th and Grand is a dangerous crossing. We need more "pedestrian only" crosswalks across Grand
15th and Grand is busy. I do not feel safe crossing here
Ivinson appears to have a "bike lane" but I feel unsafe due to heavy traffic and potholes
Wry busy intersection. Don't not feel safe riding across 3rd from roads to the east
The roads east of 22nd and south of grand do not feel safe for bicycles until you reach the bike path near 30th
Sheridan is busy and does not have a sufficient bike lane
Busy intersection, no bikes lanes

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PUBLIC ENGAGEMENT

Q7. *Cont.*

Very busy intersection, no bike lanes
Dangerous on a bike
Bad, crumbling road/intersection. When there is rain or melting snow, the roads around Lewis & Pine do not drain well. The water hides the damaged road or accumulates dangerous ice.
Ice build-up under the bridge during the winter.
The road for bicycles is quite pothole-y and difficult to ride on
No bike lanes on this whole stretch. Also the sidewalk is very very hazerdous tripping
No bike lanes, just abruptly ends before Grand light.
No bike lane or large shoulder; this is most dangerous part of my ride until I get on the east side of i-80
Road is generally in poor shape.
Dangerous crossing. Out of my way to use greenbelt.
Greenbelt often underwater.
Unclear if legal; but safest way to west Laramie on a bike. Not very convenient.
Dead end end before Snowy range, difficult to reach Cedar St
No sidewalks
No sidewalks
Roads are not paved. Dirty and bumpy. No sidewalks.
Needs a stop light because of Wyo tech traffic. In peak traffic you can be backed up past subway for 5-10 minutes at a time.
Needs better bicycle/walking access
Sidewalk would be nice. Or a park that's near this section of town (not Kiwanis). This area of town would be really nice with some sort of park and walking trail that isn't the green belt. A sidewalk to the green belt would be fantastic!
Super dangerous on foot or bike
Need street light to see the turn at night
Need pedestrian path
Need sign instructing what bicycles should do
Not as bike friendly, lots of vehicle traffic
Should be a light
Stupid roundabout
Light timing sucks. Need to get rid of 3rd St Bar parking for turning lanes to get onto grand

DRAFT

Q7. *Cont.*

Dangerous Intersection.
Dangerous Intersection.
Dirt road
Dirt road
15th should be open to travel between Grand and Harney
I don't feel safe biking on Harney street going to work due to high traffic and cars parked in bike lanes.
Not paved, no sidewalks, no stop signs, no drainage
Not paved, no sidewalks, no stop signs, no drainage
Heavy traffic especially with WyoTech traffic. No stoplight. Near impossible to cross without making dangerous turns
Doing it again because it's really bad
I forgot to mention that you should make a second on ramp for I80 South to alleviate congestion if you can't put in a stoplight
Dangerous crossing for bikes. It's difficult to get through even in a car sometimes. Could this be a roundabout? Drivers are not looking for cyclists who are trying to cross Boulder on the bike path or exit the bikepath to cross Grand and access Pilot Hill.
The bikepath south of town in dangerous to access because of this jct with I-80 and Hwy 287. It would be nice if the Spring Creek path connected to the path South of town, and across to the Greenbelt.
The bikepath seemingly ends in a major intersection. It's unclear the safest way to exit the path from the West and merge onto a road. Some
Bikepath floods and there is no safe crossing for snowy range. A flashing sign that could be activated by a button would be nice.
The bikepath seemingly ends in a major intersection. It's unclear the safest way to exit the path from the West and merge onto a road. Some
WyoTech traffic
Crossing 3rd on a bike or walking
Crossing Snowy Range Rd.
Floods and ices on green belt here regularly.
Needs bike rack, to lock bikes up on this street corner.
Dangerous crossing
Greenbelt under water half the year
I paved and muddy to bike or walk
Limited bike access to this part of town
Interstate or Harney St. Bridge are so out of the way to get to downtown
Access into the main part of Laramie is so out of the way.

DRAFT

PUBLIC ENGAGEMENT

Q7. *Cont.*

Heavy traffic
Dangerous intersection. Many accidents, people drive too fast.
Dangerous crossing. The lights on 3rd and 4th streets can be misconstrued and red light running is a problem. These lights should be skewed so as to be not seen from the preceeding intersection. Specifically regarding east- west travel.
Dangerous Crossing
No bicycle or walking paths
Dangerous crossing. I80 on off ramp and a lot of traffic on Snowy Rang
Excessive speeds 10 to 30 mph above speed limit.
It is difficult to walk a loop around the green belt if living in the west side neighborhood b/c you have to cross snowy range road; this isn't always scary, but during the day there is a lot of traffic and the speed limit is pretty high so it can be dangerous. A pedestrian light/crosswalk would be a simple, wonderful improvement!
The green belt ends here - it would be great to have a continued biking path that isn't along snowy range road in west laramie for commuting etc.
This is a transition space where North bound Bicycle traffic off of the bridge merges into oncoming one-way automobile traffic.
The addition of left turn lanes at this intersection removes the bicycle lane on 9th street going both directions causing bikes to merge with faster car traffic at one of the busiest junctions near the university Campus
Bicycle lane Ends for West-Bound Cycling traffic without a clear option to merge with automobile traffic.
This is a busy street parking area in front of the Court House without a wide enough bike lane.
North/South Traffic on 6th street has an obstructed view of cycle Traffic on Ivinson.
The bicycle lane from 9th-13th on Ivinson is largely impassibly due to pot holes/Bus Depots/and on street parking.
There is no logical way to transfer to/from the marked bicycle lanes on Harney street to the pedestrian/cycle path off the road way on the Snowy Range Rd Bridge.
It would be really handy if the "Push Button for Green Light" stands for cyclists could return to this intersection. North/South crossing Grand Ave at 13th Street
All four corners of this block (Custer St. and Garfield St. with 8th and 7th St) should be 4-way stop signs with Pedestrian Cross Walks
There is almost no way to travel South of this point by bicycle without either cycling on a sidewalk or merging with highway traffic with no cycle lane.
It can be very intimidating to cross this intersection on foot or by bike with fast and frequent car traffic.
In the summer the Laramie River Green Belt floods here and diverts traffic to Snowy Range Rd with no way to rejoin the Greenbelt.
This intersection can be very intimidating to cross on foot or by bike due to fast car traffic.
This is the only Cycle/Pedestrian crossing under I80, and it is not well marked as a usable path.

DRAFT

Q7. *Cont.*

Construction
Construction
No bicycle lanes on Grand
No bicycle lanes
Width of Bridge
dangerous crossing for cyclists
This place is secluded from the rest of Laramie. I dislike driving through so much residential neighborhood or on interstate to get here.
Dangerous crossing, cars do not yield to pedestrians
Dangerous crossing, heavy traffic with no crosswalk or light
Dangerous crossing
small bike lane, hard to merge
Cars don't always stop for pedestrians when turning right.
Cars don't always stop for pedestrians when turning right.
No sidewalk to Snowy Range.
No easy to cross to get to green belt from neighborhood
No Sidewalk from walking bridge to access neighborhood
no sidewalk for access to Optomist
No sidewalk on either side of street to connect West Laramie to Westside.
This is a difficult inersection to turn out of or into. Especially when Tech is getting out.
At night there are no street lights which makes it dangerous for teenagers at high school evening events

DRAFT

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

Q8. *Click directly on the opportunity corridors to learn more about them and provide your feedback.*

Curtis Corridor (70 responses)

Responses
I think this area could be made safer for bikers and pedestrians but it's probably one of the last areas I would say we need to improve.
We need a Truck Route in Laramie. Too many large vehicles who have to stop here due to I80 being a major artery for the country. Grand and 3rd st. Need to be reserved for residents and tourists.
It much better with the wider sidewalks, and walk lights by Wendy's. It would be good to have a light to push to draw attention to traffic coming off intetstate
Well developed but seems dangerous around I-80 off ramp west bound and inlet to Pilot truck stop
I use this corridor frequently and feel sections of it would benefit from a guardrail/natural barrier (trees, ext) between the path and the road for cyclist/pedestrian safety.
The Curtis Off-Street Bikeway is great! I worry, however, about the far west end of this corridor. There's a lot of semi-truck traffic turning left getting on/off I-80 as well as exiting the Petro truck stop, which adds risk for cyclists.
I currently use this one on my bike, but I'm not excited about biking that close to semis.
I think this would be the second least useful corridor
This is a good route but traffic from I-80 makes it unsafe for younger kiddos
We use this bridge frequently and enjoy this. However, it gets very packed when the roads close and can be unsafe, depending on where semis park.
It makes the most sense to me to enhance this corridor. It leads to West Laramie two ways - south by the Territorial Prison, or further west and then south entering West Laramie at the Dollar Store stop light. It also leads to 130 (airport, ski area, etc.) by just going straight then taking the dirt road to the highway.
Practical for me for sure
I use this often to get to west laramie. Easier than snowy range.
I rarely use this Corridor but notice it is not full of traffic.
N/A
All good
I don't use this
good for bike access, not a central route to connect the two sides of town. Would be really good to connect the greenbelt trail

DRAFT

Q8. *Cont.*

I like that this would be centered on bike access and connecting existing infrastructure
This city does not need anymore bikeways - hard stop. Stop spending money on bike paths.
Lack of street lights makes this an unsafe route to travel at night or early morning, my bf used to traverse from our neighborhood to West Laramie for work via walking this path and he would often encounter prostitutes hounding him for money
This works well
I wish the wide bike/footpath didn't just stop at 3rd on the east side
Nice but could use a flashing light to press when crossing the I-80 where traffic comes off and on to warn vehicles that someone is in cross walk.
works well.
Too far North? Not sure what is out here that people would frequent often.
Nothing needed here
Adding to the off-street bikeway is always a plus. Many people, myself included, would appreciate more off-street bike paths! Having a safe off-street path connecting West Laramie to East Laramie in the Curtis Corridor is a good idea and something I have wanted for some time now!
If you could create an off-street bike/pedestrian path that connects with the Greenway at Curtis, that would be very helpful for me to get from West to into East Laramie along Reynolds all the way to 30th would be very useful
I don't feel safe using this pathway to get east-west because of the traffic volume and being so close to the truck stops. I occasionally will take that section of the greenbelt to get north-south.
Bike access to centennial would be really cool. (Not worried about car access, the bridge just south works just fine to get to centennial)
Slower speeds
Definitely the most comfortable corridor to cross with but with the most limited use cases outside of the Greenbelt for now.
Already has more walking/biking paths than most. The Curtis overpass and the Madison Flint overpass are only a few blocks apart - we need a way to get over/under the interstate that is further south.
This is currently the most bike friendly with a good, off the road path and gentle hills.
No strong feelings.
Only use to get to the truck spot.
This corridor seems very far from the downtown and I don't know if it would be beneficial unless there is more development there
The 3rd/Curtis intersection is a bit awkward currently
I have biked this way before but only did it once because of the crossings by the on/off ramp. Makes me nervous I will get hit by a semi

DRAFT

Q8. *Cont.*

Once to green belt it is good
Unknown
a little far out of the way
This corridor appears to be well used and is easily accessible. Providing additional designated parking might increase it's usefulness.
The truck traffic here makes it unsafe.
I occasionally use this
Parking access to Greenbelt
Useful, but sections of it have no protection on a bike from large semi trucks and fast moving traffic. Highly dangerous. Currently this is a throughway for large and fast moving vehicles. Unsafe for pedestrians, cyclists, strollers, and other forms of foot traffic. If there was more paths for pedestrians and cyclists off the road I would use this more. As is, not yet. Could we get this connected with the path already paved along the ridge to make a stronger multi use path across the whole of Laramie?
nice connection to greenbelt, good for bikes
I use this one if going to the Eppson center
street crossing at Curtis and McCue is sketchy due to truck traffic, needs improvement; i-80 overpass also super sketchy for walkers or bikers
Need stop lights at interstate off ramps due to truck traffic
I use this corridor occasionally. It is useful, especially being the northern terminus of the Greenbelt but the intersection with 3rd street is challenging and dangerous when switching between the bikeway and Curtis Road.
I used to live on Curtis, the East side and I think this would be good and economically better as it already connects the greenbelt and such so just making it a bit better and more enhancements would be best in my opinion.
Not use to me and doesn't connect to core of West Laramie.
Improving parking in this area would be ideal so people stop parking in the greenbelt making it difficult for our snowplow drivers. Improving the aesthetics of this area would also be really nice! A nice sign would go a long ways.
Better paths away from the heavy truck traffic and away from the busy truck stops
In the winter, when the roads are closed, semi parking and crowding make it difficult to use this corridor.
This is a good place to further develop
Already a toxic waste area.... rough housing, gas stations, hotels. ... fine as is, not worth investment until the area generally improves
its ok
This is good, but the bridge over the interstate is still scary with semi drivers not always following stop signs and driving reckless

DRAFT

Q8. *Cont.*

Fine for north side access but too far from my location
I personally cannot identify any ways to improve this corridor.
The hardest part of this travel section is when Curtis Street crosses over I80.
This corridor presents significant traffic concerns for cyclists.
I have utilized this corridor
The sidewalk going over the railroad is always dirty with rocks and trash. Sometimes I spin out or almost loose control when I hit the rocks on my bike.
I use this one but the truck traffic makes it less safe

DRAFT

PUBLIC ENGAGEMENT

Q8. Madison-Flint Corridor (83 responses)

Responses
Improving safe acess here I think would benefit a lot of students commuting to the university from west Laramie which typically has cheaper housing.
I would love to see something here. On my ride today, I thought having a tunnel under the UPRR rails would be nice. I'm from Rawlins (don't hold that against me) and although it's much shorter than what this will need to be they have a tunnel connecting the South Side to the North Side by the Post Office. I'm unsure if flooding would be an issue, but I only thought something different than the viaducts and walking bridge would be nice.
This would be good for UW students who need to get on the North side of campus
Would be better if not a dirt and mud area when wet. Snow removal would be an improvement in winter months
Development of this corridor would be ideal as it is easily accessible from all areas of West Laramie and feels safer than several other options due to its distance from vehicle traffic.
I love this corridor!
seems unnecessary beyond (east of) Cedar St, can connect with others. Btw, is this non-motorized?
This seems like the most direct and most cyclist/pedestrian-friendly corridor, if there would ever be a way to build another bridge over the UPRR.
Seems pretty centrally located, but I'm guessing that this one would be an expensive option as well.
This path should go to the new bridge at Snowy Range Road. We don't need another crossing at Lewis or Clark. Also, that would disrupt a happy neighborhood on the West Side. The Snowy Range/Harney bridge is the best option here.
This would be great if there were a safe way to cross the bypass which there currently is not
This would save commuting time when trying to get downtown from the west side.
This option would take away a walking path that many people use often or make it more unsafe to walk along.
I personally do not think this would be helpful. The route just doesn't make sense or have multiple purposes for the money it would take to build.
I had no idea this existed.
I was not aware of this corridor and am wondering where this Fee Area sign is.

DRAFT

Q8. Madison-Flint Corridor *cont*.

Overcrowded and circuitous.
Any corridor in between the interstate and Curtis would be useful.
All good
sounds like there is already some infrastructure here that would be useful to connect, and sets a third connector of equal distance from the other two
This proposal does not seem like it would add anything that isn't already covered by Snowy Range or the Curtis Corridor
Never used
Ok choice
I wish this whole stretch was paved
Sometimes is muddy. Hard to get across snowy range road in front of cold storage
It would be nice to have a bridge/crossing over snowy range road over the cedar
This one seems like maybe it would be useful for students
This would be great but seems like a challenge logistically.
This is one of the best options for improvement and connection!!!!
Is this too close to the Snowy bridge? It could be good, but I would worry about traffic increase in my neighborhood.
Would be nice if Madison street connected to McCue. Also Flint st. Connected to the pathway - difficult to see the street between the parking lots
Too close to the Barney bridge
I don't know which corridor would be better but I think the one that should be chosen is the one where least traffic currently exists. No need to make a new corridor in a place that is already congested.
I don't see the benefit of this unless it's just a pedestrian/bicycle path. Putting in roads and a car bridge would devalue the West Side neighborhood and save, what, about 2-3 minutes of driving time for a small number of people using existing roads? I would oppose something like this going through the West Side neighborhood.
Our West Side community is too small to put new roads/bridges through. It will ruin our neighborhood. It was incredibly wonderful to finally get rid of the Clark Street bridge. PLEASE do not put roads/bridges back in our neighborhood! It's totally unnecessary because the Harney Street bridge is right there. If you want to connect Madison to Snowy Range Rd for easier access to the Harney St bridge, that would be fine, but please don't come through the West Side.

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PUBLIC ENGAGEMENT

Q8. Madison-Flint Corridor *cont*.

This would be a great option and centrally located for west and east Laramie
I currently will run this route and it's great because it avoids Snowy Range road and traffic/no sidewalks. Getting from McCue to the other side of the Territorial Prison to downtown doesn't have very direct routes.
More walk friendky
This is the most interesting corridor for me. If it were developed it would be the most direct route for me to get to West Laramie. If a dedicated route was established with minimal stops this would rival in convenience to driving for me.
This would be most useful to improve access to downtown laramie and shopping for walking and biking from west laramie.
Improvement here would be welcome. It feels like I have to weave my bike around various paths and dirt trails
Could be a good way to avoid the issues on Snowy Range and involving state highway jurisdiction issues.
Leave this area alone. It's nice to have nature.
No idea where that is
Terrible idea
A roadway here would disrupt the flow of the greenbelt. Walkway and biking corridor would be preferable here
This would be the most convenient and desired for me personally. It generally avoids busy roads and is a pleasant route from central West Laramie through the West Side to central and downtown locations. It is also easy to head north to the Snowy Range bridge or south to the Garfield bridge to cross the railroad. Currently the biggest obstacles are the dangerous Flint/Snowy Range crossing and winter conditions from the east end of Madison to the Greenbelt
Would be interested in using this - already use part of this when biking
A pedestrian and bicycle only underpass is available here and is a good idea
Better biking paths to connect everything together
Great opportunity to connect west Laramie's under interstate to bike trail
crossing snowy range road needs worked on and then crossing the railroad
It's a rather roundabout way but perhaps this route could cross the Snowy range road under the Laramie River bridge.
I like this option.

DRAFT

Q8. Madison-Flint Corridor *cont*.

Looks interesting
Wyoming's inability to diversify its economy means it's financial future is grim. Thus, this seems like the least expensive option
An access from Pierce Street to the Greenbelt under I80 and across McCue street
Would love to see this utilized! We need another central location
Are you suggesting only pedestrian and bicycle traffic, or opening it up for vehicular traffic? I would be in favor of vehicle traffic so that West Laramie is not so isolated from the rest of the city.
This is my main running path. I use this all winter long. Of extreme value to me.
looks promising
This route would be great for UW students
love this access but we call the crossing under i-80 the murder zone - so dark and sketchy at night
This gets used mostly by bicyclists, but I think many don't really know about it as an option. Even before mainstreaming it, make it known as it has value now.
Also has great benefits but some of the roads/intersections in Laramie West Side have bad surfaces and standing water.
Seems like the easiest way to use existing open land and infrastructure, but still not a direct connection to core of West Laramie.
This would be my preferred route if there were better access.
Unaware of this
I'm curious if this would tie into the greenbelt or would infrastructure be improved by where people drive past the storage warehouses. It would be really nice to tie this into the existing sidewalks on snowy range.
Fine as is
I'm not sure this needs to a car corridor, but it is a nice walking / biking path that I occasionally use. Paving and lighting could be beneficial, although I would have lighting across the river be low lighting or not all night, so as to not disturb wildlife.
We need more stop signs, more stop lights, paved roads, sidewalks, bike paths, and drainage. We also need houses to be required to clean up junk in yards
Good to connect Pierce to Snowy Range Road, but seems pointless to connect to downtown. On the other hand, it is nice to walk along that trail without vehicles driving by.
Would be a good connection
This would be great to pave and make an easy access

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PUBLIC ENGAGEMENT

Q8. Madison-Flint Corridor *cont*.

Ideal location to connect West Laramie to main downtown streets.
Great option to connect residential west Laramie with downtown
I think the intersection of flint and snowy range road would be another great location for a potential pedestrian light/crosswalk situation so that is is safe to cross and walk to the greenbelt.
Even if this corridor doesn't cross the UPRR making a clear passage from the the Greenbelt to Madison Undercross would be a great improvement in connection West Laramie to the West Side neighborhood.
There isn't enough information regarding the undercrossing.
This is the most useful for my neighborhood
It would be great to have a way to cross the RR at Lewis!
I use this all the time and is helpful

DRAFT

Q8. Garfield Corridor (104 responses)

Responses
While I am onboard with improving this access point, I do think it would have the least amount of impact.
The foot bridge is iconic for Laramie!
No side walks from interstate to Garfield along territorial park. No side walk from Garfield street to connect sidewalk on Clark street by territorial park to connect with side walk heading to Harney street.
Foot bridge access to down town is good but with the volume of traffic needs to be wider. crossing Snowy Range road is extremely difficult with the trafic volume. *Sidewalks need to be added in right of way between Garfield bridge west end and I-80 overpass. Would be a great addition to have a transitstop around Colorado Street to utilize UW bus system.*
I use this corridor frequently and feel it would benefit from connectivity improvements.
Great corridor.
This corridor is most beneficial to me
I use the footbridge daily
This is the corridor I generally use when I am on foot or on my bike.
This would be great if there were more sidewalks along the bypass and in the neighborhood between the tracks and the bypass. Our sidewalks are very sporadic over here
This is good but needs better routes on the west side.
We enjoy using this path during the summer to cross between West Laramie and downtown. I would prefer for it to stay a walking/ biking path and not allow vehicles.
This makes sense and would enhance not only opportunities to access West Laramie, but businesses in downtown. If this were to go through, I would hope the city would first have a plan more traffic/people in the downtown area.
I like this. Connects via greenbelt trail
Wish you could drive over but great for bikes
I love the Garfield Bridge!
designated bike lanes connected to the rail bridge would be helpful. Bridge is narrow for dual direction bike traffic.
I fully support any means necessary to better connect Laramie and West Laramie.
This walkway is heavily used and delightful. I'd love to see it improved.

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Q8. Garfield Corridor cont.

It would be infinitely more useful if you there was a vehicle bridge, too.
This is a great way to access west Laramie on foot. If you could add vehicle traffic that would be useful
All good
It would be a lot easier to vote at the Lincoln community center if I didn't have to drive up to harney
This is helpful!
This seems like the most likely to be used as it is central to west laramie and would connect two large destinations in west laramie most effectively.
This feels like the most natural place to have a corridor because it would connect with Grand through the downtown area
Don't spend money on the Greenway. Waste.
I like this corridor
It's ok if you are just walking to downtown and back but otherwise isn't too useful
This would make it much easier to spend time downtown and easily be able to get back to the residential areas of West Laramie. I also think this would encourage more businesses to expand into West Laramie.
Excellent lookover when the carnival is in town, used it as the main walkway from my former apartment in West Laramie to Big Hollow
Nice for pedestrians but would be great if there was vehicle access as well
I love the walking bridge
I wish there was eparation between the bike path and car lanes across the Snowy Range section
Love the foot bridge
To narrow for bikes and pedestrians
Besides the bridge, there are no connecting sidewalks in this area. If there are sidewalks they are poorly maintained and in my option are difficult to bike/push a stroller on.
While this route is very central and ideal for many reasons, it seems it would replace/remove the footbridge. It would also go through the middle of the west side which is where the old bridge was. It could be pretty disruptive to some low-income families that live on the west side which is a historic neighborhood (without any official label).
This is closest to what i do now
The problem is that this bridge is "multimodal". The cyclists are not careful of pedestrians and there are sometimes motorized bikes whizzing across it.
This corridor should be touted to connect to the Madison, Riverside, or Spring creek corridor instead of down Snowy Range Rd./ HIGHWAY 130. Having the main approach to Snowy Range come from the sides of via surface streets is way more advantages then trying to combine added bicycle and pedestrian traffic on a Highway.

DRAFT

Q8. Garfield Corridor cont.

I would like to keep the walk bring because it is so popular but adding a road or additional lanes to help ease traffic on grand and making turning left to go east of town would be great!
Really like the bridge. Views are great
This one would connect best because we need a way to get from west Laramie's to in between the harneys st bridge and the freeway
I love the pedestrian bridge! It's very convenient for me to get from my home on the West Side to downtown!
The pedestrian bridge is a gem and such a unique feature of Laramie... and it gets a lot of use by walkers and cyclers. Don't make it a car bridge. That would be just awful for both ends... the West Side and downtown area.
It would be awesome to improve this existing corridor. It's location to downtown is ideal.
I use the footbridge often in the summer to park on the west side and then walk over to the farmers market or downtown events. It's a bit narrow when there are bikers using it as well.
More pretty to look at
Pave the presidents
A good connection as it stands with the only challenge being the portion from West Garfield to West of I-80. With better connection there I could see this being an artery to downtown.
Snowy Range Road is like a race track, especially around 7:30/8 am and 3:30-5 pm. Additional bike baths and safety measures are needed.
Develop this corridor.
No bicycle riding on the bridge. Walk bicycles.
Never drove on that
Is this the walking bridge over the railroad tracks? Maybe improvements could involve extending the downtown to the West Laramie side of it to encourage use and movement.
Is the plan to increase the size of the foot bridge? I would not be in favor of a roadway here, but could see the benefit for an extra wide bride with bike lanes both directions and walk ways both directions
The portion of this route along 130 is somewhat loud and unpleasant, and although generally safe when walking/biking, is awkward in a few spots
I use this way when I bike- I go down the greenbelt and take the pedestrian bridge. My preferred route to access the he east side of Laramie by bike
This is good as a historical and direct access across the truck tracks
Improvements in bike infrastructure along this route would be great.

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PUBLIC ENGAGEMENT

Q8. Garfield Corridor cont.

just snowrange rd in general
Main Artery!
Work and improvements on this corridor make a lot of sense. Improving the connection between the Pedestrian Bridge and the Wyoming Territorial Prison site should probably be a priority.
As long as it stays focused on the West side and not West Laramie, I would be ok with that proposal. Specifically, I am against any modifications that would impact parking on Snowy Range road for businesses. We have already lost parking because of the removal of on street parking and the center turn lane. A failed proposal(bike path) was tried in 2018 I believe and I helped organize resistance against it then and would do the same if that was proposed again.
Street lights
It would be great to have better access via bike or other modes of travel and a safer way from West Laramie to get there on Snowy Range as it's very dangerous currently to ride a bike on Snowy Range.
Needs more parking on the pine street side
I use this frequently on bike and on foot
Also an excellent choice, but entirely improbable.
Need an additional bridge for bicycles
Having a designated bike crossover would make it safer
The one foot bridge is great, but I think having another one connecting west side to downtown that's somewhere between the current foot bridge and snowy range road would be a game changer for walking places.
Another wider overpass
This would be most beneficial for connecting west side and east side
Would love any and all improvements to this. It is such a central location
This is our main path to the Farmers Market. Extremely valuable.
good connection for bike, but no crossing to Territorial Prison. super dangerous
This is the route I take when riding my bike to work
Need a stop lights at interstate off-ramp and Adams st
This access the majority of down town faster. An interchange at I-80 and 30th would assist in taking the intestate to the east side of town.
This corridor currently has a steep and narrow bridge. Would love to see improvements on the bridge.
Frequently used. No issues.
My preferred option. Would take a lot of investment. Offer most direct connection.

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Q8. Garfield Corridor cont.

Set up a bus route
I THINK IT IS FINE AND FUN>
I have never used the Garfield corridor. I didn't know it existed.
Improving the infrastructure for our snowplow drivers on ATV's would be really nice! The current system of having to get off the ATV and move the ATV by hand is less than ideal.
Best corridor
Fine as is. A bigger/wider pedestrian bridge is the only thing to improve but likely too expensive for the city.
Good for accessing downtown, but may be congested
Let's do it!
We use this corridor a lot and appreciate any improvements and upkeep. Although we would not like to see additional motorized traffic through this area.
This path works, but the bridge over the railway could use an upgrade
Too residential. Would make easy access to downtown but would interfere with some historical remnants like to foot bridge. Too many residental housing and would interfere with the peacefulness of the West side.
Opening this to vehicle traffic makes sense.
This would be amazing for getting down town quicker from where we live!
We love the footbridge, please don't change a thing about it!
Great opportunity here through the West Side and onto snowy range range to improve bike safety by having a better bike path; we LOVE the historic (NRHP listed) pedestrian bridge that connects the West Side Neighborhood to downtown. It is iconic, and one of my favorite places in Laramie.
This bridge is THE multimodal option to cross the UPRR. Its integrity is critical. Improvements can be made to the landings at both ends to make them friendlier to the interaction between cyclists and pedestrians.
Connectivity issues, need additional space along the pathway for pedestrians and cyclists
I use this as a pedestrian but I wish there were more options
It would also be nice to have a bike lane on 1st street that you can use when you come off the east side of the bridge, that also continues onto garfield.
I use this one and is helpful especially during events

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PUBLIC ENGAGEMENT

Q8. Spring Creek Corridor cont.

Responses
I think this would be a great option for those that live in my neighborhood to have easier access to the river and make it so that we don't need to use the interstate to get to West Laramie.
Is this going to link up the Greenbelt and ultimately up to Pilot Hill?
Bike lane ok if no cars parked init
This would be one of the most usable options for my travels . Much of it is place aside from river crossing I-80 xsing, and RR
Safer and quicker bicycle access to the High School from the west side would be a definite benefit I see to this corridor.
Useful
Sounds expensive, but would be nice.
I like the idea of connecting WyoTech and the high school along this route.
Sounds expensive, but this corridor would be convenient for me.
Too close to the interstate. It would be great to connect with the existing greenbelt, but riding or walking along the interstate is not appealing.
This sounds great but note the wet spot in the area between the existing green belt and I-80 where the green belt passes under the freeway. At that underpass on the north of the freeway and east of the green belt that area is nearly always a marsh so connecting more pathway would require filling the marsh or creating a boardwalk. You can actually see this marsh on the map given here with a blue "pond" marked just north of the freeway and east of the path.
This would be fantastic for a family member going to WyoTech and for me when I go to work st Linford or to check on my elderly mom who lives in Sherman Hills.
We don't typically need to go this way. If we do, we just use I-80 and take the Third St exit. I could see how this may benefit some families, but we are indifferent.
Unnecessary and expensive - I vote a big NO on this one.
This seems like it would be a good edition and far enough away from the others to merit construction.
I like this one- there would be better access that wouldnt require having to take i-80 or go all the way up to snowy range road
seems redundant with the interstate being there
Connecting the green belt to the paved walkway that goes all the way to WalMart would be so fantastic! One day they would all connect, including the Sky Trial north of town!
I was unaware of this corridor and will probably almost never use it.
I find this to be the most interesting corridor consideration, connecting two of Laramie's most popular destinations.

DRAFT

Q8. Spring Creek Corridor cont.

This would also be helpful if you could just drive it.
All good
If a road can be built without ruining the green belt I support it
I use this often
Where this is located is close to the I-80 that already connects laramie to west laramie. It would also require lots of new and expensive infrastructure in a place that already provides some access, even if it is getting on I-80
This would also be a great way to connect this area to West Laramie without having to use the highway.
yes to this.
This will increase traffic on an already busy area.
I love this plan! It would shorten the drive from Central West Laramie to Central Laramie exponentially.
Never used it
Good choice
Having to divert from the green belt towards the "Garfield Corridor" is inconvenient
Would be nice to have an alternate route
I like this idea.
This would be amazing.
This would be a good option if funding can be secured
Please! south Laramie needs this.
This could be a good place especially with the school and Sheridan being close! May help with traffic offloading on Grand.
Not needed where we have the freeway
This would be useful especially if a pedestrian/bike path ran parallel with it.
This is a good idea! Having a car road with an off-street bike path that parallels I-80 connecting these two areas would be very useful, especially if it connects with the Greenway trail... an it does not involve our small West Side community.
This could be helpful but would need improvements at the I80 ramps where traffic tends to already backup quickly and people coming in northbound from 287 aren't slowing down.
Would love south access to the walkway path.
More walk friendly
This would be amazing for those of us already living just north of spring creek. Connecting the new trail north/east of Laprelle park all the way to the green belt would make accessing the west side so much easier than the Garfield bridge.

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Q8. Spring Creek Corridor cont.

I can wind around on the green belt to get to the footbridge. Prefer improvements to Garfield and Madison/Flint.
Best South side option here.
No strong feelings.
The southern end of town lacks a corridor that connects the Green belt/West Laramie to the rest of town. This would be a great corridor to figure out.
no idea where that is, don't go to west very much.
Maybe.
This is a preferable corridor to Riverside. That said, the overpass would cross the greenbelt and would need to consider it's impact. Let's make sure the overpass would not be noisy to take away from the beauty of that stretch along the river.
This seems like a useful corridor for many people, although I personally wouldn't have much purpose for it except for recreation
Would be good for residents in the south end of west Laramie. I do not travel this area but can see the utility of it
Along by safe way to access West Laramie
For me at my current living location, this would be a great route and probably the one I'd use the most. Driving and biking
Unknown
greenbelt and interstate crossing is good but getting into town gets tricky
This appears to be the most costly and difficult access route. I'd rank this one at the bottom of the list.
It would be nice for WyoTech students to have another route because they drive like fools and I'd like them to not use the way I use.
I would only use this infrequently
This would be nice to avoid mounting the interstate, but come winter, it'll be infested with trucks and lot lizards.
Connect Greenbelt across 3rd street east along Spring Creek
Would be great if you could travel from the east to the west side of town on a safer path
This wild be beat for connecting east side to west laramie
Here again, are you proposing only vehicular and pedestrian traffic or vehicular as well?
Yes, this would be a lot. And valuable. And I would use it.
this would be very convenient for bikes
This would be very beneficial for high school students
yes please work on this

DRAFT

Q8. Spring Creek Corridor cont.

I would use this often for both bike travel and foot
This is very important — front burner!
Very interested in this opportunity for getting to the southern side of Laramie without having to go through downtown.
If this is part of the existing green belt, replacing the wood bridge would be a HUGE upgrade! Not only for walk and bike ability but for our snowplow drivers as well!
I80 already does this fine. Unless you build through the lumber junkyard and another bridge over the river, it'd be a waste of money.
Great bypass for access to south Laramie other than getting on I80
This would be a good investment. While the northern corridors could certainly be improved, they at least exist. By cutting through neighborhoods and occasionally jumping out into to traffic, you can bike east-west on several northern routes. Let's make a big investment into opening up a southern route, and spend less on smaller things that could make the other routes better.
This would be great as a road or bike path.
A reasonable alternative to the riverside corridor
Allows for easier access to South Laramie.
I think it would be best because Riverside is too far south, and the others would add too much congestion to downtown area. Also Harney access is already very close to the Madison, why not connect Madison from West Laramie to Harney.
This would be amazing for getting down town quicker from where we live!
Great opportunity to connect the green belt with spring creek trail
This pathway would be ideal, though I fear expensive. But an East/West crossing North of I80 could eliminate the need to negotiate I80 on/off ramp traffic with Pedestrian/Cycle traffic if there were options to connect to Soldier Springs and Fort Sanders Rd heading to the South.
Great idea! Sounds expensive.
I like this location

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PUBLIC ENGAGEMENT

Q8. Riverside Corridor cont.

Responses
I like the idea of making it easier for people to access the green loop using existing infrastructure to keep costs down. I also think development in this area is necessary as it's generally unsafe for anyone not driving.
I would love this as an alternative route
That might be a nice , but not useful if just going into town
Again much of this is already in place and I would love to utilize it if the no trespassing restrictions were removed from the Access off Riverside to Blackfoot. A small section of sidewalk would be also needed just under I80 on 3d street bridge.
I do not live in this area and do not feel I would utilize it.
It would be useful to me.
Sounds good to me!
This would be a great corridor to have for folks who live on the south side of town, and would open up lots more recreational bike-loop opportunities connecting West Laramie to the Cement Plant and Sand Creek Road.
Neat idea, but there's no good connection from the tree area to this corridor for biking/walking.
I think this would be the least useful corridor
This would be a nice bike route.
I don't see a benefit to having a path here.
It's just as easy to get on the Interstate at this point and get off at the West Laramie exit. This would be a waste of all resources involved.
I also didnt know this existed.
money could be better spent elsewhere, such as a fixing the sidewalks in town
Greenbelt bike path is great but does not connect into commercial areas in the area
I was unaware of this corridor
N/A
All good
The greenbelt trail is important to be for its removal from lots of infrastructure and adding this corridor would make that point moot. Those that are on the southern side of Laramie can still use the I-80 connection where the north side doesn't have a close corridor that would be resolved with two of the other options
This would be incredibly convenient for people on the south end of town to get to West Laramie without taking the highway or driving through town to get to Snowy Range
Never used it
This sounds like an awesome idea

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Q8. Riverside Corridor cont.

This seems like the lowest priority, though it would be nice.
another good option to the south side of town to bring access in on surface streets not the highways.
Too far South? Not sure about development and if this would be useful for most people, feels out of the way.
Yes! Connect to the Greenbelt Trail! Great idea!
I like this idea. Extending the bike path through here would be really nice. And, it would be easy for cyclists to get to the paved path through much of Laramie that ends at Walmart. I've always wanted to be able to safely ride my bike from my West Side home to Walmart.
I would be interested in this from a recreation standpoint and connecting to the greenbelt
Paved
Interesting for connecting to the fairgrounds and county services. A connection to the East side of the tracks other than 3rd St to Skyline would allow better bike/walking access to East and South Laramie allowing those communities a direct connection as well.
My preference is that time and funding are invested further North.
This connects a lot of nothing to nothing. There are roads that come close, but crossing 287 near the cement plant is scary.
No.
No idea where that is.
Please don't add traffic to this area.
Any traffic going to the snowies on highway 230 coming up from 287 would use this corridor to avoid taking i-80 to hwy 130. This would put immense amounts of traffic on Riverside and would be loud and dangerous for recreates going to and from and on the greenbelt. Not in favor
This is a cool idea. It would improve access to areas south of 80, such as the fairgrounds, wydot, etc
Seems like it would be an easy way to add connection to the green belt with little effort. Seems like a better option for souther connections than the spring creek alternative
This would be nice for some travel but difficult by bike to get from the eastern edge of it back into the city. Biking from South of I80 to the North and then crossing 3rd is difficult.
Unknown
feels a little far out of the way
This seems to me to one of the least costly ways to establish automotive connectivity between West and East Laramie in the Southern region of the City. With additional parking area and a connection to the Greenbelt Trail, this connection could also enhance usage of the Trail
It would be great for this area of town to be cleaned up, it looks so ugly.

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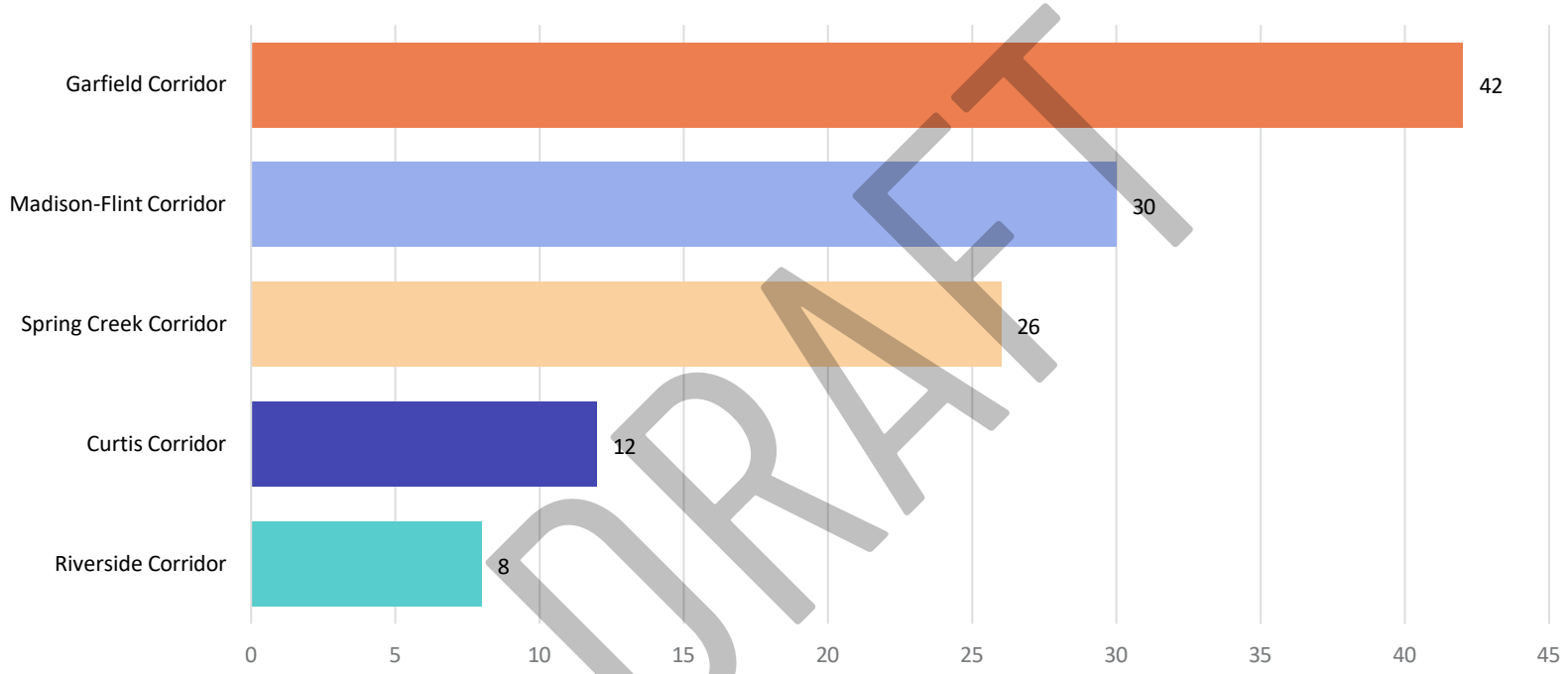
Q8. Riverside Corridor cont.

Not sure I would use this much
Sounds fun, but useful in the near-term.
Connect to Green belt
I would love more development here. You have the foot bridge in place thank you!
would be great if connected to greenbelt
This would be a nice recreational route
It would be great to be able to connect to the Fairgrounds neighborhood from the Greenbelt
Would be cool for a recreational bike ride to connect across the railroad. But seems least useful in a day-to-day context. This would be a "nice to have" in my book. But anything that doesn't get on the other side of i-80 should be considered a secondary goal.
Unaware of this
This would be so cool! If it's possible, a bike/ walk trail near the old tail crossing would be nice. Similar to the Hiawatha trail but shorter.
Connecting riverside to 287 does make some sense but again i80 already kinda does this...
Great bypass for access to south Laramie other than getting on I80
The west half of this corridor seems awesome, but it doesn't really achieve the goal of connecting east and west Laramie. Dropping folks out south of the 80/287 junction means they still have to navigate a dangerous intersection.
Would love if these were connected. It would be great for long gravel bike rides and dog walks.
This would be awesome
Too far south. Similar to Curtis St. Does not give access to downtown laramie without driving way out of the way.
Opening this as a thoroughfare makes sense.
I do not know how you would connect south third into the green belt over the RR tracks, but it would be super awesome if it was!
This would be an ideal corridor for connecting Green Belt traffic to South of I80. Currently Tie Plant Rd is marked as Private Property/No Trespassing.
I used to live in this neighborhood and wished there was a way to get from my house to the greenbelt
Also great idea to connect to green belt. There should be a green belt all around town.
Be a good addition

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Section 4: Where should we invest?

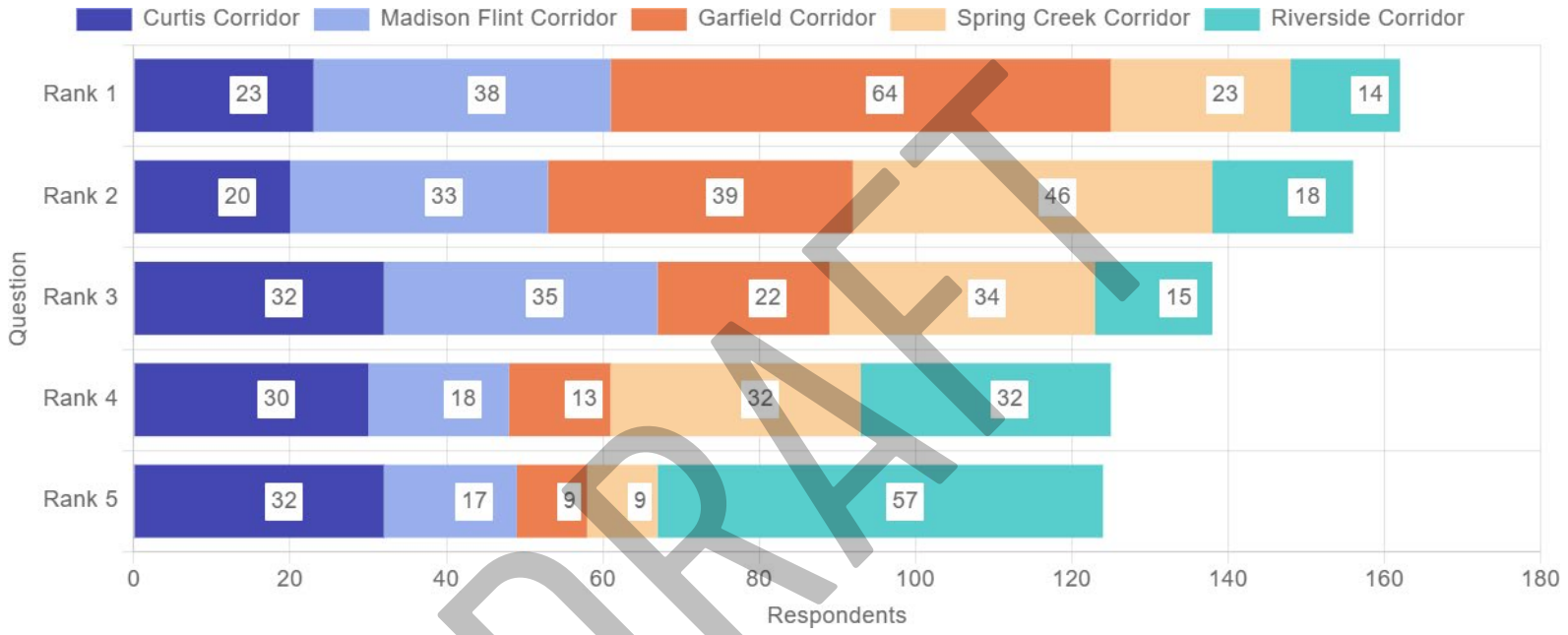
Q9. *Among the 5 corridors, select on the map which 1 or 2 corridors should we invest in first?* (119 responses)



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



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Section 5: Final thoughts?

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

Responses
Raise income tax by 1% and pay for better roads and connectivity throughout the city or something along those lines.
I'm thrilled this is being looked at and I hope some new and needed changes happen.
As mentioned before, a truck route would be nice to keep large semi trucks from traveling through the middle of town.
Connect the side walks from interstate on snowy range road all the way to side walk on Clark street. It was started but no one ever followed thur to connect them
I primarily commute by bicycle and try to use the multiuse pathways as much as possible especially when cycling with my kids. Traveling by bike on a pathway rather than the roadway is more stress free and encourages parents to bring kids along. More multiuse paths would encourage more bicycle transportation and could relieve some parking & congestion issues downtown during the busy summer months.
Snowy Range Rd through "downtown" West Laramie is dangerous for biking, inadequate space and torn up between traffic lane and sidewalks. I bet you already know this, but wanted to be sure.
I'm really only interested in improved bike/walk access. Anything that can avoid being on a road would be fabulous.
Paved separate bike path t between West Side and Wedt Laramie
Guided bike tours of those options that exist today (with snacks at the end of the guided tour). In particular, reach out to students at Linford so kids can get themselves to the Library during the summer.
I heard that the greenbelt was going to be connected from west Laramie to east such as through the open area south of the high school. A lot of people in my neighborhood would use that a lot I feel.
Public transportation!!!!! Relying on UW for this as the city has done in the past does not work. Laramie needs real transportation options since we have real winters and the poorest communities away from grocery stores and health facilities.
Please see my comments to previous questions.
I recommend choosing careful where to cross the river and the green belt. Choosing the wrong spot means the path will be flooded much of the year. This the city needs to be ready to make an investment in a raised boardwalk in some spots if those are chosen.
Many families on the west side need free transportation to the grocery stores as there isn't really a grocery store in West Laramie. West Laramie needs sidewalks and gutters so it's ADA accessible.
It would be nice to have more paved, maintained roads in West Laramie. It's difficult to get places when roads are not plowed and are always washboard.
Find a safe bike path that doesn't close when the Laramie River comes up

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Q11. *Cont.*

If the goal is to get more people to want to "visit" West Laramie, I'd first like to see a West Laramie coalition that mimics the downtown coalition - there needs to be street improvements, business incentives, infrastructure upgrades, etc. Right now, local people are going THROUGH West Laramie, not to it. There's not a real reason to spend all this connectivity money when all we need to do is access the airport, mountains, etc. Now, if your goal is to get people from West Laramie to Laramie proper, I think the access we have now is sufficient. There doesn't seem to be a backlog of traffic.
Give them access to SafeRide
Host a Farmer's Market in West Laramie!
Relocate the railroad. If you did that, the current rail space could be designed as a public park space with multiple at grade throughputs. Major east-west roads like Sheridan could be extended. Construct underground bike paths under the railroad that connect to designated bike paths on the road. In addition to the challenge of the railroad, the other challenge is connecting west Laramie west of the river to Laramie. This is almost impossible by non-motorized transport given lack of pedestrian lanes and the speed of vehicles on 130. A paved pedestrian/bike path that is not along 130 but goes directly from Grand Ave to Kiwanis park might help. North South connectivity should also be considered. For instance, underground pedestrian and bike paths at 3rd, 9th, 15th, and 30th would be very helpful. Crossing grand avenue anywhere without a crossing light as a pedestrian or biker is dangerous.
My transformative change would be to be able to have multiple ways of getting to and from without a vehicle. More urban adventures!
if it shows on the Wyoming 511 application, it will be better!
Please do not alter the historic Garfield Street Pedestrian Bridge, in any way. This beloved landmark, built in 1930, is a delight to longtime residents as well as visitors of all kinds. The beautiful, rare, steel bridge is a crucial part of the personality and atmosphere of Laramie. Please let it be.
Pave the roads in West Laramie, create more bike lines/sidewalks
More public transport options and bike lanes
Really would like walkable sidewalks. There's a ton of missing sidewalks are sidewalks that are just plain useless because they are so ruined.
I think those considerations for where you build more bridges should be based on where new communities are being added. There is a lot of building north and south and I think residents who live further north and south may respond differently.
Aside from a hot air balloon taxi.. i mostly get around via bike. A really nice bikepath connection through spring creek would be great to reach the greenbelt. Ideally as an overpass that is used to provide a gateway to the city. Like the Reno arch. The gateway bridge could have little parklets on either side and be decorated to highlight the great amenities that laramie has
If there was public transportation from west Laramie to the university I would take it daily. *I love the bike or walk to campus but it's a short season for not driving.*

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Q11. *Cont.*

trying to force more "multimodal" traffic onto the "Garfield corridor" after it connects with Snowy Rane is a BAD idea. This is a major highway intersection with heavy truck and vehicle traffic. Keeping easy VEHICLE access to the side streets, and BUSNESSES should be the first thought and priority to this area. *Investing in and improving the Madison and Spring Creek corridors to provide greater "multimodal" access seem like logical and good opportunity's to interconnect with existing trail and paths around town.*
Vehicle traffic is terrible around Snowy Range Road and Wyotech. A traffic management plan, we road adjustments (lights or roundabouts) NEED to be addressed. That alone will help with the bike/pedestrian safety and bottleneck that occurs there. An additional route or two that doesn't have to go under the Snowy Range Road I-80 underpass would be great.
Think about impact to current neighborhoods and consider future development options for the town to grow.
More bike lanes in West Laramie would be highly appreciated
As a senior citizen, wish there was a bus stop in west Laramie
Don't make an already congested area more congested. Something is wrong with the traffic lights in Laramie - they often turn yellow and then people have to wait for a non-existent car to pass, same thing with green arrows. This is something to keep in mind.
I think that because the railroad goes right where all the changes want to be made that it's not an easy task and it may not happen because the railroad is what essentially brought most people to Laramie to begin with and the RR isn't too keen on changing their structure just because of crossings. But I love the idea of trying to solve the problem of getting more people to and from west Laramie more easily.
Extending the pedestrian/bike paths 100% so that it's easy and safe to navigate from West to East!
I welcome a connection, but please do not put additional roads or bridges through the West Side. It's such a small neighborhood... it's quiet... we love it here (especially after removing the Clark St bridge... we do not want another bridge!!) Running a connection north of the West Side (Curtis Corridor) or south of the West Side (Spring Creek or Riverside Corridors) will provide connection without destroying our West Side neighborhood.
I appreciate your efforts.
Increased information/signage about access should be part of the conversation. There are little dirt roads and paths but it's not clear if they connect or are public property.
City planner could ensure services (grocery store, urgent care/hospital) are available in the area.
Just getting to the walking path is my personal priority. And being able to walk/bike into downtown on the path would be really cool.
More things to do or go to in west Laramie- like shops and see its safeness and friendliness
Having dedicated space/lanes on paths for bikes and pedestrians would be nice for safety and different speeds. There would be an interesting opportunity to involve mountain bike trail builders to make side features that could bring added enjoyment and incentive to taking a corridor. In the same vein involving local artists or sculptors could also bring added value to these pathways.

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Q11. *Cont.*

We already have some wonderful bike trails connecting to West laramie but the city doesn't even maintain or improve the existing trails at all so why waste money to make more if they will abandon taking care of them once they are built.
Thank you for gathering information. It will be wonderful to have better bike/foot access from West Laramie to East Laramie.
Ensuring clear accessibility, pathways, signage, for people with disabilities, walkers/bikers, runners, strollers etc. to be visible for them as well as drivers. Installing more protective bike paths and pedestrian crossing lights. Limiting amount of inclines/grades to not deter people from using a walkway or crossing. Give people reasons to explore both sides of Laramie while keeping in mind environmental factors like wind, high water, etc. to may deter one from venturing to both sides.
Mass transit would be wonderful.
Lower the speed limit on Snowy Range Road to 30mph for its entire length. Get rid of the 0.9 mile segment of 45 mph
I don't go often to the west so...I have no feedback
I think using the Greenbelt (expanding maybe) would be super helpful in connecting
Some connection south of i80 like the spring corridor would be a huge help. Also a bike lane near snowyrange would be good since the road is so busy. Don't just paint a line on snowyrange though. The road is too busy for that. Build an actual path off the road.
The biggest issues in my opinion relate to the lack of sidewalks and safe biking/walking space to get to the greenbelt when in West Laramie. The greenbelt is an excellent connection to east Laramie (though access from the greenbelt to spring Creek would is what it is lacking most). But from Riverside and other parts of West Laramie the lack of sidewalks makes getting to the greenbelt not as safe.
In addition to the increased opportunities for recreation, an improved central walking/biking corridor would be helpful for promoting bicycle and walking commuting, both as a lifestyle and for those who have no other transportation option. Laramie is a wonderful town for biking and walking (even in winter, although I know that is not realistic for many people); I greatly appreciate projects and surveys like this--thank you. Also, very cool web app/map!
Widening the pedestrian bridge would be cool so that you could have 2 bikes pass each other and not have to get off a bike and walk over it
I feel the biggest challenge in West Laramie is the lack of paved roads, curb and gutter, and proper drainage in the residential areas. Back when West Laramie was annexed into the city we were given all kinds of promises for improvements to roads and curb and gutter. Our parents and many of the residents at that time paid thousands of dollars and the money was never used for the improvements. We did get city water and sewer but the roads have not been paved as promised. I feel that the lack of developing this area has led to safety issues for the residents . I also feel that the lack of curb & gutter contributes to residents neglecting their properties due to the precedence that dirt roads, poor drainage and failure of the city to enforce regulations regarding junk properties sets for neighborhoods. A grant for beautification, improving road ways and developing the infrastructure within the W L would be of more importance to us and I would guess to say 90 % of the WL residents.
if you go madison flint please be nice to me. my house is right there close to the interstate underpass.
Kill this and save our tax money.

DRAFT

Q11. *Cont.*

Parking on the west side of the pedestrian bridge to encourage fewer cars in downtown and a little bit more walking. Slower speed limit until past Garfield on Snowy range.
A bus route from the gateway gas station to downtown would open up travel for many low income and elderly people who live near snowy range
Providing safe access to downtown via bike or walking paths.
Pave the roads
I THINK YOU HAVE ENOUGH PROBLEMS MAINTAINING THE ROADS AND PATHS THAT YOU HAVE WITHOUT ADDING ANYMORE PROBLEMS THAT YOU WILL NOT MAINTAIN. YOU SHOULD WORK ON FIXING THE PROBLEMS THAT YOU ALREADY HAVE. OUR WEATHER WHICH YOU CANNOT DO ANYTHING ABOUT CAUSES OUR PATHS, WALKS AND ROADS TO REQUIRE YOUR UNDIVIDED ATTENTION. FIX AND MAINTAIN WHAT YOU HAVE !!!!!!!
I would really love the roads in west Laramie to be paved. This should be a top priority.
Understanding the flow of traffic on the west side would be ideal and how we can better improve these areas. There are a ton of people around 4:20pm on the week days that get out of Wyotech and cut across the snowy range gas stations parking lot because traffic is so backed up at the corner. Improving sidewalks and providing more opportunities for walking paths in our own neighborhoods. Many of the West sliders walk on the roads and prefer not to bike due to having to ride alongside not only cars and trucks but semis is less than ideal. Creating a bike corridors that bypasses Snowy range and takes you to either the green belt or some other proposed route would be really nice! And creating a biking path that goes through some more scenic areas would be nice. I know you can bike on the greenbelt but there are so many people that get really annoyed when a bike goes past them on this path. Lastly, please bring in the voices of the snowplow drivers (parks and mosquito) into this decision.
Public transportation would be a huge benefit
Another path over the rail yard between the pedestrian bridge and I80 . Accessing the green belt near Trihydro you are forced to go quite a ways north to cross over the tracks and the go back south if you were headed somewhere in the spring creek area
Truly transformative would be a vehicle and pedestrian combo bridge to replace the current pedestrian bridge in the Garfield corridor. We only have Curtis, Harney and i80 to go anywhere, but downtown is a top destination. Parking in West side is limited and intrusive to those residents by the bridge. This is a pipe dream, but anything else is a waste of money as it relates to vehicle traffic routes. You can invest and build on footpaths, greenbelt, etc all you want... but the far majority of West Laramie residents drive everywhere we go
Why wasn't Garfield used before?
Please pave and sidewalk the dirt roads!
I believe it's important to keep bikeways as safe as possible to share the roads with cars. I want people of all ages to enjoy biking across all of Laramie on a regular basis.

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PUBLIC ENGAGEMENT

Q11. *Cont.*

Paved roads, sidewalks, storm sewers, requiring residents to remove trash and junk from yards
The Snowy Range Road and Adams intersection is awful and prohibitive. People going to/from work and WyoTech classes make it difficult to cross.
Nothing is that far—it would be nice to focus on walking and biking routes, rather than always prioritizing cars.
Add a sidewalk/ walk path all the way along Garfield from the footbridge to the territorial prison.
Paved roads in West Laramie would help access to all the corridors
Dogs must be leashed on new paved biking and walking paths created in the Madison Flint Corridor. Currently the area is wide open and many dogs are off leash due to the wide open space. Perhaps consider a fenced in dog park area for people to let their dogs off leash. This would encourage obeying leash laws if there is a fenced dog park area provided in the new Corridor.
Transportation via bicycle would benefit from paved paths. Hoping one day the streets in West Laramie also get paved.
We'd love if roads like South Fillmore Street would be paved as they're currently gravel.
Just having any public transportation that went to the West Side Neighborhood and West Laramie to Downtown, the University area, Safeway, the Walmart area would be great. *Additionally - West Laramie is a bonafide food desert. It would be awesome to have a real grocery store - not a Dollar General, in the West Laramie. Encouraging mixed used development seems important to me and steps away from that antiquated idea of city planning where zoning should be separated by use.*
Having multiple ways to get to and from West Laramie is my primary concern. I vary my route based on where I'm going to or coming from.
A connected Greenbelt path from the Laramie River to the Pilot Hill Rec area, allowing full East/West transportation across the city, would be a remarkable improvement to the livability of the city of Laramie. Though, in general, I think Laramie's focus on interconnecting its various center neighborhoods to the rising disconnected developments.
I think an additional pedestrian bridge would be helpful
I love the West Side, but more time, energy, and money is spent on this neighborhood and how it feels than any other in town combined. There has not been a semblance of consensus amongst its own residents. What is the payoff for the rest of town with all of this? What if it stayed a sleepy little neighborhood with some great amenities and deep history? I'm willing to be convinced otherwise, but the narrative has remained consistent that the neighborhood wants to be thriving without changing anything.
I just want safer ways to get to the west side without driving

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Survey #1 Scoring Methodology

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

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

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PUBLIC ENGAGEMENT

Intercept Surveys

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

Discover Laramie Event (4/05/2025)

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

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



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PUBLIC ENGAGEMENT

Garfield Footbridge (4/16/25)

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

Optimist Park (4/12/2025)

- Engaged with 35 people
- Distributed Survey #1 flyers

Bud's Bar (4/10/2025)

- Engaged with 25 people
- Distributed Survey #1 flyers

JSI Grill (4/11/2025)

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

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

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PUBLIC ENGAGEMENT

Scoring Methodology

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

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

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Phase 2

Survey #2

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

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PUBLIC ENGAGEMENT

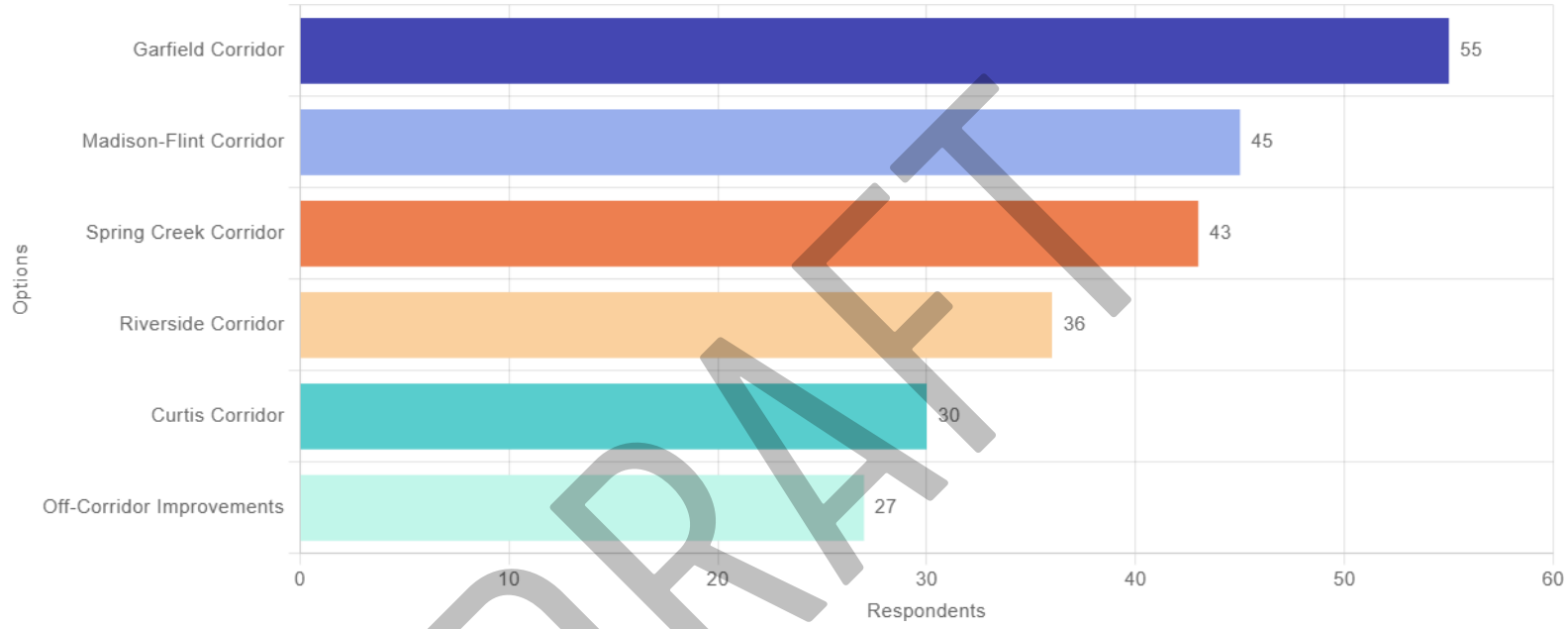
Section 1: What corridors are you interested in?

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



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

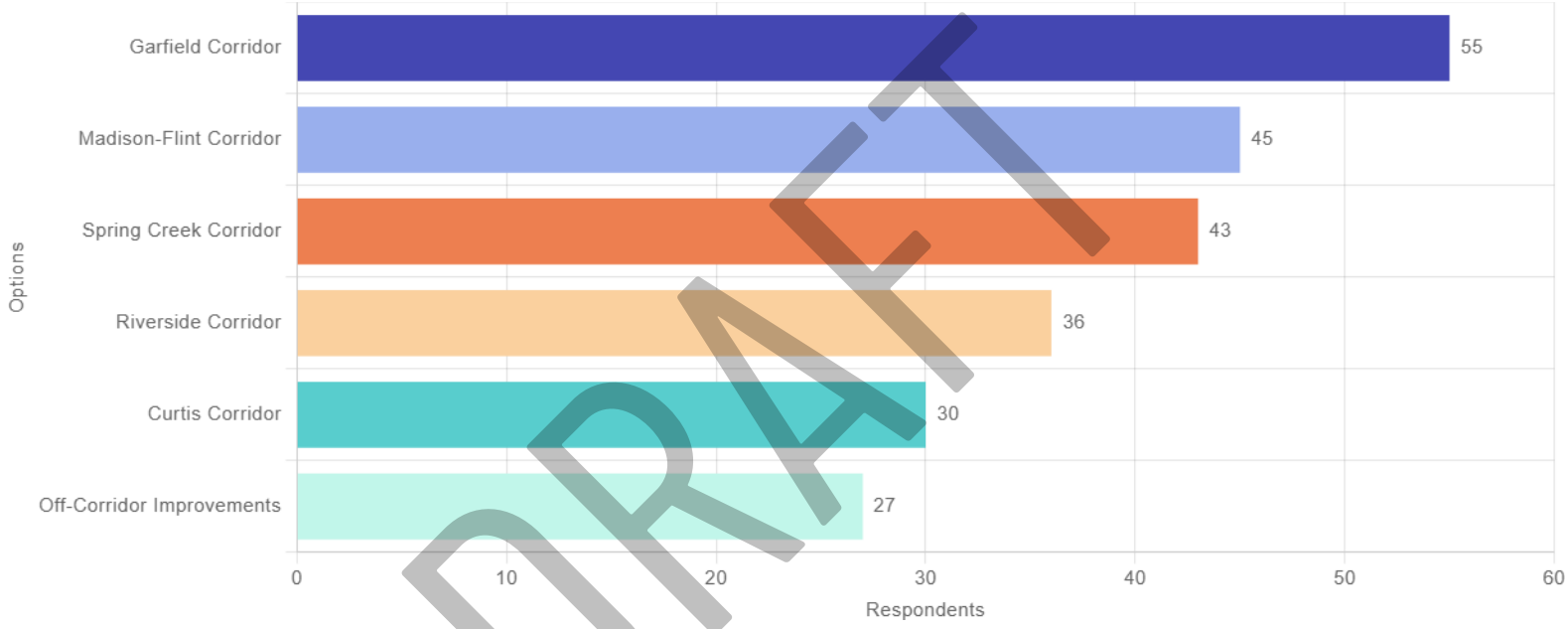


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PUBLIC ENGAGEMENT

Section 2: Where should we invest?

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



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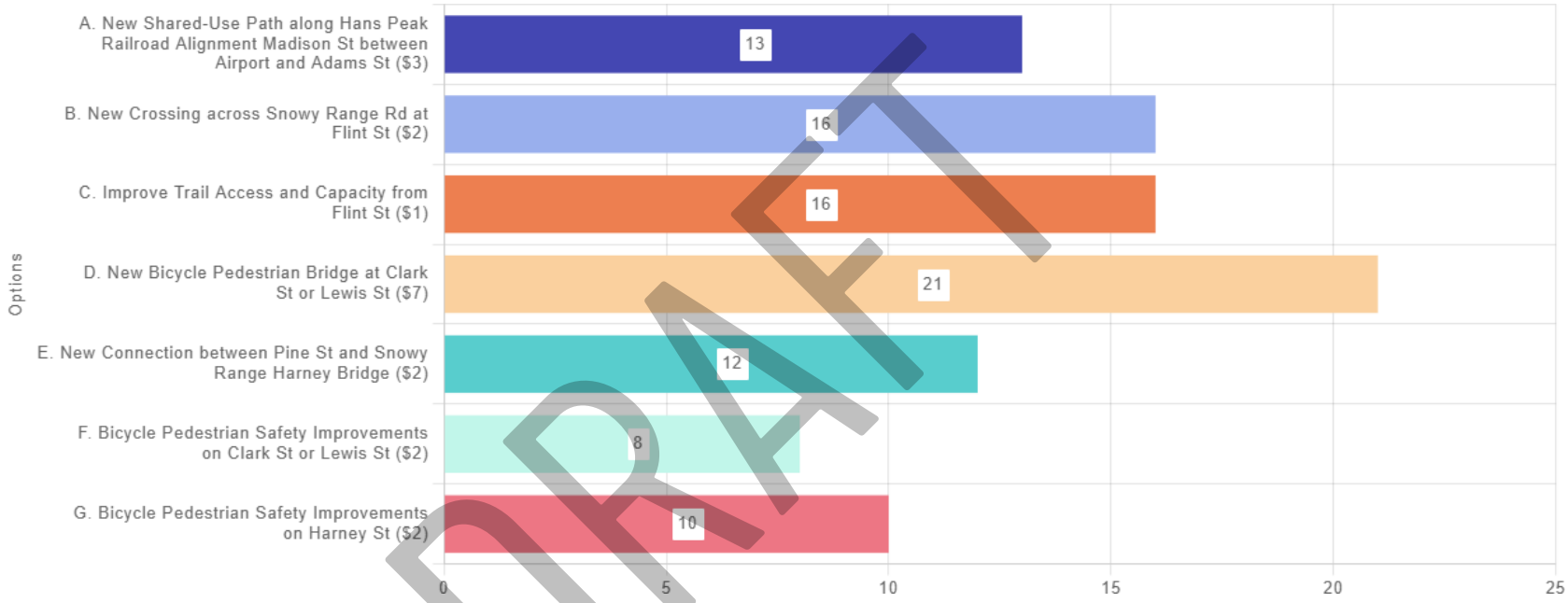
Q4. *What other improvement(s) would you invest in for the Curtis Corridor?* (8 responses)

Responses
A bus stop with a consistent schedule
Planning for future outer green "beltway" that connects to Cirrus Sky
Currently the path across i-80 is on the south side of the road making it difficult to transition back on to Curtis near the Petro to head west on the dirt road to link up with Welsh Lane.
as a pedestrian crossing at "B" I-80 on/off ramps is intimidating, once you do it you will know what I mean. You are trusting that those coming off of I-80 are paying attention that you are crossing and same goes for those getting onto the interstate. It's especially intimidating because it is mostly semi traffic and it is harder for them to see pedestrians. A lighted flashing signal would be nice rather then just stop signs.
Biggest issue to biking this corridor is crossing the interstate on and off ramps- it is always sketchy and I avoid going this way
Traffic lights on over pass
Spend the money on improving rainwater run-off in the area.
No more bike lanes

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PUBLIC ENGAGEMENT

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



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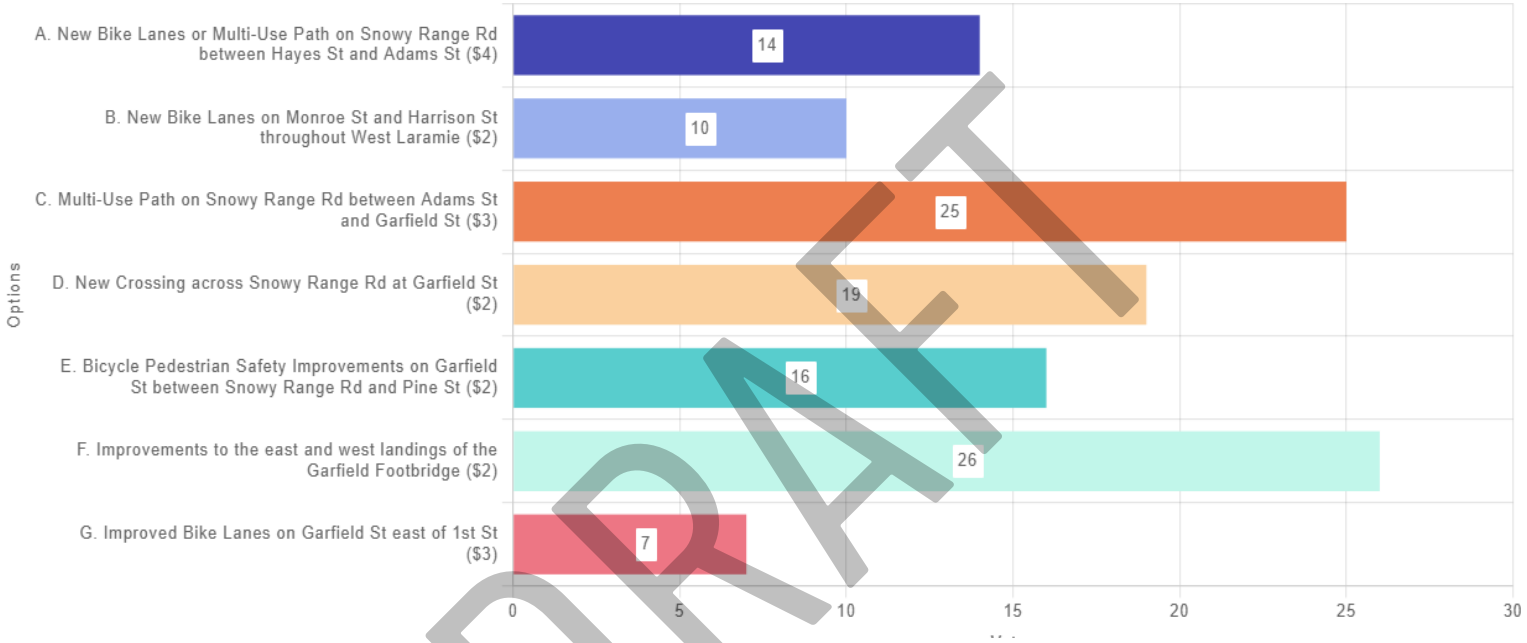
Q6. *What other improvement(s) would you invest in for the Madison-Flint Corridor?* (9 responses)

Responses
A bus stop with a consistent schedule
New decking to the bridge on the Greenbelt behind Gustave A Larson Company
I love the idea creating a shared use path along the Hans Peak Railroad path. I use this path already several times a week as do many others. Creating a bridge at clark or lewis would really build on that idea and draw more pedestrian/bike traffic to that route.
Na
Currently I use the underpass on Madison and then head down greenbelt to pedestrian bridge, but improved bike infrastructure on harney bridge and road would make it possible to use that bridge too
Pave from the interstate to the green belt
Paving west Laramie, stop signs in west Laramie. Not everything revolves around parks and pathways
Spend the money on improving rainwater run-off.
No more bike lanes

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PUBLIC ENGAGEMENT

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



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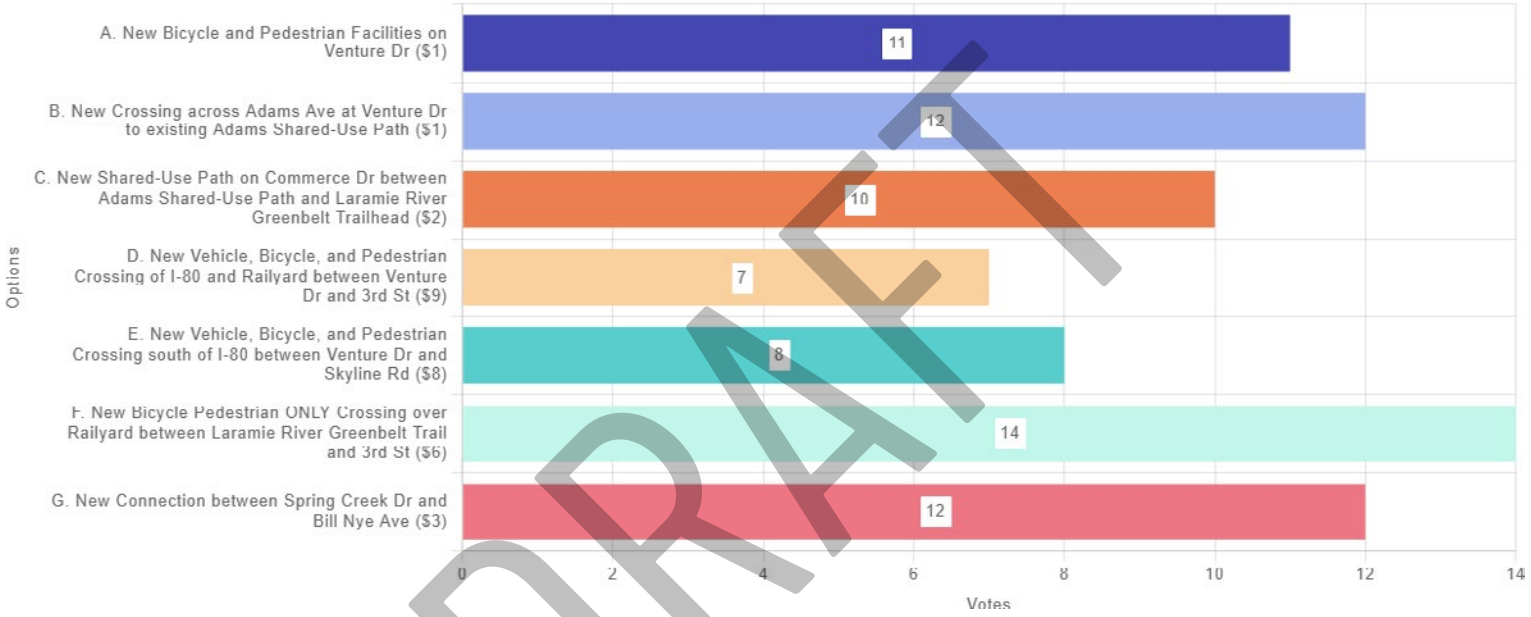
Q8. *What other improvement(s) would you invest in for the Garfield Corridor? (14 responses)*

Responses
Definitely saver foot/bike travel along Snowy Range between Adams and Garfield
A bus stop with a consistent schedule
The on ramp for I 80 Eastbound on Snowy Range Road is terrifying. I've almost been hit as a pedestrian in the crosswalk multiple times.
Create a bike/pedestrian only path with no stops all the way from 1st street up to Boulder Dr. Makes no sense to create paths that share car traffic or that don't take you to places within the heart of Laramie.
Improvements to sidewalks / accessibility where needed
I didn't use all of my allocated $10 because I would like to put $4 more dollars towards improvements to the east and more importantly th west landings of the Garfield Footbridge.
Na
I want the road over the railroad again. this seems like a good spot
Biggest problem movement would be safer bike travel along snowy range road in west Laramie by interstate on ramp. I go this way when greenbelt is flooded and it's a bit sketchy going by the on and off ramps
None
Solar panels, car charging stations, more bus stops.
Landscaping, beautifications, signage
Spend the money on improving rainwater run-off.
No more bike lanes

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PUBLIC ENGAGEMENT

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



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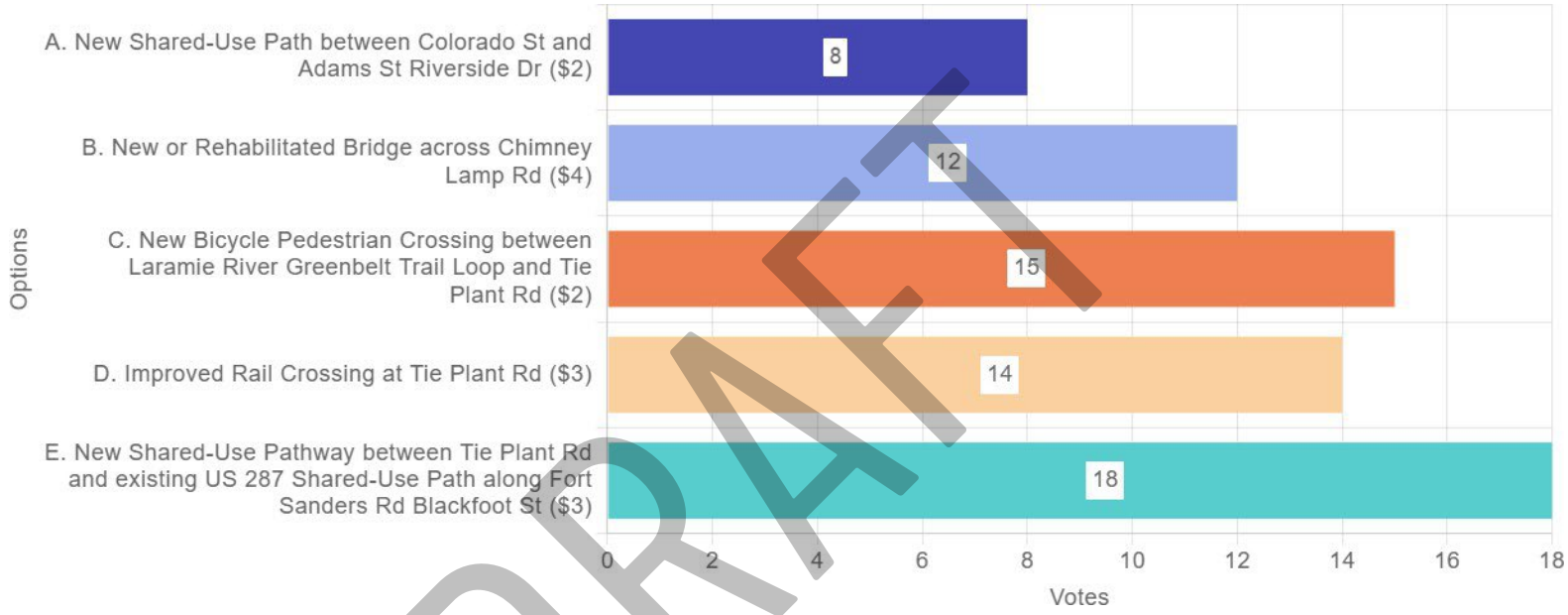
Q10. *What other improvement(s) would you invest in for the Spring Creek Corridor?* (10 responses)

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

DRAFT

PUBLIC ENGAGEMENT

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



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

Responses
A bus stop with a consistent service
Planning that allows for future outer green "beltway" that would eventually connect to Pilot Hill is important
It would be great to be able to use the green belt to access roads further south without having to go through the i-80/287 interchange.
Include crossing across 287
Superior connection between Skyline and 287
Lighting , safety improvements
Spend the money on improving rainwater run-off.

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PUBLIC ENGAGEMENT

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



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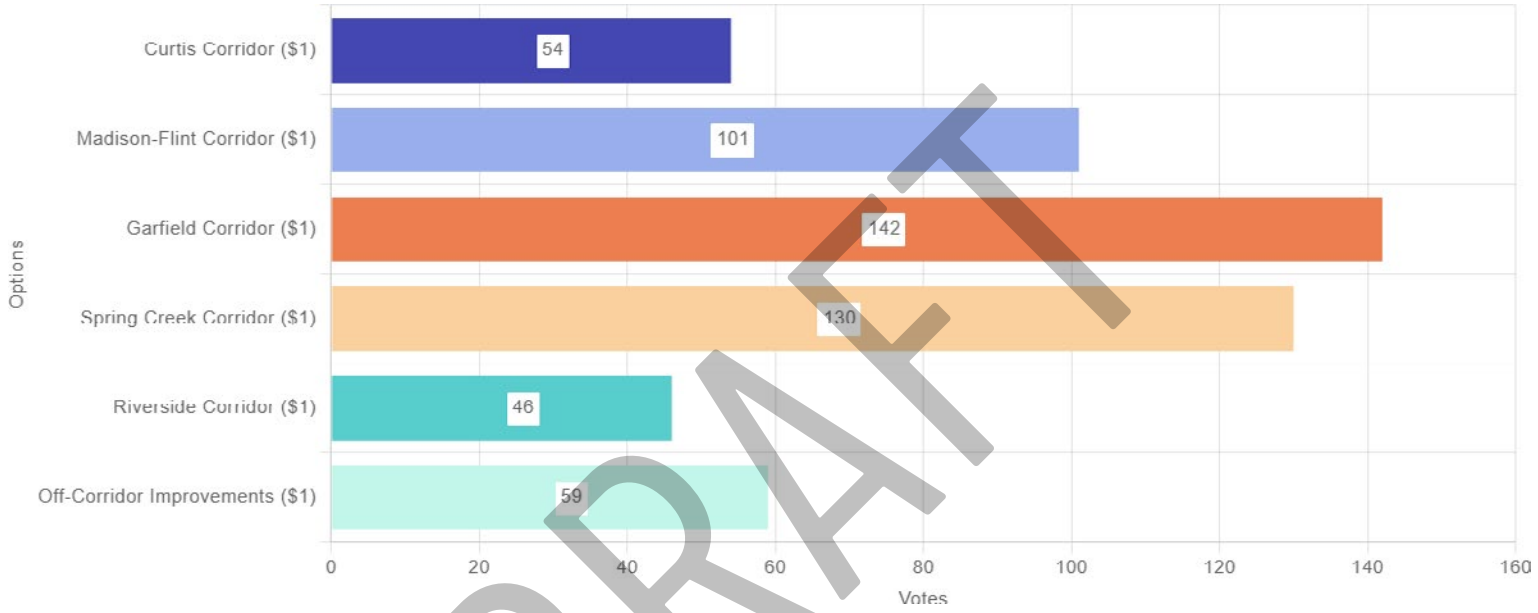
Q14. *What other off-corridor improvement(s) would you invest in?* (8 responses)

Responses
A bus stop with a consistent service
Dedicated pedestrian phase signals in places where it makes sense - I have been nearly mowed over by cars turning left on solid greens without yielding too much
Dust pollution from Dirt Streets in West Laramie. We all breathe it everyday. Smoke from Fires is not as severe as the daily intake of breathing this dust. Daily, multiple times a day I use a leaf blower to remove dust from patio furniture. I would love to hear from you and discuss further. Riding bike and walking in dust pollution at the levels we experience is NOT HEALTHY i
None. We want clean water, good streets and emergency services
adding bike lanes ON Snowy Range Rd and Hwy 230 from the West side to the west boundary of town.
Roads
Spend the money on improving rainwater run-off.
No more bike lanes

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PUBLIC ENGAGEMENT

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



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Section 3: Final Thoughts?

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

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

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PUBLIC ENGAGEMENT

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



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Scoring Methodology

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

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

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PUBLIC ENGAGEMENT

WyoTech Car Show 06/07/2025

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

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





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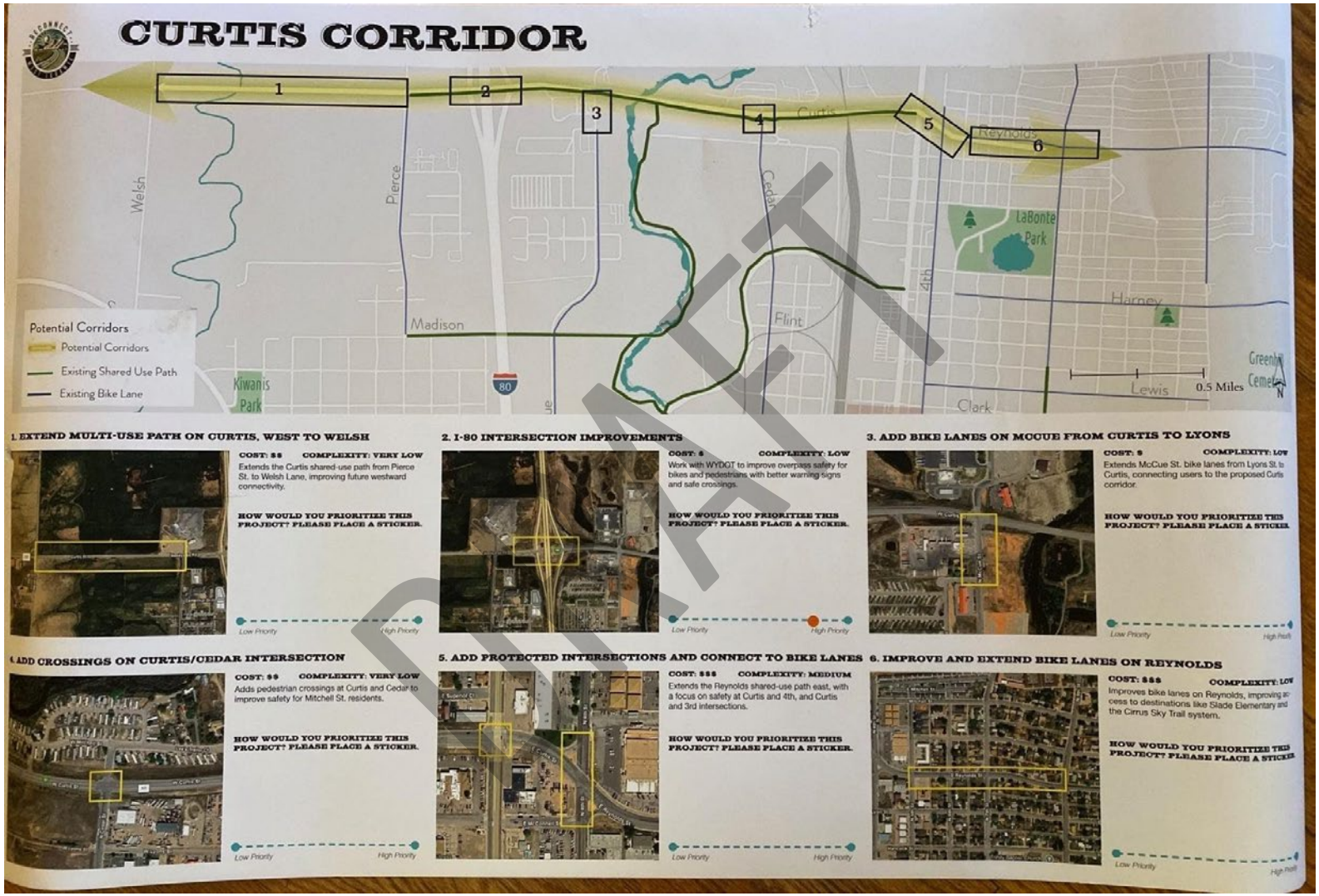
Scoring Methodology

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

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

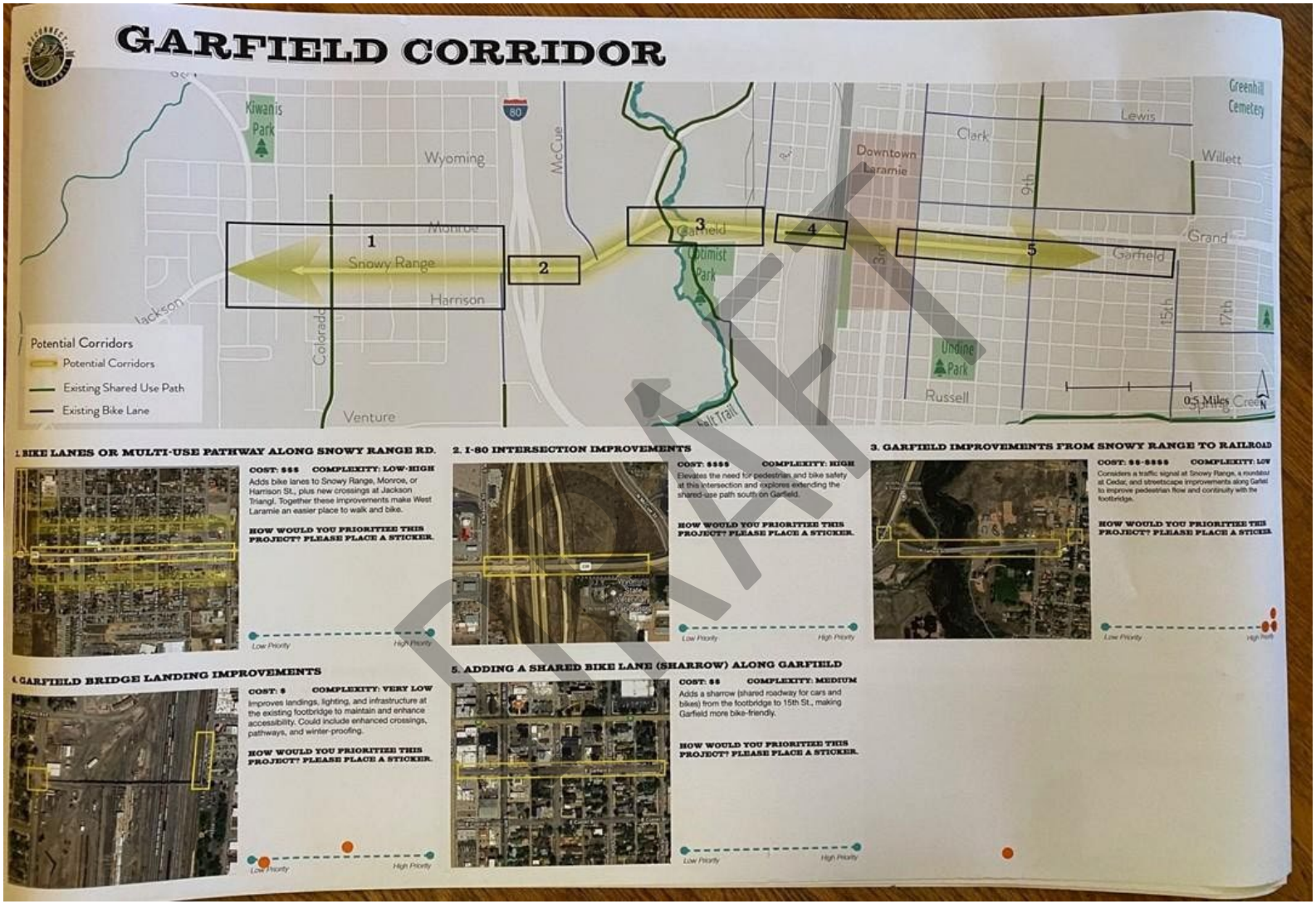
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PUBLIC ENGAGEMENT



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PUBLIC ENGAGEMENT



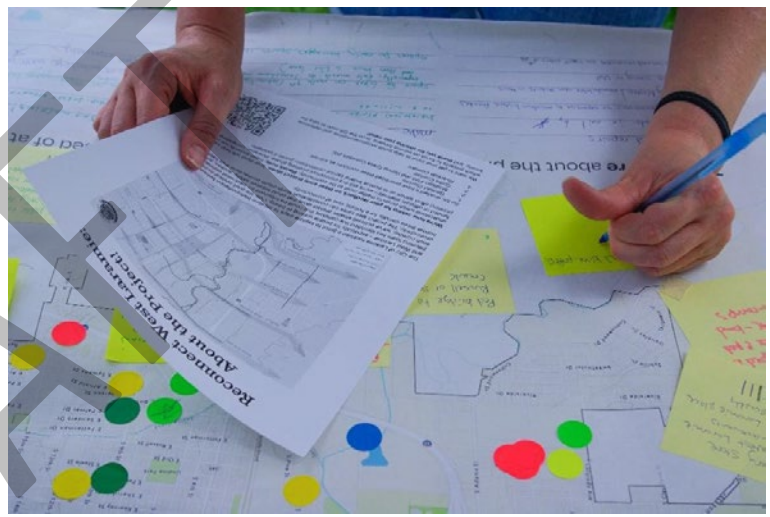

SPRING CREEK AND RIVERSIDE CORRIDOR
Venture
Spring Creek Corridor
Commerce
Riverside Corridor
Laramie River
Laramie River Greenbelt Trail
Russell
Spring Creek
Bill Nye
Skyline
Potential Corridors
Potential Corridors
Existing Shared Use Path
Existing Bike Lane
0.5 Miles
N
In a hurry?
Have friends who couldn't make it?
Give us more feedback by taking the online survey.
Scan the QR code below.
1. VENTURE DRIVE BIKE LANES, SIDEWALKS, AND CROSSINGS
COST: $ COMPLEXITY: VERY LOW
Adds bike lanes and sidewalks to both sides of Venture Dr., with a crosswalk at Venture Dr. and Adams St. This project has already been designed and just requires funding to complete.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.
Low Priority
High Priority
2. COMMERCE STREET CONNECTION TO GREENBELT TRAIL
COST: $ COMPLEXITY: VERY LOW
Extends the Greenbelt Trail with an on-street path along Commerce Dr. to Adams St., improving trail access from Adams and nearby Venture Dr. This project connects two existing shared-use paths.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.
Low Priority
High Priority
3. RAILROAD CROSSING AND CONNECTION TO SPRING CREEK
COST: $$$$ COMPLEXITY: VERY HIGH
Explores a new railroad crossing between Venture Dr. and Bill Nye linking the Greenbelt and Spring Creek Trails, improving connectivity in the southern part of town.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.
Low Priority
High Priority
TRAIL EXPANSION SOUTH OF WYOTECH
COST: $$ COMPLEXITY: VERY LOW
Formalizes and extends the shared-use path south of the Wyotech campus, behind the homes on Riverside Dr. This project would also connect to Commerce Dr.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.
Low Priority
High Priority
5. LARAMIE RIVER CROSSING AND CONNECTION TO TIE PLANT
COST: $$$ COMPLEXITY: VERY HIGH
Improves trail access from Chimney Lamp and Tie Plant Roads, including a new or upgraded bridge over the Laramie River.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.
Low Priority
High Priority
6. RAIL CROSSING AND CONNECTION THROUGH TIE PLANT TO 287
COST: $$$ COMPLEXITY: VERY HIGH
Extends the existing US 287 path west to Tie Plant Rd. via Blackfoot St., adding a safer railroad crossing for bikes and pedestrians. This strengthens the connection between US 287 and the Greenbelt Trail and could add an additional roadway connection.
HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.
Low Priority
High Priority
DRAFT

PUBLIC ENGAGEMENT

Pride in the Park 06/14/2025

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





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Farmers Markets

June 20

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

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

Scoring Methodology

In this activity, votes were divided evenly among the bridges, within each option. Option A included Curtis and Madison-Flint, while Option B included Spring Creek and Riverside. Each bridge's share of the total 93 votes was compared, and bridges with higher percentages (Spring Creek and Riverside) received a score of 2.

Bridge	Option	Votes	% of Total (93)	Score
Curtis	Option A	33	35%	**2**
Madison-Flint	Option A	33	35%	**2**
Garfield	not included	—	—	**2***
Spring Creek	Option B	51	55%	**3**
Riverside	Option B	51	55%	**3**
Off-Corridor	Not included	—	—	**2***
Total Responses: 93	**Off-Corridor and Garfield did not appear in this activity but were assigned a neutral score of 2 since both were mentioned in general participants feedback, ensuring they were accounted for in the total scoring.*			

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PUBLIC ENGAGEMENT

Farmers Markets

June 27

City of Laramie planning staff tabled at the June 27th, 2025 Farmers Market. During the event, staff distributed Survey #2 flyers leading to the survey and answered questions from residents on the project.





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Farmers Markets

September 12

On September 12, the consultant team and city staff engaged approximately 60 individuals at the farmers market, gathering feedback on project area priorities. Individuals could vote on their favorite concepts and strategies.

Concept	Corridor	Votes	Other Comments
Roadway Bridge from 2nd Street to Venture Avenue	SC	34	*Continue Bill Nye Street connection*
Pedestrian Bridge from 2nd Street to Laramie River Greenbelt Trail	SC	32	
Pedestrian Space and Plaza at Garfield Bridge in West Laramie	GAR	23	*Raised crosswalk concept for pedestrian space and plaza at Garfield Street*
Pedestrian and Bike Improvements to Curtis and Reynolds Street and 4th and 3rd Street with Existing Alignment	MF	23	*Extend bike lanes through school zones with improved traffic control* *Focus on Mitchell Street for both bike and vehicle traffic* *Desire for more greenery near protected intersections*
Pedestrian Space and Plaza at Garfield Bridge and 1st Street	GAR	20	*Flooding concerns on 1st Street* *Interest in making this section pedestrian-only and converting one block of Grand Avenue to one-way traffic.*
Trailhead to Laramie Greenbelt at Flint Road and Intersection Improvements	MF	15	*Suggestion to add Clark Street Bridge with directional access (Clark east-only, Snowy Range west-only)*
Improve Bike and Pedestrian Crossing at Curtis Street and I-80	CUR	5	
Future Phase: Re-Align Curtis Street and Reynolds Street at 4th Street	CUR	4	

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PUBLIC ENGAGEMENT

Additional In-Scope Comments

- A few community members expressed strong support for Riverside corridor, specifically community members living in West Laramie near the proposed corridor
- Better crossings on Harney Street



Comments Outside of Project Scope

- Request for the following locations to be included in the public transportation plan: laundry facilities, mental health facilities,
- Albany Community Health Clinic, along 1st Street, connection to Washington Park area; Bus stops along all parks, having an app to track the bus.

Other requests

- Area around Walmart, request for better bicycle infrastructure getting to the store
- More bike parking on Grand Street, bike parking close to FedEx
- Safer crossings on 3rd Street near Undine Park
- Need crosswalk on Custer and 3rd Street
- Request to narrow Ivinson St
- Better crossings across Harney Street
- Request to continue Laramie Green Belt Trail further north

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Jubilee Days

The City of Laramie engaged the community during Laramie's Jubilee Days including the following events:

- Freedom Has a Birthday July 4
- Pancake Breakfast July 11
- Laramie Brew Fest July 12

Survey flyers for Survey #2 were distributed during the events and staff were available to answer questions and receive project feedback.

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PUBLIC ENGAGEMENT

Albany County Fair 07/31/2025

City staff and the consultant team participated in the Albany County Fair Family Night on July 31. The team engaged with approximately 20 individuals. Several individuals expressed stronger support for the three central corridors, Madison, Garfield, and Spring Creek, with particular interest in Spring Creek as a potential southern pedestrian and bicycle connection. There was also notable support for enhancing access to the Garfield footbridge. The project team distributed flyers for Survey #2 during the event.





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PUBLIC ENGAGEMENT

Community Bike Ride 09/12/2025

Approximately 15 participants, including three project team members, joined the community bike ride on Friday, September 12. The group met at the Laramie Farmer's Market near the Garfield Footbridge and rode a route highlighting key project strategy locations. Stops included the east side of the Garfield Footbridge, west landing area of the Garfield Footbridge, the Laramie Greenbelt Trail (near the proposed location of the Spring Creek corridor), and the Flint Avenue Trailhead and crossing. The ride provided participants with an opportunity to share feedback on proposed site improvements and ask questions about the project





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PUBLIC ENGAGEMENT

Project Area Feedback	
Location	**Feedback**
East Side Garfield Footbridge	• *Refine bus stop/bridge ramp landing to ensure comfort and safety of cyclists as they depart the ramp* • *Strong support for expanded pedestrian walkways and expanded plazas* • *Consider formalizing 1st Street's (currently informal) 2-way traffic for bicycles, 1 way traffic for cars.* • *Sight Triangles* • *Bush shelter; can bus move?* • *Crossing intersection of 1st Street and Grand Ave*
West Side Garfield Footbridge	• *Ensure plaza design accommodates downhill bike speed and navigation off ramp. ("Keep it fun!")*
Laramie Greenbelt Trail near Spring Creek Corridor	• *"Complete Street" option seems too large and costly; will require significant investment and additional study* • *Strong support for bike/pedestrian bridge option* • *Maintain option to study a direct connection from existing pathways directly across 3rd street along with current proposed re-route to future Bill Nye traffic signal.* • *Bike/ped connection on South 2nd Street* • *Optional Park, pave parking lots* • *Beware of the right turn lane and bike/ped*
Flint Avenue Trailhead and Crossing	• *Crossing should prioritize where residents cross more often* • *Direct crossing at Flint Street is important as safe route to Cedar is very 'out of the way' leading to unsafe crossings for convenience* • *Garfield and Snowy Range Road intersection should be a prioritized crossing; there are existing speed concerns at this intersection* • *Wayfinding will be important to access city parcel behind private drives.* • *Garfield and Clark Option* • *Bike/ped bridge over Snowy Range*

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RECONNECT
WEST LARAMIE



Reconnect West Laramie

Existing Conditions & Baseline Data Technical Memorandum

Final
June 2025

DRAFT

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Reconnect West Laramie

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

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

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



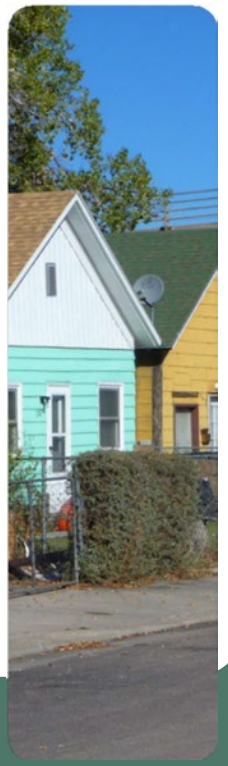
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Study Area



Figure 1: Study Area

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



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Purpose

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



Create intuitive connections for all ages and abilities



Improve safety for pedestrians and bicyclists



Enhance connectivity for vehicles, pedestrians, and cyclists



Develop convenient and accessible transit services



Expand access to jobs, services, education, and recreation



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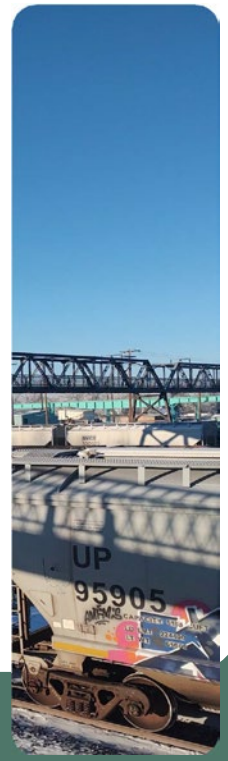
Previous and Ongoing Efforts

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

Multimodal Infrastructure in West Laramie

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

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



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Previous and Ongoing Efforts



Figure 2: West Laramie Road Surface Type & Sidewalk Infrastructure

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

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



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Previous and Ongoing Efforts

Multimodal Infrastructure Connecting to and from West Laramie

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

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



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Previous and Ongoing Efforts

Multimodal Infrastructure Connecting to and from West Laramie (continued)

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

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



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Previous and Ongoing Efforts

Reconnecting Communities Grant Application

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

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

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



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Previous and Ongoing Efforts

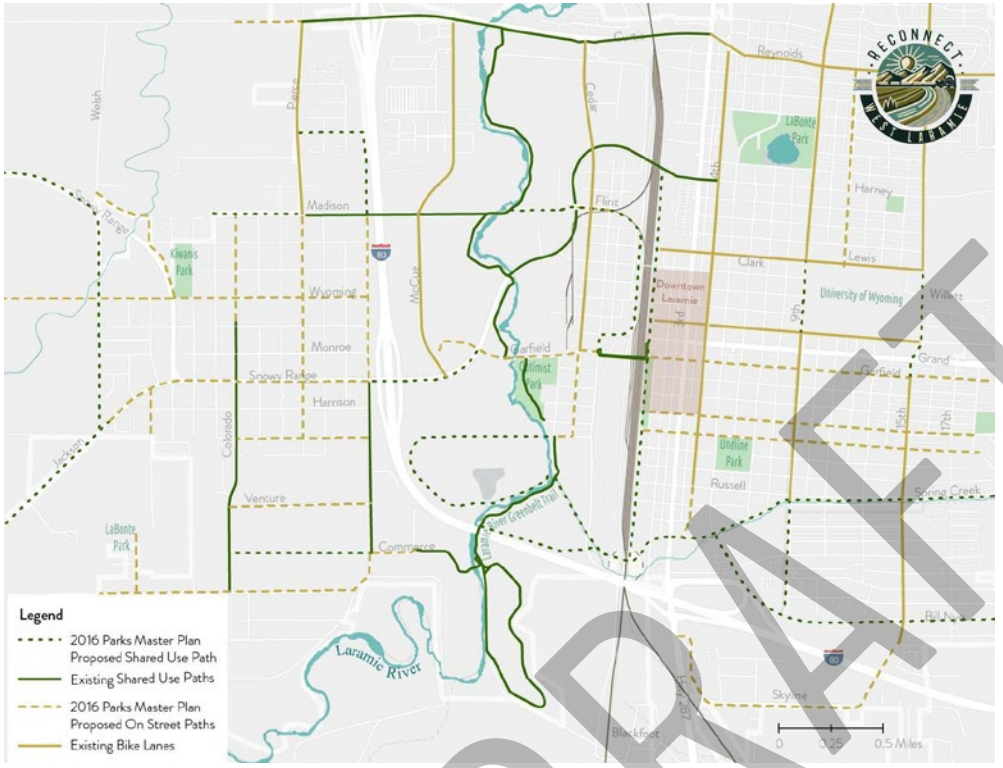
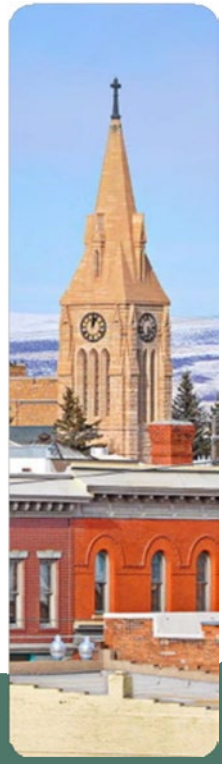


Figure 3: 2016 Parks Master Plan (Updated for 2025)

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



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Destinations

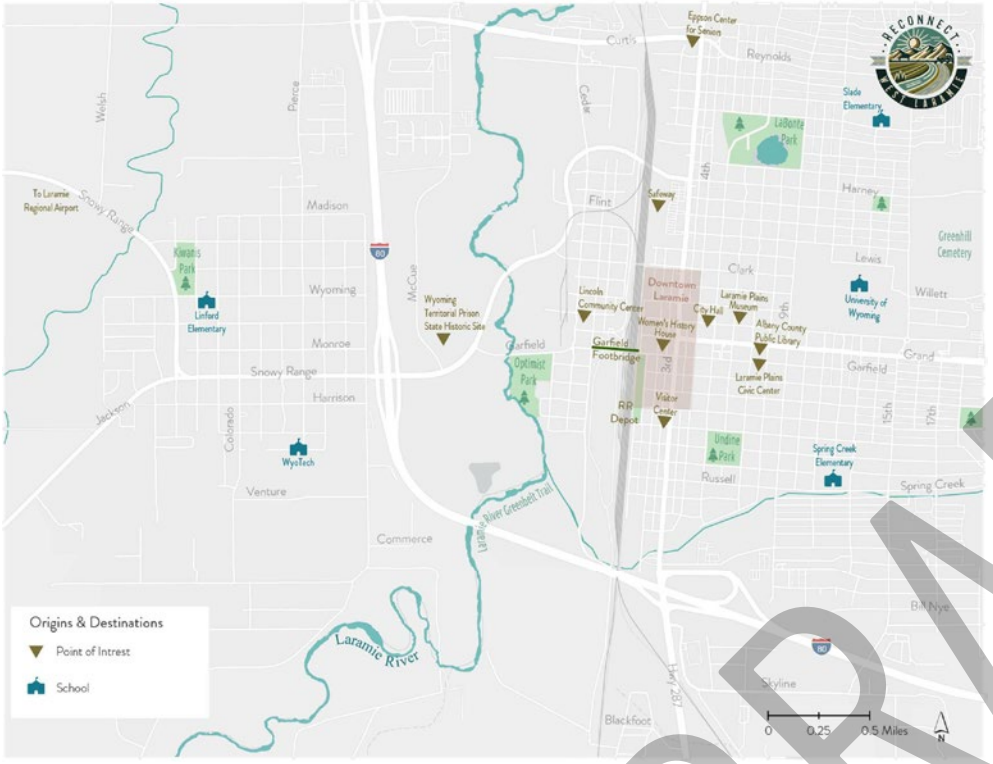
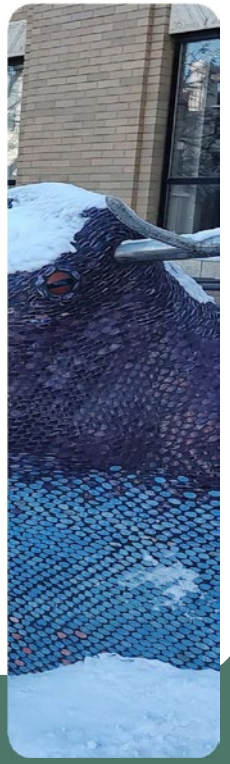


Figure 4: Destinations

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



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Existing Transportation Assets

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





Laramie River Greenbelt

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

Curtis Off-Street Bikeway

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

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Existing Transportation Assets



West Laramie Connector Project

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



Garfield Pedestrian Bridge

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

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Existing Transportation Assets





Snowy Range Overpass

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

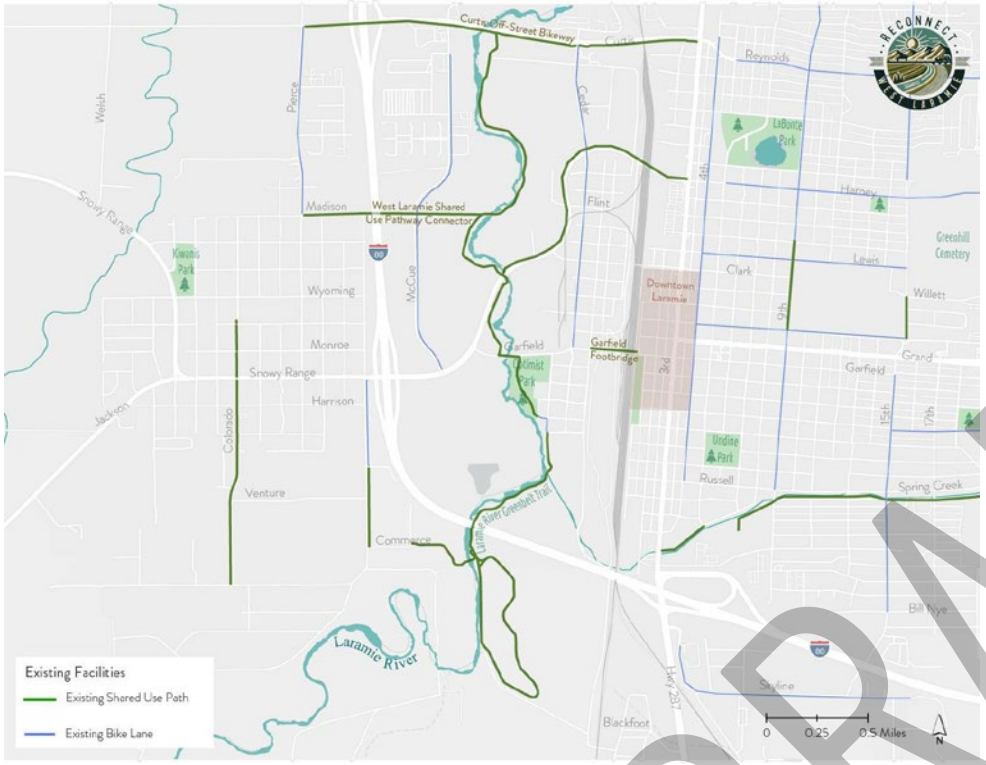
Transit

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

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

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Existing Transportation Assets



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



Figure 5: Existing Transportation Assets

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Existing Pedestrian and Bicycle Activity

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

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

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

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

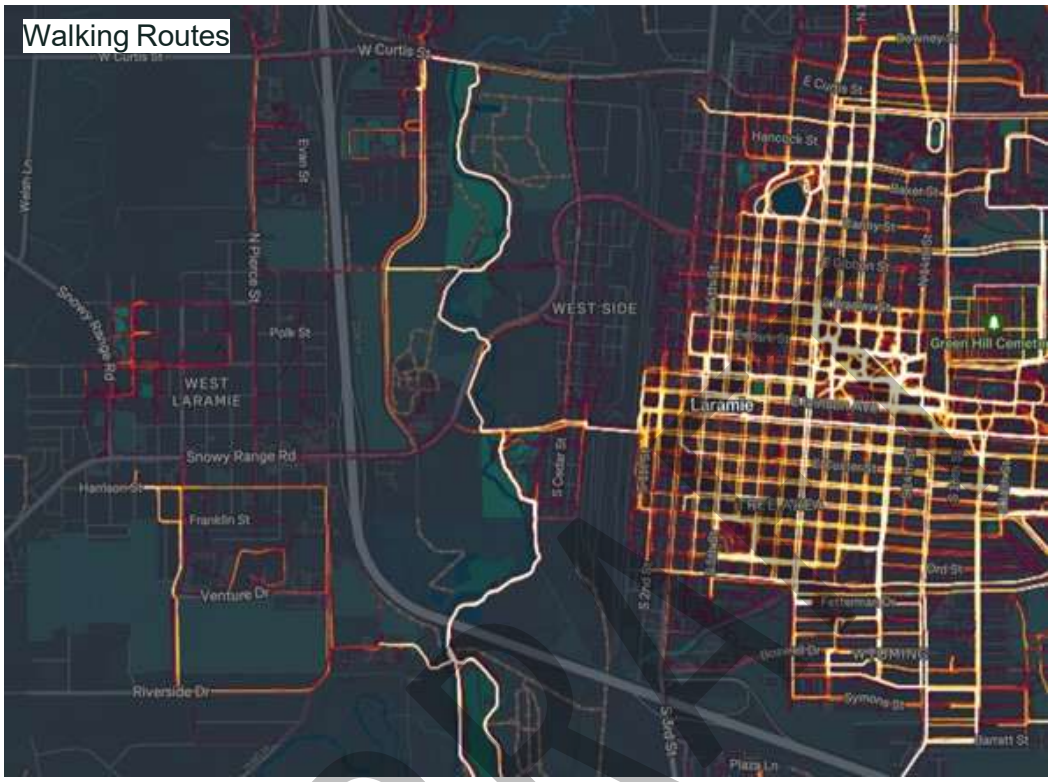
Utilizing Strava Metro data, Figures 6 and 7 show common walking and bicycling routes for Laramie residents and visitors. Brighter (whiter) colors showcase heavy corridor use, whereas dimmer colors, such as orange or red demonstrate less common corridor use.

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



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Existing Pedestrian and Bicycle Activity



Source: Strava Metro

Figure 6: Common Walking Routes in Laramie



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Existing Pedestrian and Bicycle Activity

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

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

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

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



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Existing Pedestrian and Bicycle Activity



Source: Strava Metro

Figure 7: Common Bicycling Routes in Laramie



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Traffic Volumes

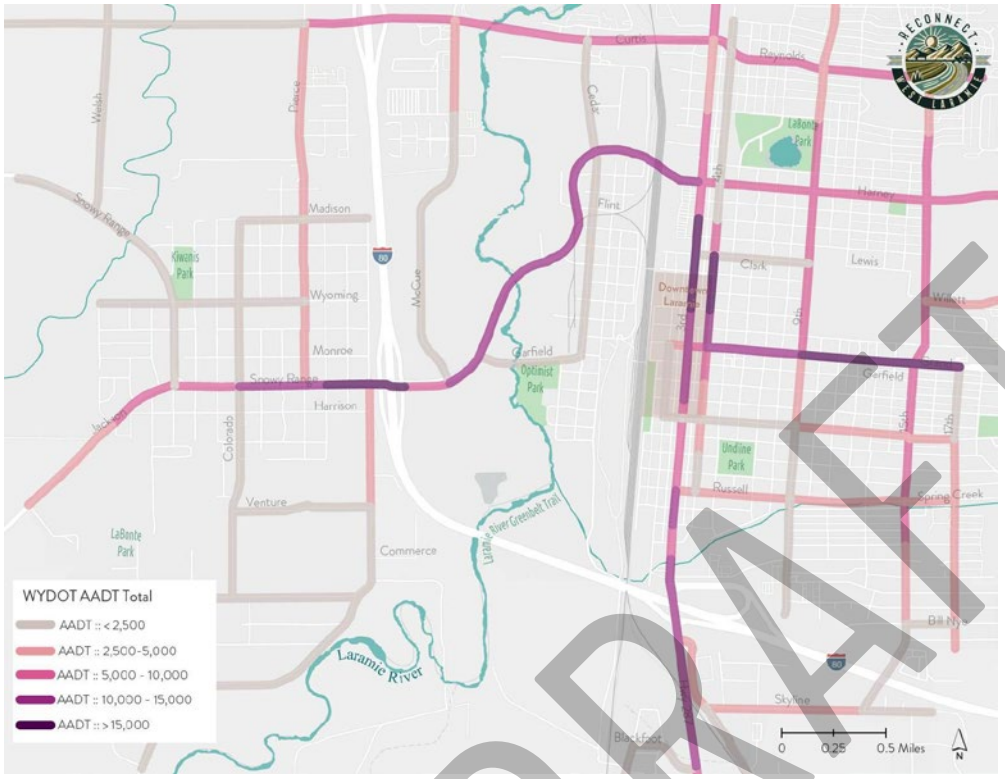


Figure 8: Annual Average Daily Traffic

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



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Constraints

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



Crossing I-80 and the Union Pacific Railroad

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

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Constraints



Missing Multimodal Infrastructure

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

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Constraints



Crossing Snowy Range Road

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

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Constraints



Limited Transit Services

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

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Opportunities

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



Curtis Opportunity Corridor

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

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Opportunities



Madison - Flint Opportunity Corridor

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

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Opportunities



Garfield Opportunity Corridor

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

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Opportunities



Spring Creek Opportunity Corridor

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

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Opportunities



Riverside Opportunity Corridor

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

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Opportunities

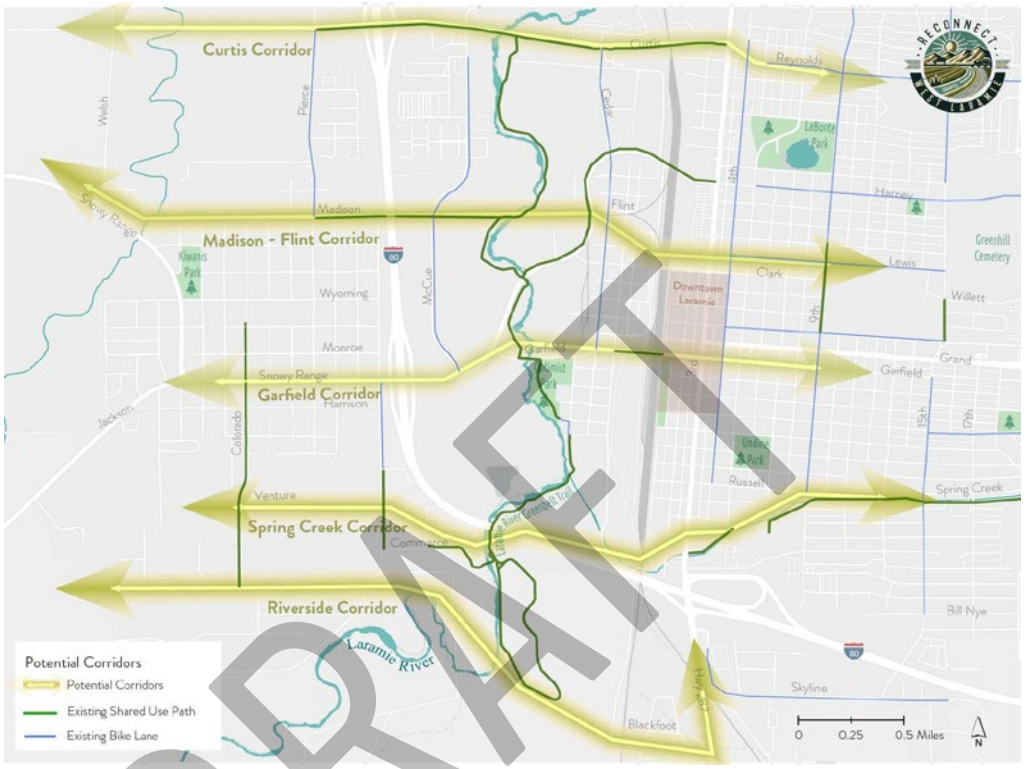


Figure 9: Opportunity Corridors



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Early Community Engagement Activities

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

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

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

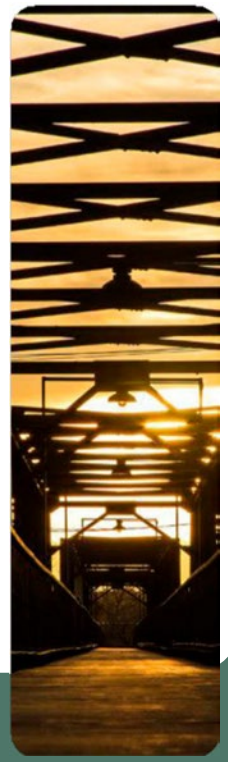


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Next Steps

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

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



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Appendix: Previous Plans

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

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





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Appendix: Previous Plans

Reconnecting Communities Memo (2023)

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



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Appendix: Previous Plans

Downtown Development Plan (2011)

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

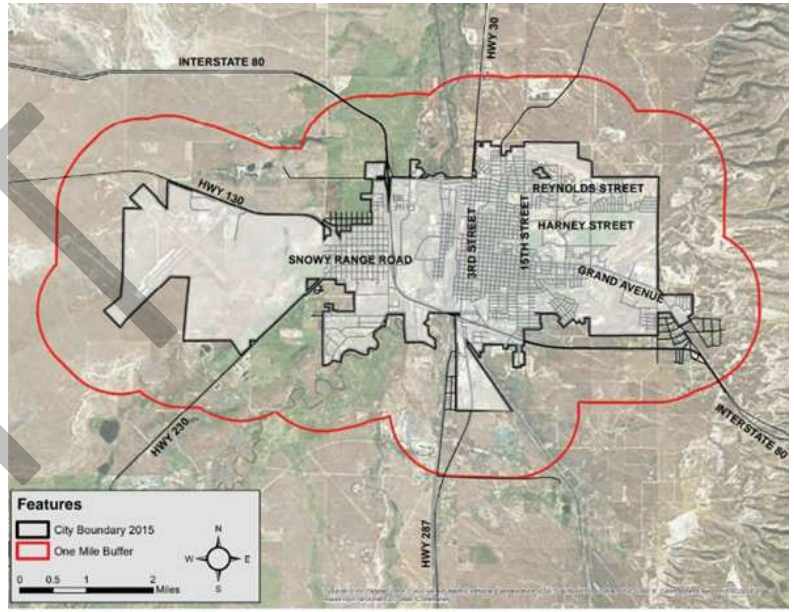


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Appendix: Previous Plans

Parks and Recreation Master Plan (2016)

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



City of Laramie Boundary and one mile buffer, 2015

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Appendix: Previous Plans

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

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



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Appendix: Previous Plans

Wayfinding Master Plan (2018)

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



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Appendix: Previous Plans

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

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

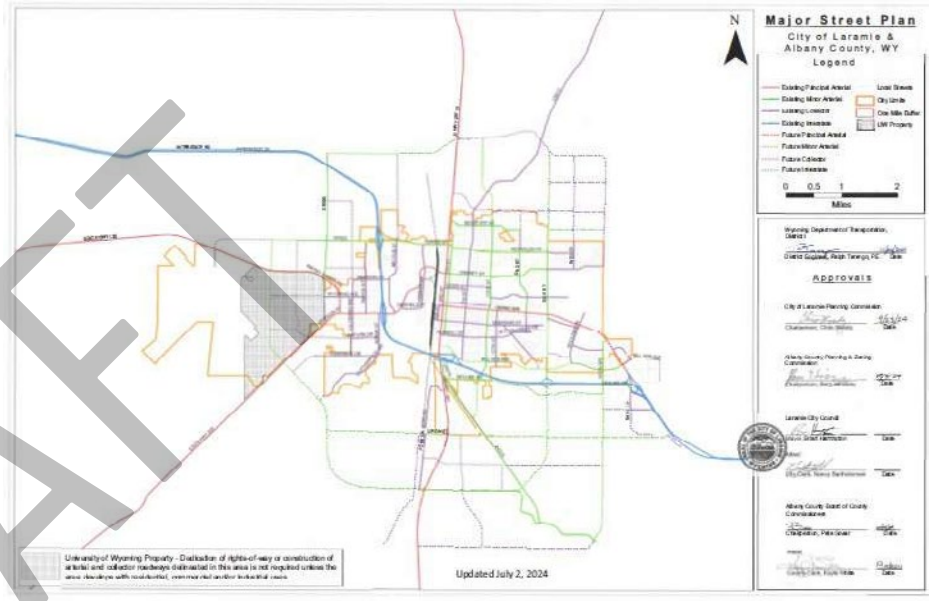


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Appendix: Previous Plans

Major Street Plan (2024)

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



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Appendix: Previous Plans

EPA Brownfields Technical Assistance Conceptual Redevelopment Plan (2022)

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

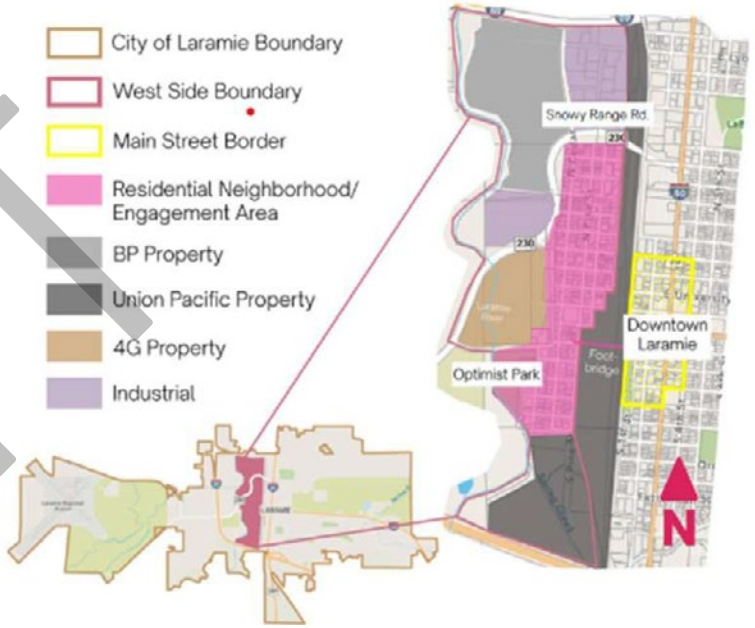


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Appendix: Previous Plans

West Side Vision (2024)

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



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Appendix: Previous Plans

Bicycle & Pedestrian System Report (2018)

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



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RECONNECT
WEST LARAMIE



RECONNECT WEST LARAMIE: TASK 3 – VISION AND ALTERNATIVES MEMO

DRAFT

Draft
July 16, 2025

DJ&A SE GROUP ZPHYR RAIL

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INTRODUCTION

Project Overview

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

Project Objectives



Create intuitive connections for all ages and abilities



Improve safety for pedestrians and bicyclists



Enhance connectivity for vehicles, pedestrians, and cyclists



Develop convenient and accessible transit services



Expand access to jobs, services, education, and recreation

Report Objectives

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

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





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Figure 1: Project Area with Opportunity Corridors

ALTERNATIVE DEVELOPMENT PROCESS

Process Overview

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

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

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

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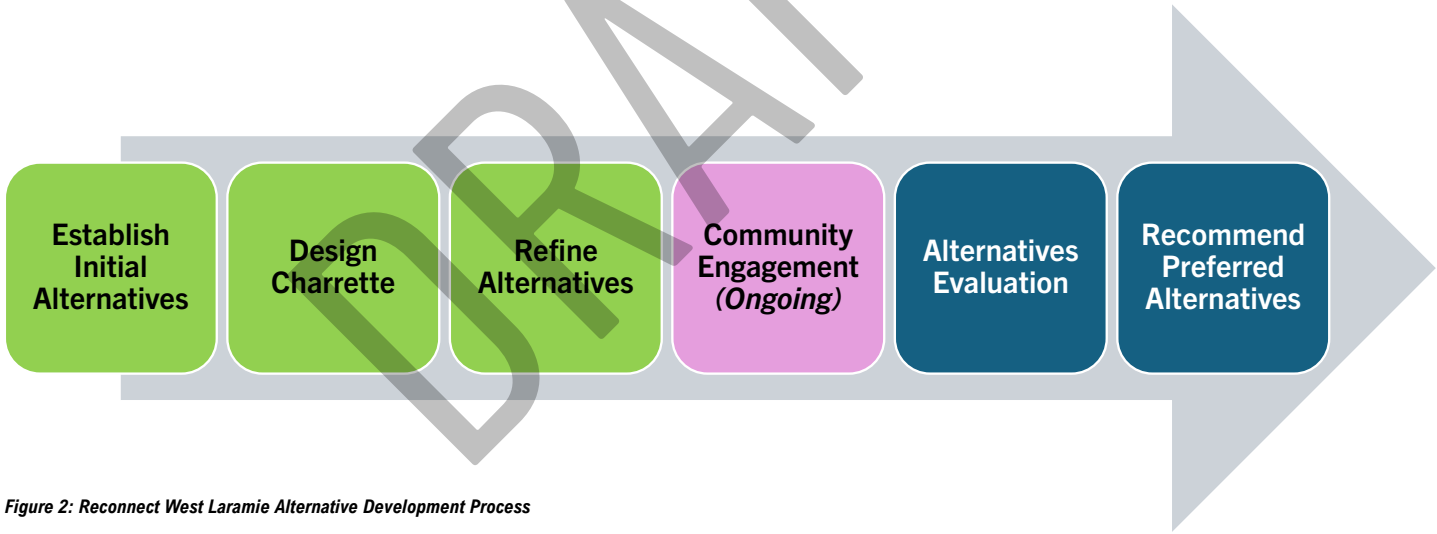


Figure 2: Reconnect West Laramie Alternative Development Process

STAKEHOLDER MEETINGS

Overview

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

Stakeholder Meeting Outcomes

BikeNet

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

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

Laramie Chamber Business Alliance

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

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

WYDOT

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

Laramie Main Street

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

West Side League of Neighbors

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

Historic Preservation Board & WY State Territorial Prison

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

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LARAMIE STAFF VISIONING CHARRETTE

Overview

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

Corridor Summaries

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

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

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

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

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



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

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

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REGULAR COUNCIL MEETING **January 20, 2026**

Laramie WYOMING	**Agenda Item: Resolution** **Title:** Resolution 2026-13, Adopting the 10-Year Public Transportation Plan as Certified by the Laramie Planning Commission

Recommended Council MOTION:

I move that the Laramie City Council approve Resolution 2026-13, adopting the 10-Year Public Transportation Plan as certified by the Laramie Planning Commission, and authorize the Mayor and Clerk to sign.

Administrative or Policy Goal:

To fulfill several City Council policy goals:

City of Laramie, Council Resolution 2023-22A, Goal 1, Milestone D – Ensure non-motorized and alternative transportation options are integrated comprehensively into municipal and regional transportation systems.

City of Laramie, Council Resolution 2024-10, Goal 1, Milestone D – Ensure non-motorized and alternative transportation options are integrated comprehensively into municipal and regional transportation systems.

City of Laramie, Council Resolution 2025-13, Public Transportation & Accessibility, Goal 1 – Evaluate feasibility, availability and accessibility of public transportation and multi-modal travel throughout the community by completing plans for (re)Connecting West Laramie and Public Transportation.

City of Laramie, Council Resolution 2025-13, Public Transportation & Accessibility, Goal 2 – Collaborate with Albany County Transportation Authority, UW and Eppson Center to expand services public transit services upon completion of the Public Transportation Plan. Improve mobility safety for persons of all ages and abilities through walkability and bikeability of sidewalks and bike lanes.

Background:

The 10-Year strategic public transportation plan is a collaborative effort between the City of Laramie and the Albany County Transportation Authority (ACTA). The plan was funded by a federal transportation planning grant awarded in 2023 through the Wyoming Department of Transportation by the Federal Transit Administration (FTA) for the purposes of conducting a study that evaluates existing transportation options, identifies gaps in public transportation services, provides strategies for filling those gaps in a non-duplicative manner, assesses financial sustainability, evaluates service options for low-income and disadvantaged populations, provides positive impacts towards the City's environmental and economic development objectives, and community development goals related to low to moderate income, housing, livability, and age friendliness.

Legal/Statutory Authority:

Wyoming State Statute § 16-1-101 endorses joint planning efforts like the 10-Yr Public Transportation Plan with the following language: "In exercising, performing or carrying out any power, privilege, authority, duty or function legally vested in any one (1) or more of them by Wyoming law, the state of Wyoming, and any one (1) or more of it counties, municipal corporations, school districts, special districts, public institutions,

agencies, boards, commissions and political subdivisions, and any officer or legal representative of any one (1) or more of them, may cooperate with and assist each other, and like entities or authorities of other states, the United States and the Eastern Shoshone and Northern Arapaho Tribes of the Wind River Reservation. Cooperation may be informal or subject to resolution, ordinance or other appropriate action, and may be embodied in a written agreement specifying purposes, duration, means of financing, methods of operations, termination, acquisition and disposition of property, employment of executive and subordinate agents, reciprocation of governmental immunity protections or other limitations of liability pursuant to W.S. 16-1-104(f) and other appropriate provisions."

Responsible Staff:

Mary Bork, Project Manager, mebork@cityoflaramie.org
Todd Feezer, Interim City Manager, tfeezer@cityoflaramie.org

Attachments:

1. Resolution 2026-13
2. "Attachment A" – the 10-Year Strategic Public Transportation Plan
3. Planning Commission Resolution PC-2026-02 (January 12, 2026)
4. Planning Commission Staff Report (January 12, 2026)
5. City Council Resolutions (Policy Goals) 2023-22A, 2023-28, 2023-85, 2024-10, 2025-13
6. Albany County Resolution 2024-006

CITY OF LARAMIE, WYOMING
RESOLUTION 2026-13

RESOLUTION APPROVING 10-YEAR STRATEGIC PUBLIC TRANSPORTATION PLAN AS CERTIFIED BY THE LARAMIE PLANNING COMMISSION

WHEREAS, the City Council of the City of Laramie, Wyoming adopted Resolution 2023-22A on March 23, 2023, adopting 2023 policy goals. Goal No. 1, Milestone D was established to, "Ensure non-motorized and alternative transportation options are integrated comprehensively into municipal and regional transportation systems."; and

WHEREAS, on April 4, 2023, the City Council of the City of Laramie approved Resolution 2023-28 authorizing the City Manager to apply for a Wyoming of Transportation Grant [transit planning/research planning]; and

WHEREAS, on November 7, 2023, the City Council of the City of Laramie approved Resolution 2023-85 accepting a transit planning grant award through the Wyoming Department of Transportation; and

WHEREAS, the City Council of the City of Laramie, Wyoming following a report on the progress made on the 2023 policy goals adopted Resolution 2024-10 on January 16, 2024, adopting 2024 policy goals. Goal No. 1, Milestone D was established to, "Ensure non-motorized and alternative transportation options are integrated comprehensively into municipal and regional transportation systems."; and

WHEREAS, on February 20, 2024, the Albany County Board of Commissioners established a regional transportation authority by Albany County Resolution 2024-006; and

WHEREAS, the City Manager's office hired a project manager to oversee the project and assist in the administration of the grant; and

WHEREAS, on October 10, 2024, the Albany County Transportation Authority (ACTA) nominated a board representative to a review committee; and

WHEREAS, in December 2024, the City of Laramie in partnership with Albany County published a Request for Proposal for a Public Transportation 10-Year Strategic Plan; and

WHEREAS, the City Council of the City of Laramie, Wyoming adopted Resolution 2025-13 on February 4, 2025, adopting 2025 policy goals. Two strategic Public Transportation & Accessibility milestones were establish where Goal 1 states: 1. "Evaluate feasibility, availability and accessibility of public transportation and multi-modal travel throughout the community by completing plans for (re)Connecting West Laramie and Public Transportation." and Goal 2 states: "Collaborate with Albany County Transportation Authority, UW and Eppson Center to expand services public transit services upon completion of the Public Transportation

Plan. Improve mobility safety for persons of all ages and abilities through walkability and bikeability of sidewalks and bike lanes."; and

WHEREAS, a joint review of proposals was conducted by City Staff and the ACTA representative which resulted in a contract that was made and duly executed with Mead & Hunt Inc (Consultant) on March 4, 2025, in accordance with the authorization by majority vote of the duly elected member of the City Council of Laramie at is regular meeting held in the City Council Chambers in Laramie, Wyoming on the 4th day of March 2025; and

WHEREAS, on March 18, 2025, a kickoff meeting was held between City Staff with a new project manager and the Consultant; and

WHEREAS, starting in April 2025, initial stakeholders interviews were conducted and public outreach commenced through a series of public engagement activities thru September 2025 that included deployment of an online mapping tool and StoryMap that was accessible on both the county and city websites to identify community needs and to develop technical analyses; and

WHEREAS, in May 2025, an advisory committee was formed, comprised of stakeholders that included the Eppson Center and the University of Wyoming, to identify emphasis areas and related objectives, strategies, action plans, action plan leaders, and outcome performance measures; and

WHEREAS, on June 12, 2025, a kickoff meeting of the advisory committee was held with two additional meetings were held on August 18 and November 14; and

WHEREAS, the Consultant for the 10-Year Strategic Public Transportation Plan shared information with the ReConnect West Laramie Study team and Forge Laramie (Comprehensive Plan update) team to ensure that the related studies were aligned; and

WHEREAS, on July 10, 2025, a presentation on the study for the 10-Year Strategic Public Transportation Plan was conducted before the City of Laramie Traffic Safety Commission; and

WHEREAS, the Albany County Transportation Authority held a public hearing on December 3, 2025 and made recommendations; and

WHEREAS, the Consultant provided the draft 10-Year Strategic Public Transportation Plan on December 11, 2025; and

WHEREAS, on January 12, 2026, the City of Laramie Planning Commission adopted and certified the 10-Year Strategic Public Transportation Plan as per Resolution PC-2026-02; and

WHEREAS, the 10-Year Strategic Public Transportation Plan is intended to serve as a guiding document to inform future decisions related to public transportation planning in the City of Laramie and Albany County.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF LARAMIE, WYOMING:

Section 1. That the foregoing recitals are incorporated in and made part of this resolution by this reference.

Section 2. Wyoming State Statute § 16-1-101 endorses joint planning efforts like the 10-Year Strategic Public Transportation Plan with the following language: "In exercising, performing or carrying out any power, privilege, authority, duty or function legally vested in any one (1) or more of them by Wyoming law, the state of Wyoming, and any one (1) or more of it counties, municipal corporations, school districts, special districts, public institutions, agencies, boards, commissions and political subdivisions, and any officer or legal representative of any one (1) or more of them, may cooperate with and assist each other, and like entities or authorities of other states, the United States and the Eastern Shoshone and Northern Arapaho Tribes of the Wind River Reservation. Cooperation may be informal or subject to resolution, ordinance or other appropriate action, and may be embodied in a written agreement specifying purposes, duration, means of financing, methods of operations, termination, acquisition and disposition of property, employment of executive and subordinate agents, reciprocation of governmental immunity protections or other limitations of liability pursuant to W.S. 16-1-104(f) and other appropriate provisions."

The Albany County Transportation Authority (ACTA) is following the County's approved process for adopting the 10-Year Strategic Public Transportation Plan. This plan is being carried out congruently with the City's process of adopting the 10-Year Strategic Public Transportation Plan.

Therefore, pursuant to Wyoming State Statute § 16-1-101, the Laramie City Council hereby adopts the 2025 10-Year Strategic Public Transportation Plan it its entirety, included as Attachment A (4 Chapters – Executive Summary, Existing Conditions, Public Engagement Summary, Recommendations).

Section 3. That this resolution is effective upon passage and approval.

Section 4. The City of Laramie City Council finds that the 10-Year Strategic Plan is consistent with the City's adopted goals and policies and supports public transportation and accessibility.

Section 5. The City of Laramie City Council hereby adopts the 10-Year Strategic Public Transportation Plan in its entirety.

PASSED, APPROVED AND ADOPTED THIS ____ DAY OF JANUARY 2026.

_____

Sharon Cumbie, Mayor and President of the
Laramie City Council

Attest:

_____

Nancy Bartholomew, CMC
City Clerk

10-Year Strategic Public Transportation Plan

Executive Summary



January 2026

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1. Introduction

The City of Laramie, in partnership with the Albany County Transportation Authority (ACTA), has developed a 10-Year Strategic Public Transportation Plan. The City of Laramie and Albany County are situated along the I-80 corridor and Laramie River in south-central Wyoming and provide a gateway to industry, healthcare, higher education institutions such as the University of Wyoming, outdoor recreation, and shopping. Like many communities, the lack of a coordinated public transit system hinders economic development, quality of life, and access to opportunities for disadvantaged populations within the City and County. While public transit service was previously provided starting in 2011 by the City and several public and private sector partners, funding was not sustainable, and the service was discontinued. Several of the agency partners then initiated their own local transit services such as the University of Wyoming and the Eppson Center for Seniors, which while open to the public, cater primarily to their focused transit market. Paratransit services are also provided by the Laramie Connections Center, which is funded by a local church.

As a result of a successful award for the Federal Transit Administration's Rural Transit Assistance Program and managed by the Wyoming Department of Transportation, this effort was initiated in April 2025. The study documented existing transportation, land use, and demographic conditions. Extensive public and stakeholder input was solicited throughout the study to identify key transit user groups, destinations, routes, intermodal connections and operating hours. Subsequently the plan identified and evaluated transit route concepts, service hours along with estimated ridership demand and associated costs. The plan is aimed at supporting sustainable and equitable transit access to improve mobility, reducing greenhouse gas emissions, and addressing access to jobs, healthcare, food, and recreation. Frequent and reliable transit service will provide benefits including more equitable mobility options for residents, increased access to employment opportunities, improved sustainable transportation for visitors, and reduced traffic congestion and emissions.

This Executive Summary is complemented by three detailed technical chapters:
Chapter 1: Existing Conditions
Chapter 2: Summary of Public Engagement
Chapter 3: Recommendations

2. Existing Transit Services

An evaluation of current transit services was carried out to support the creation of the transportation plan. Figure 1 shows the fixed routes run by the University of Wyoming, and Table 1 details all available transit services.

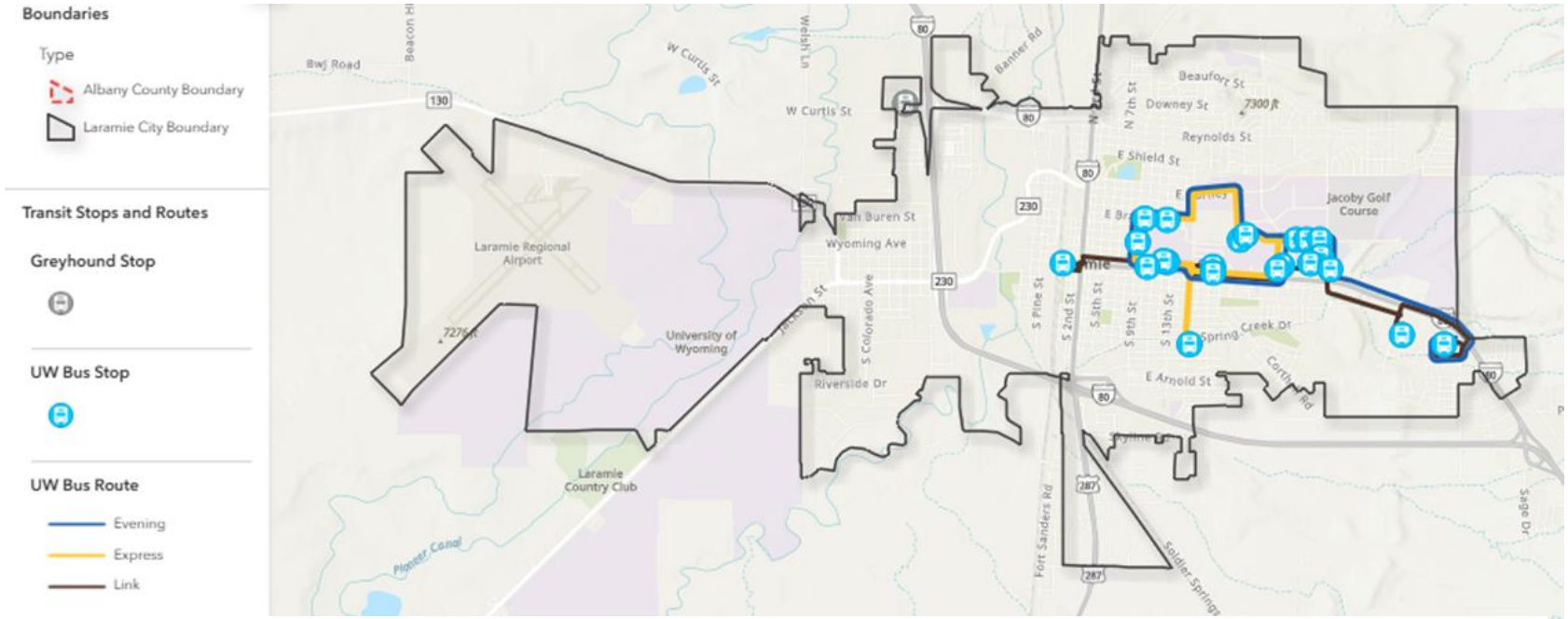


Figure 1: Map of existing transit routes and stops

Table 1: Existing transit services

Service	Provider	Type	Availability
UW Roundup	University of Wyoming	Fixed Route	Mon-Fri 6:30am-10:30pm
Paratransit	University of Wyoming	Paratransit	Mon-Fri 6:30am-10:30pm
SafeRide	University of Wyoming	Demand Response	Mon-Sun (varies by season)
Laramie Connections	Laramie Connections	Demand Response	Mon-Thu 9am-5pm, Sun for Free Sunday Meal
Senior Assisted Transportation	Eppson Center for Seniors	Demand Response	Mon-Fri 8:30am-3:30pm

3. Public and Stakeholder Engagement

A thorough public engagement and outreach initiative was implemented to inform the strategic plan. This process comprised a community-wide survey, interactive pop-up booths at local public events, and the launch of both an online mapping tool and publicly accessible StoryMap. The survey and StoryMap were made available online, presented at nine pop-up events, shared with 16 county and city businesses, and distributed through more than a dozen organizations.

In addition, feedback was gathered from an Advisory Committee consisting of local stakeholders and through individual stakeholder interviews with representatives from various local and regional organizations. These comprehensive efforts ensured that the final recommendations reflected the varied lived experiences and mobility needs of residents and community groups throughout Laramie and Albany County.



Figure 2: Summary of engagement statistics



Jubilee Days
(07.12.2025)



WyoTech Car Show
(06.06.2025)



Farmer's Market
(06.20.2025)

Table 2: Main themes from stakeholder and public engagement

Topic	Details
Accessibility & Affordability	Importance of making public transit accessible and affordable for people with disabilities, the elderly, carless, and low-income individuals. Emphasis on addressing the cost burden of transportation for medical trips and services.
Service Frequency and Coverage	Need for more frequent services and better coverage, especially in underserved areas (West Laramie, Airport, and beyond City of Laramie limits) and areas with limited stops (Downtown). Potential for commuter services to/from Cheyenne..
Safety	Importance of safety measures, specifically well-lit stops, and adequate shelters. Importance of safe access and bike/pedestrian connections to/from transit.
Transit Alternatives	Need for alternatives to fixed-route service, including on-demand services and micromobility solutions. Emphasis on Laramie being a biking community.
Public Awareness	Need for better public awareness of existing transit and that it's available to the public (not just university students). Importance of involving the community in planning and decision-making processes for public transit improvements.
Funding and Investment	Need for funding and investment in public transit systems, including the importance of maintaining transit infrastructure and vehicles.

4. Transit Analysis

A thorough assessment of Laramie and Albany County's transit system was conducted by reviewing current transit operations, analyzing demographic trends, studying trip generators, referencing prior planning documents, and gathering feedback from stakeholders. The review considered both geographic coverage and scheduling issues within the existing transportation network. By mapping out times and

locations where transit is provided and comparing these to areas of high population, major destinations, and typical travel movements, the study identified specific periods and places where lacking or does not adequately serve local needs.

The findings highlighted considerable shortcomings in transportation access, both in terms of location and schedule. Notably, certain neighborhoods such as West Laramie, key employment hubs, and fast-growing residential zones do not have access to fixed-route transit, and important sites like hospitals, government buildings, the airport, and intercity bus stations either lack direct service or require long walks from available stops. The lack of weekend and evening services further limits mobility for students, workers, and visitors, especially during university events and seasonal occasions.

Several distinct user groups emerged, including students, residents, tourists, and commuters—each with their own patterns and requirements. While students and locals need dependable, affordable travel options for everyday errands, workers and tourists seek improved connections to job sites and attractions.

5. Service Concepts and Phased Implementation

New transit route concepts were developed collaboratively, using stakeholder and public input along with analysis of existing data and service gaps. This process identified key unmet needs, shaping routes to address major community challenges. Initial concepts were presented to the advisory committee in August 2025, refined with feedback, and finalized in November 2025, emphasizing stakeholder involvement throughout. The proposed routes are designed to improve accessibility, coverage, safety, and system effectiveness. Concepts follow a phased approach—short-term (1-3 years), mid-term (4-7 years), and long-term (8-10 years)—with each phase building upon previous enhancements.

5.1 Short-term Service Plan (1–3 Years)

Phase I of the transit improvement plan introduces significant enhancements to Laramie's public transportation system by expanding service coverage, extending operating hours, and improving accessibility for key neighborhoods and destinations via improvements that can be implemented within the next 1-3 years.

Link Route: Adds 11 new stops, increasing access to downtown Laramie and the Ridley's area. Service operates Monday through Saturday, from 6:30 AM to 10:30 PM, enabling residents to run errands, dine downtown, and access the university on Saturdays. The route spans 9.7 miles and includes a total of 39 stops.

Express Route: Introduces Saturday service and three additional stops, notably at Ivinson Memorial Hospital. Operating hours are extended to 6:30 AM to 10:30 PM, covering 6.8 miles with 16 stops. Buses run every eight minutes during the day and every 15 minutes in the evening, with round trips taking approximately 40 to 45 minutes.

West Laramie Route: Launches a new route to address long-standing connectivity issues for over 6,000 West Laramie residents. Service runs Monday through Saturday, 6:30 AM to 10:30 PM, covering nine miles with 27 stops and approximately 45 to 50 minutes per loop. Two peak vehicles maintain efficient 30-minute headways.

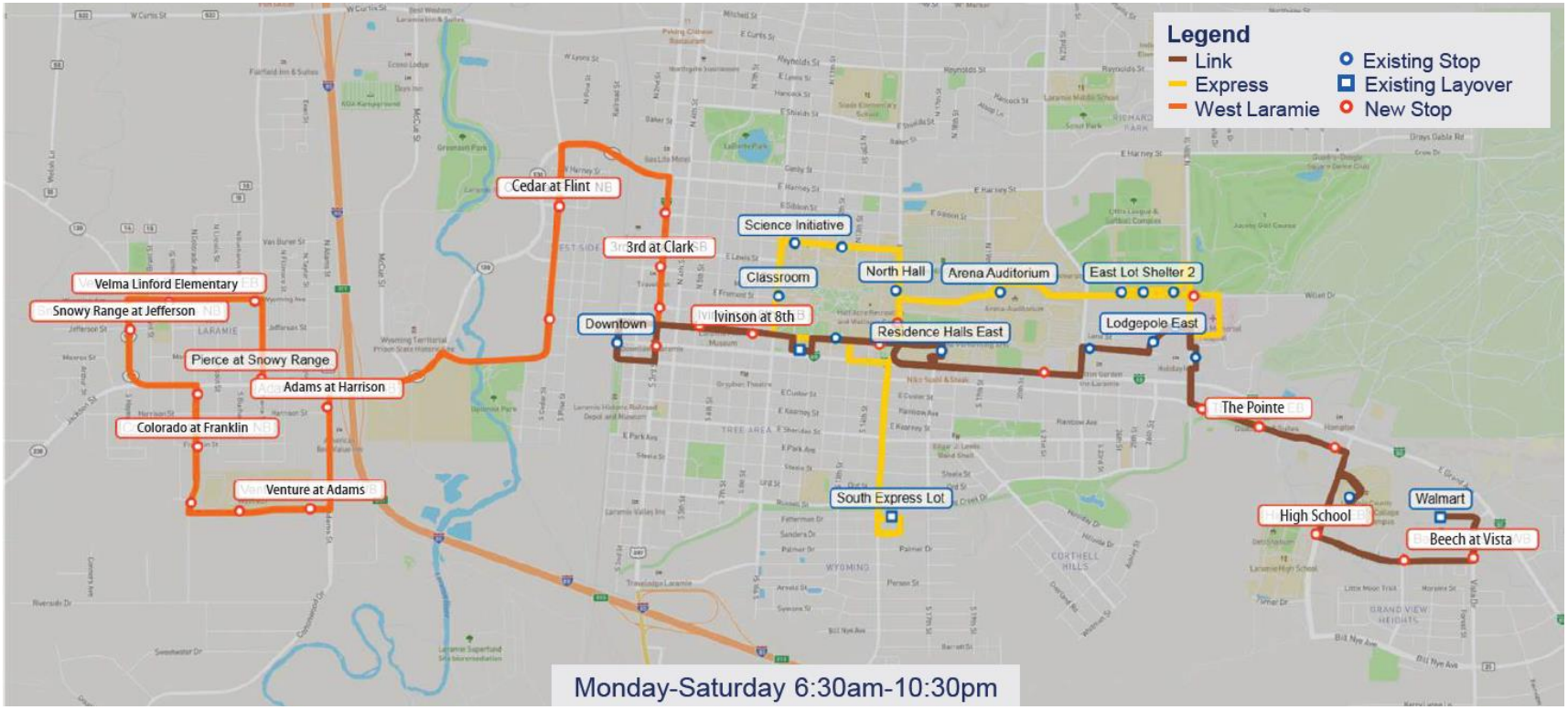


Figure 3: Map of short-term service plan routes

5.2 Mid-term Service Plan (4–7 Years)

Phase II (4–7 years) of the transit plan introduces the first north-south fixed-route along 15th and 9th Streets, directly responding to public and stakeholder requests for better connectivity. The new **15th/9th Street Route** will run in both directions, offering a convenient one-seat ride to the University of Wyoming campus for neighborhoods that previously lacked fixed-route service. Major destinations served by this route include the Laramie Plains Civic Center, Albany County Public Library, La Bonte Park, Laramie Interfaith, Feeding Laramie Valley, Slade Elementary School, Laramie Athletic Fields, and Reynolds Crossing Professional Plaza. Service will operate Monday through Saturday from 6:30 AM to 10:30 PM, covering 6.1 miles with 28 stops and an approximate 40 to 45-minute loop. Four vehicles will run during peak hours, with five new vehicles (including a spare) in total.

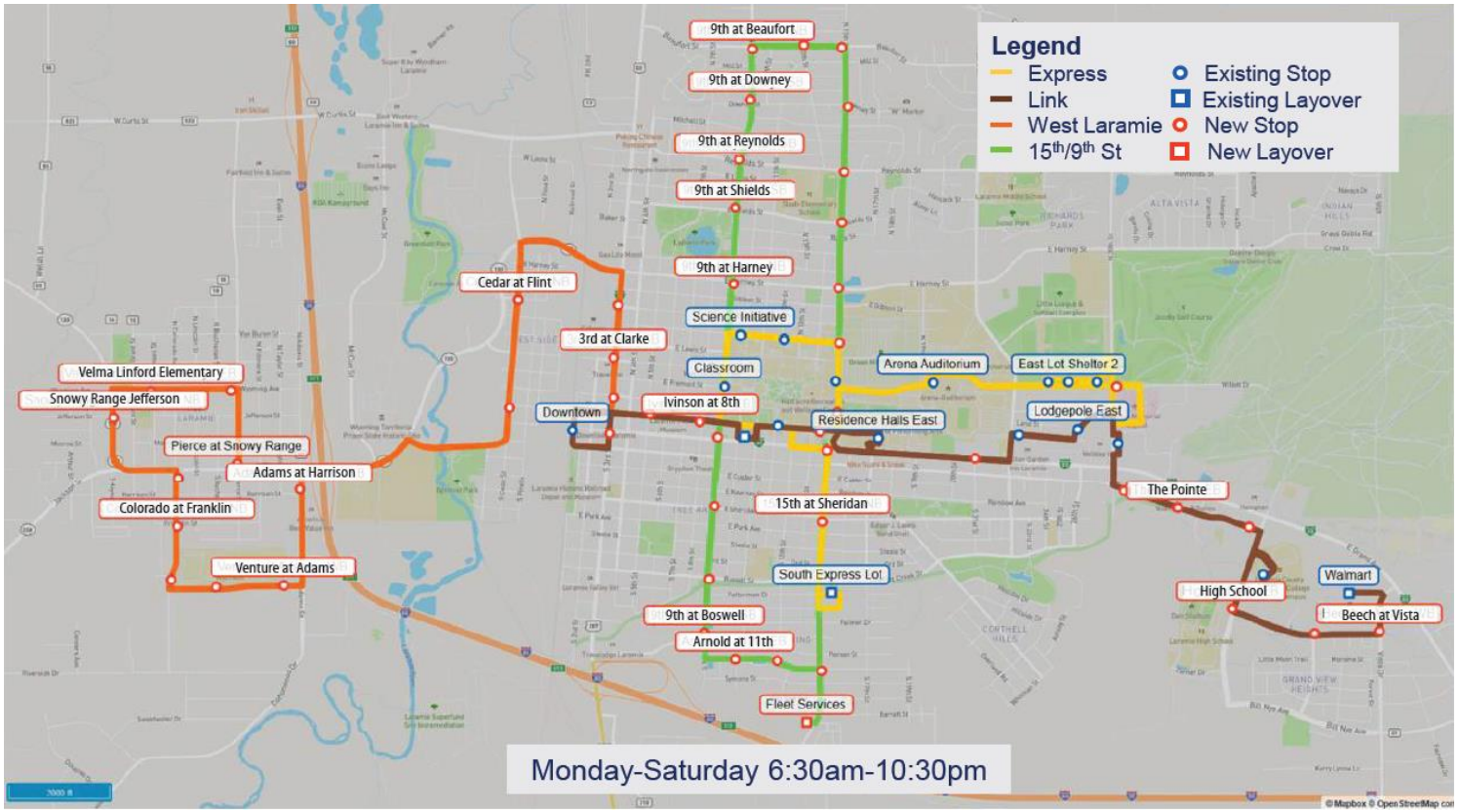


Figure 4: Map of mid-term service plan routes

5.3 Long-term Service Concept (8–10 Years)

In Phase III of Laramie's long-term transit plan, all previous enhancements from Phases I and II are maintained, including the Link, Express, West Laramie, and 15th/9th Street routes. The primary addition is the **Hospital-Safeway Loop**, a new fixed-route service designed to strengthen east-west connectivity and provide direct access to major destinations such as Ivinson Memorial Hospital, Safeway, Goodwill, several schools, shopping plazas, and downtown areas.

The Hospital-Safeway Loop operates Monday through Saturday from 6:30 AM to 10:30 PM, covering 8 miles with 31 stops. Each loop is estimated to take between 45 to 50 minutes, with buses running every 30 minutes during the day and hourly in the evening. The route uses four peak vehicles and adds five new vehicles to the fleet. Major transfer points are located at 3rd at Grand St., Grand at 21st St., South Express Lot, and Reynolds at 9th St., facilitating efficient connections across the network.

This phase finalizes the comprehensive transit network, further improving accessibility, connectivity, and convenience for Laramie residents, especially those in northern neighborhoods and those needing direct access to healthcare and shopping destinations.

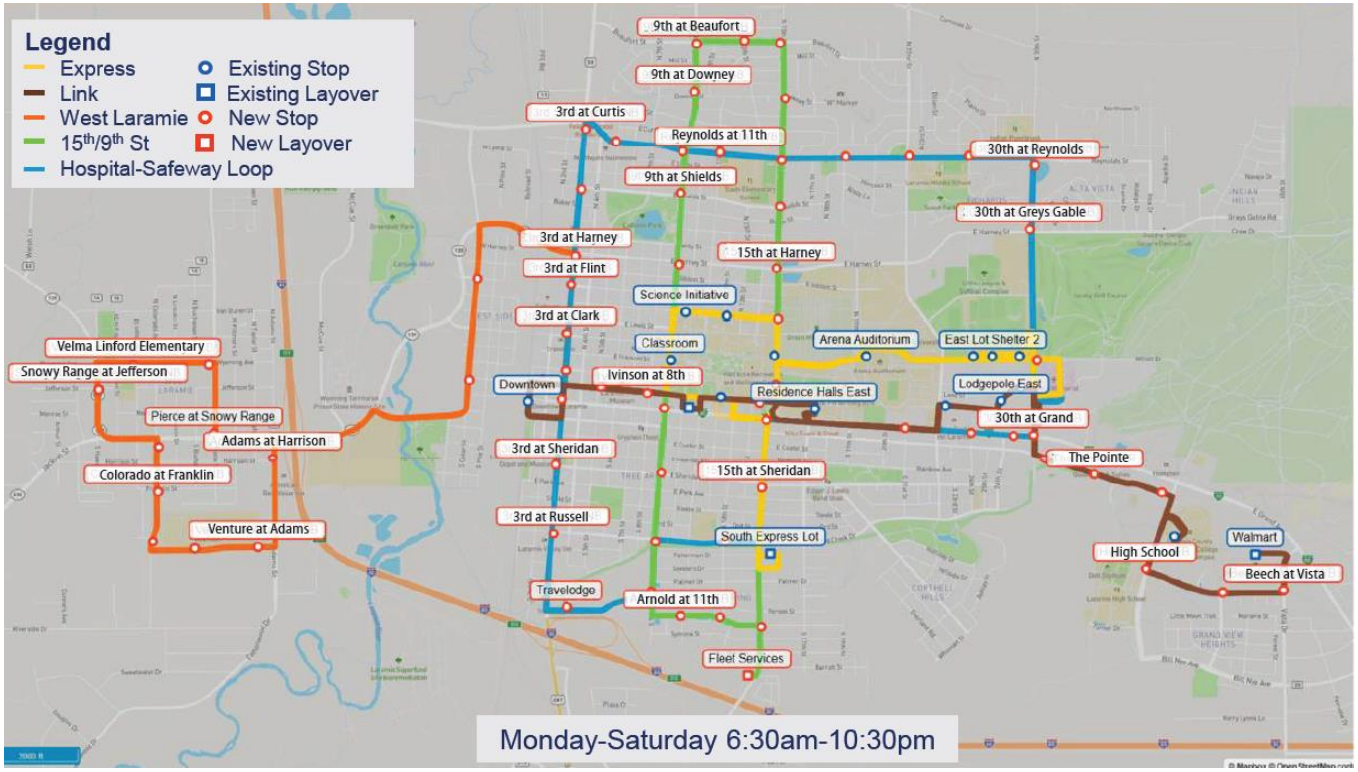


Figure 5: Map of long-term service plan routes

Table 3: Summary of Route Metrics at Full Implementation

Route	Days of Week	Span of Service	Length	Stops	Travel Time	Headway	Peak Vehicles	New Vehicles	Transfer Nodes
Link	Mon-Sat	6:30am – 10:30pm	9.7 mi	39	68 min	20 min	4	0	Knight Hall, Ivinson Parking Garage, Ivinson at 15th, 3rd at Grand, Grand at 21st
Express	Mon-Sat	6:30am – 10:30pm	6.8 mi	16	41 min	Daytime: 8 min Evening: 15 min	6	0	Knight Hall, Old Main Classroom, 15th at Fraternity Mall, South Express Lot
West Laramie	Mon-Sat	6:30am – 10:30pm	9 mi	27	46 min	30 min	2	2	Ivinson Parking Garage, 3rd at University
15th/9th Loop	Mon-Sat	6:30am – 10:30pm	6.1 mi	28	40 min	30 min	4	5 (includes 1 spare)	15th & Fraternity Mall , 9th & Grand, North Hall, 9th at Grand, South Express Lot
Hospital-Safeway Loop	Mon-Sat	6:30am – 10:30pm	8 mi	31	46 min	Daytime: 30 min Evening: 60 min	4	5 (includes 1 spare)	3rd at Grand, Grand at 21st, South Express Lot, 3rd at University, Reynolds at 9th, 9th at Russell, Athletic Fields

6. Regional Connections and Specialized Services

The plan responds to community requests for improved regional transit by proposing several enhancements:

Regional Connections: To address the need for transit service to the Laramie Airport, an on-demand transit option is recommended, given issues with low ridership and scheduling conflicts that make fixed-route service impractical. The proposal draws on successful models from other airports, including shuttles at Jackson Hole and Wilmington International.



Figure 6: Map of regional and recreational routes

Recreational Routes: Weekend shuttle service to Snowy Range Ski Area is proposed, potentially sponsored by the resort, and vehicles would be equipped for both ski and bike transport. Additional service to Happy Jack and Vedauwoo, potentially sponsored by the Federal Lands Transportation Program is planned for weekends, utilizing a single vehicle on a 75-minute headway.

Intercity Routes: For improved connectivity between Laramie and Cheyenne, a subscription-based vanpool service is suggested. This service could receive subsidies from major local employers and the State of Wyoming to ensure reliability and affordability and could be a joint City, County, State, MPO and employer sponsored effort.

7. Costs and Ridership

The operating and capital costs were calculated by considering various new vehicle fleet and supporting infrastructure elements and are discussed in detail in Chapter 3. For operating costs, the methodology involved estimating the daily and annual costs for each route based on vehicle fleet operating requirements, service span, and headways. The capital costs were calculated by summarizing the expenses for new stops, shelters, and vehicles, with specific estimates for different types of vehicles and stop amenities.

7.1 Capital Costs

The capital costs are estimated based on new stops and new vehicles. Two types of vehicles are considered: 30-foot low-floor buses with ramps and 25-foot high-floor buses with lifts.

Table 4: Total capital costs by vehicle types

Route	New Stops	Shelters	Cost of New Stops	New Vehicles	Cost of New Vehicles	Total Initial Capital Cost
Grand Total – 30-foot bus	132	6	$941,400	12-15	$6,000,000-$7,500,000	$3,972,200-$5,472,000
Grand Total capital – 25-foot bus	132	6	$941,400	12-15	$2,700,000-$3,375,000	$3,641,400-$4,316,400

7.2 Operating Costs

Operating costs are estimated based on the costs reported to the National Transit Database for UW Transit fixed routes in FY24, inflated to 2026 dollars.

Table 5: Total operating costs

All Routes	Daily Operating Cost	Annual Operating Cost
Grand Total	$30,946	$7,457,463

7.3 Ridership

Ridership was estimated by combining transit capture rates with service elasticities and historical route data. Adjustments for headway and service span were made using Transit Cooperative Research Program metrics. The Express route is expected to add over 230 trips daily, the Link route about 100 trips daily, and new routes like West Laramie and Hospital-Safeway Loop will add a combined nearly 1,000 additional transit trips, resulting in over 2,440 daily transit trips, or 765,000 per year.

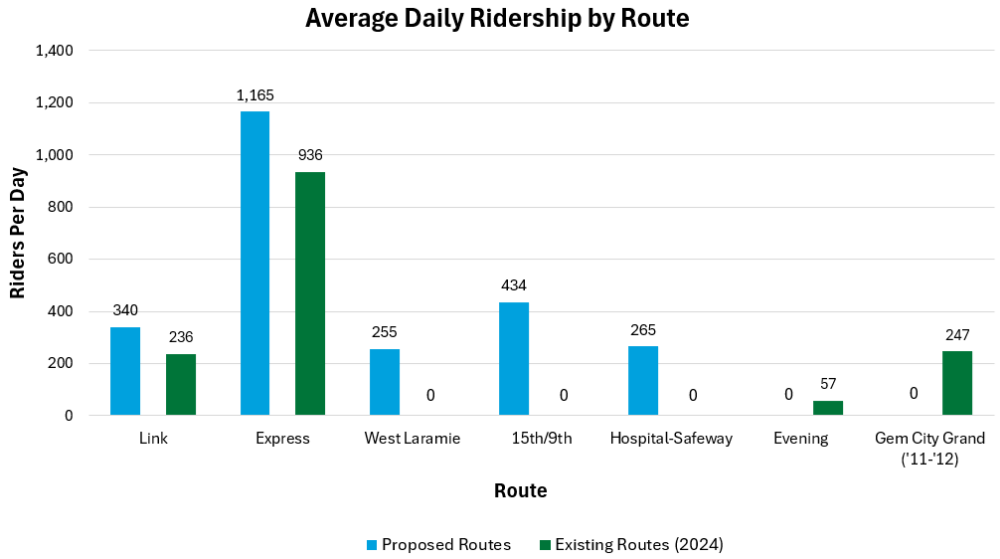


Figure 7: Ridership projections

8. Operations

The plan proposes a combination of fixed-route, subscription, and on-demand microtransit services. Fixed routes connect key destinations like the University of Wyoming, downtown Laramie, and major employment and shopping areas, with expanded routes and longer service hours. Subscription and on-demand microtransit provide flexible transportation for groups and areas not reached by fixed routes, such as older adults, people with disabilities, and employees at remote worksites, with suggested integration under a unified platform for better efficiency.

In addition to operational improvements, the plan recommends a simplified fare structure—with flat fares for local services, fare-free rides for University of Wyoming students, and higher fares for regional trips—alongside fare capping and mobile payment options to boost financial sustainability and accessibility. Effective fleet management is emphasized through comprehensive assessments and integration of partner vehicles, leasing or purchase of new vehicles, while the establishment of a dedicated maintenance facility is noted as

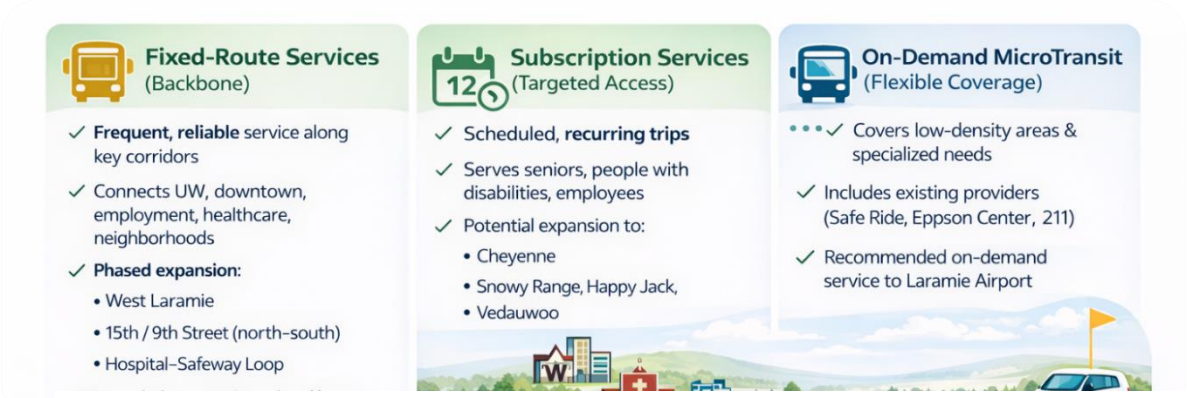


Figure 8: Map of short-term service plan routes

essential for maintaining a reliable rolling stock. The plan also prioritizes first/last mile connectivity by proposing upgrades to pedestrian and bicycle infrastructure, secure bike storage, and integrated mobility hubs at key locations such as the Ivinson Parking Garage, downtown near the Rail Depot, and the East Lot, collectively aimed at enhancing accessibility, equity, and ridership across the regional transportation network.

9. Governance

The governance plan for the regional public transportation system is structured in three phases to ensure a smooth transition and effective oversight. Initially, the University of Wyoming will maintain transit operations. In the second phase, stakeholders—including the City of Laramie, Albany County, the State of Wyoming, and the University—will develop transition plans and explore forming a legal transit authority. The final phase establishes a regional transit authority with a dedicated board and executive leadership, responsible for funding, operations, and policy. Throughout these phases, the plan emphasizes transparent governance practices, including clear decision-making processes, regular public meetings, performance monitoring, and active stakeholder engagement to promote accountability and public trust.

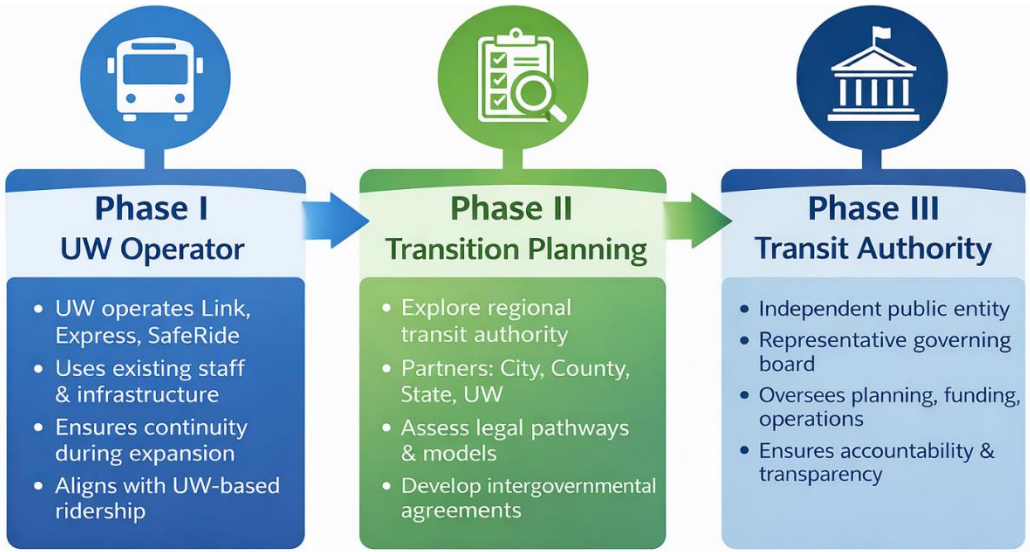


Figure 99: Governance model

10. Implementation

In summary, this report presents a staged plan for the development of a robust public transportation system for the City of Laramie and Albany County. Public input was supportive of enhanced local transit service span, coverage, and frequency. Three unique transit expansion phases were developed in this report. The transit expansion alternatives ranged in capital costs between $4 to $5.5 million and $7 million in operating costs. Estimated ridership is up to 2,000 daily boardings.

It is recommended that the City of Laramie and Albany County should proceed with the following steps:

1) **Share findings:** Share the final results of this study with all elected/administrative bodies including the Council, University and ACTA as well as the public or stakeholders interested in transit solutions.
2) **Secure additional funding:** Further investigate funding options as identified in Chapter 3; Work with internal City and County budgets, pursue Section 5310 funding, and seek additional grants.
3) **Determine Service Delivery:** Assess City operation or 3rd party concessionaire.
4) **Obtain Rolling Stock:** Assess optimal vehicle size (seating capacity vs. peak loads), power (diesel versus electric) and purchase or lease new fleet vehicles.
5) **Assess the increase in maintenance obligations:** In order to service new routes and vehicle fleet determine maintenance staff and additional manhour needs. Determine if any new maintenance facilities are needed.
6) **Construct new bus stop infrastructure:** Finalize new bus stop locations, Construct new landing pads and signage.
7) **Implement Phase I:** Begin service on West Laramie Route in 2026.
8) **Marketing:** Communicate new service to new and existing riders.
9) **Monitor:** Following launch, continue to monitor and adjust the service based on performance, rider feedback, demand patterns, and budget.

10-Year Strategic Public Transportation Plan



Chapter 1: Existing Conditions

September 2025

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1. Introduction

The City of Laramie, Wyoming, in collaboration with the Albany County Transportation Authority (ACTA), is developing a 10-Year Strategic Public Transportation Plan. This plan aims to identify, enhance, and recommend new and sustainable public transportation services for Laramie and Albany County. Currently, transit services include a fixed-route service operated by the University of Wyoming that is free for students as well as the general public, a late-night SafeRide program through the university, paratransit services from the Eppson Center for Seniors, and demand response rides from Laramie Connections.

Albany County through ACTA has funded transit service before: the Gem City Grand, a fare-free transit service launched in 2011 that demonstrated strong initial demand but was ultimately discontinued due to unsustainable funding. Now, with the support of a Rural Transit Assistance Program grant, the City and County are taking steps to develop a 10-Year Strategic Public Transportation Plan. The plan aims to create a sustainable, equitable transit system that improves mobility for all, reduces emissions, supports underserved communities, and enhances access to essential services like jobs, healthcare, and food. It also aligns with broader efforts like Reconnect West Laramie to ensure coordinated and inclusive transportation planning.

This report encompasses the extent, span, service levels, and usage of existing transit services, along with demographic, employment, and tourism data for Laramie and Albany County. These factors will serve as a foundation for meaningful public engagement and assist in developing the 10-Year Plan so that the transit system can better meet the needs of residents and visitors alike. This project is funded with Federal Transit Administration 5305(e) State funds administered through the Wyoming Department of Transportation.



Figure 1: Downtown Laramie

2. Study Area

Albany County, located in southeastern Wyoming, covers 4,300 square miles and features diverse landscapes and a vibrant community. The county seat, Laramie, is situated along the I-80 corridor and the Laramie River in south central Wyoming. Laramie provides a gateway to industry, healthcare, higher educational institutions such as WyoTech and the University of Wyoming, outdoor recreation, and shopping. Downtown Laramie is a revitalized, historic district that offers a walkable mix of shops, restaurants, museums, breweries, and public art. Like many communities, the lack of a coordinated public transit system hinders economic development, quality of life, and access to opportunities for disadvantaged populations with the City and County.

Albany County has about 38,000 residents, with nearly 32,000 in the City of Laramie. West Laramie, west of I-80, is home to around 3,000 people. Despite being close to downtown, West Laramie faces connectivity challenges due to barriers such as the interstate, the Laramie River, and the Union Pacific railyard.

While Laramie is the only city within Albany County, the county also includes Rock River, the only incorporated town, along with several unincorporated communities, such as Centennial and Harmony.

The study area for the 10-year public transportation plan includes all of Albany County, as depicted in Figure 2.

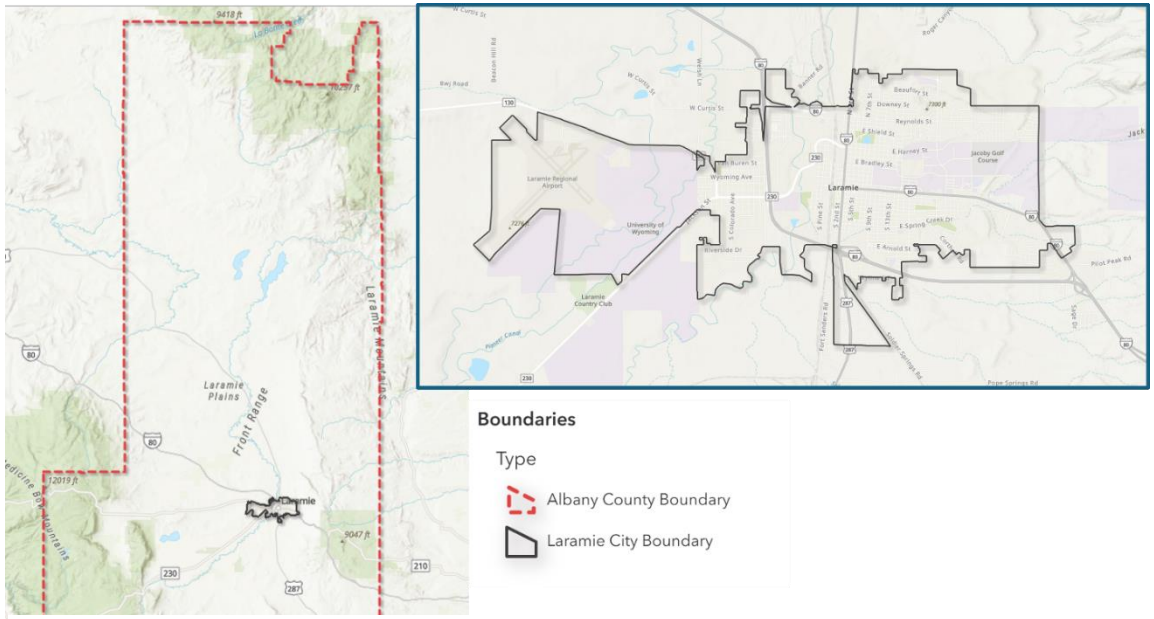


Figure 2: Map of the City of Laramie and Albany County

3. Previous Planning & Ongoing Efforts

The Gem City Grand ran a single bus route that had a ridership of over 57,000 passengers in its first year with an annual operating budget of $430,000. However, the funding became unsustainable and the Gem City Grand service was terminated in 2015. Several agencies initiated their own local transit services. The University of Wyoming shuttles currently provide over 600,000 rides per year via their fixed-route, paratransit, and on-demand services. The Eppson Center provides over 15,000 rides per year for medical, personal, and social appointments. Laramie Connections Center, which is funded by a local church, provides service for medical appointments and has operated special event shuttles. While these services are open to the public, they cater primarily to their focused transit market. These statistics demonstrate the base of a strong market for public transit within the City of Laramie and Albany County. Previous plans had called for expanded services including new routes on the north and west side, new destinations such as Ivinson Hospital and WyoTech, as well as intercity services, totaling over $2 million in additional annual funding plus several million more in capital costs for bus stops and maintenance facilities.

This study is supported by a rich history of planning studies in the City of Laramie and Albany County. The recommendations related to public transportation are explained in more detail below. All plans were supportive of public transportation to improve mobility in Laramie, but only a few recommended specific locations or types of transit. The following transit services were recommended in one or more plans:

- Service to West Laramie, including a stop at the Lincoln Community Center on the West Side
- A tourist trolley circulator
- A shelter at the existing downtown bus stop
- Expanded bus service downtown
- Bus service to the existing Greenbelt Trail or the future Greenway Loop Trail

3.1 City of Laramie Comprehensive Plan (2007)

The City of Laramie Comprehensive Plan provides a general blueprint for policy in Laramie, outlining goals and strategies that will help shape Laramie's growth as well as quality of life. This plan was developed in 2007 and is in the process of being updated and re-branded as "Forge Laramie". The plan discusses key issues, aiming to address various things such as critical crossings of the railroad, interstate, and river which divide the city. The Comprehensive Plan identifies public transit as an important transportation mode for residents without access to a vehicle, such as the elderly or disabled populations. The plan also emphasized that the current and previous transit services were not adequate in meeting resident needs. Specific destinations identified for transit service include West Laramie and a circulator route. The Comprehensive Plan called for a

full study to recommend a future transit network including transit priority treatment and enhanced stops and bicycle/pedestrian access to transit.

3.2 City of Laramie Parks and Recreation Plan (2016)

The Parks and Recreation Plan identifies the need for new or existing bus stops to serve the future Greenway Loop Trail.

3.3 WYDOT Long-Range Transportation Plan (2018)

The Wyoming Connects LRTP provides a comprehensive, statewide framework for guiding transportation investments and policy decisions over a 20-year horizon. The plan outlines transportation funding needs across the state and provides an overview of funding allocation and opportunities. Though roughly 50% of the state's transportation funds are dedicated to highways, the plan highlights the importance of transit and intercity transportation to ensure mobility. The plan identifies state-level transportation corridors of importance, and Laramie is situated on the I-80 corridor, which is ranked as having the greatest priority for investment from a safety and mobility perspective. The plan outlines several funding opportunities that may be relevant for transit projects in Albany County, described below. The programs most relevant for fixed route capital or operating funds are shown in bold:

- **FTA Section 5311/State Transit Program: Rural Public Transit Program**
    - Provide quality public transit service to Wyoming's rural communities. This service is available to residents of all 23 counties.
- **FTA Section 5310: Elderly and Persons with Disabilities**
    - Provide capital for the purchase of vehicles for programs related directly to transportation of elderly and persons with disabilities. This is a capital-only program and is utilized by WYDOT to purchase accessible vehicles and equipment.
- **FTA Section 5309/Capital Investment Program: Rural Public Transit Program**
    - Provide funds to invest in public transit capital equipment and facilities. In Wyoming, this assistance is available to transit providers for bus purchases and bus-related facilities, including bus shelters and garages.

- **FTA Section 5311(b)(3): Rural Transit Assistance Program (RTAP)**

  - This program provides funding for grants and contracts for research, technical assistance, and training for rural transit programs. The majority of funds are contracted to Wyoming Public Transit Association (WYTRANS) to assist with statewide technical issues.
- **Transportation Enterprise Fund:**
  - Provide a State funding source for public transit vehicle acquisitions. The trust fund is administered by the State Loan and Investment Board.
- **FTA Section 5316: Job Access/Reverse Commute**
  - Improve access to employment and employment-related activities for low-income individuals and welfare recipients through transportation services.

3.4 Laramie Growth Area Plan (2023)

The Laramie Growth Area Plan, adopted in 2023, is a joint effort between Albany County and the City of Laramie to guide development in the rural-urban interface. It proposes land uses and water, sewer, and street infrastructure for the area between the Laramie city limits and the Laramie Growth Area Boundary. Most of the future residential zoning is found east of the train tracks, and most of the residential uses are in less dense zoning categories, such as Estate Residential, Rural Residential, and Ranchette. However, there are several denser residential zones, such as Multifamily Residential, Suburban Residential, and commercial zones found immediately outside of the city limits to the north and south. West Laramie has much less future residential zoning planned, but there is some between West Laramie and the airport. The plan sketches out major new streets in the growth area, some of which are extensions of existing roads.

Map 9. City of Laramie Zoning and Laramie Growth Plan Composite

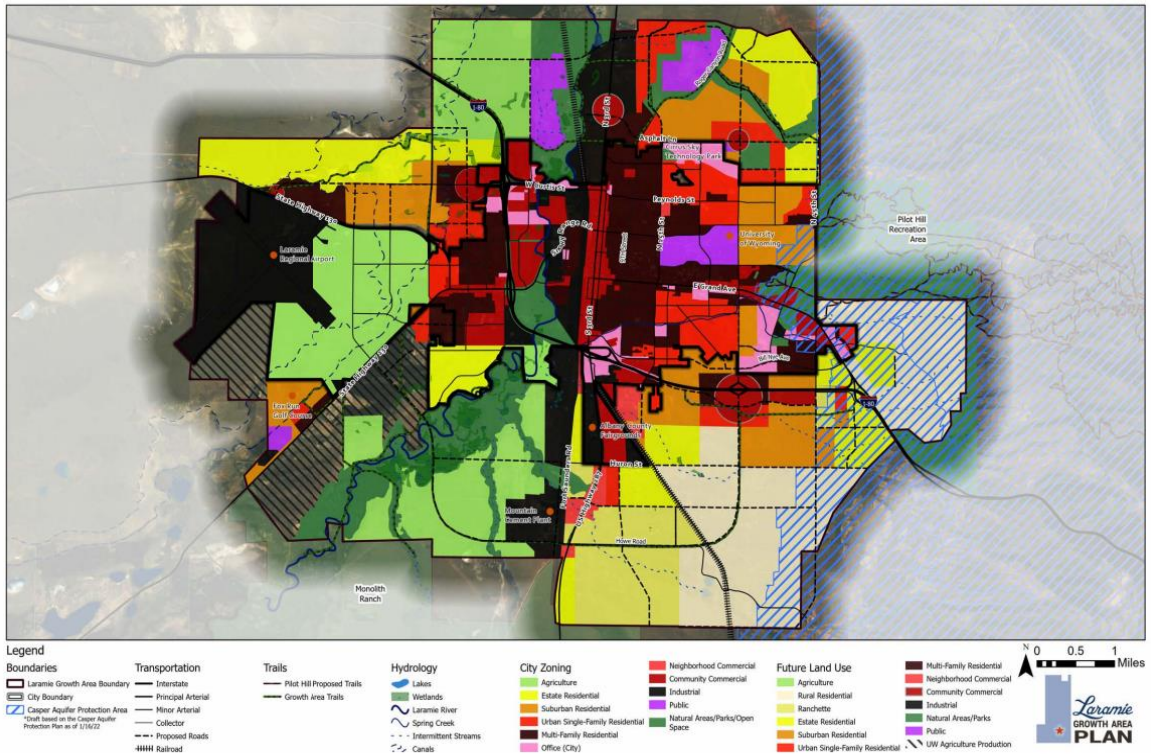


Figure 3: Zoning and future land use within the Laramie Growth Boundary Area

3.5 Albany County Comprehensive Plan (2008)

The Albany County Comprehensive Plan serves as a long-range, advisory guide for land use and development in the county. It was developed in 2008 and provided the foundation for future planning studies, such as the Laramie Growth Area Plan. It provides the foundation for zoning, subdivision regulations, and infrastructure decisions. The plan does not provide specific

objectives related to transit but is supportive of public transportation, with one Action in the Transportation Chapter stating: "Promote a variety of coordinated transportation network components, including streets, roads, bike and pedestrian ways, and transit, when appropriate."

3.6 Major Street Plan Map (2024)

Originally developed as part of the Albany County Comprehensive Plan and updated in 2024, the Major Street Plan Map outlines the current and future streets in the Laramie area and the classification of the street, such as arterial vs collector vs interstate. A major street plan is often required for specific federal and state grants that fund large-scale road safety and infrastructure projects.

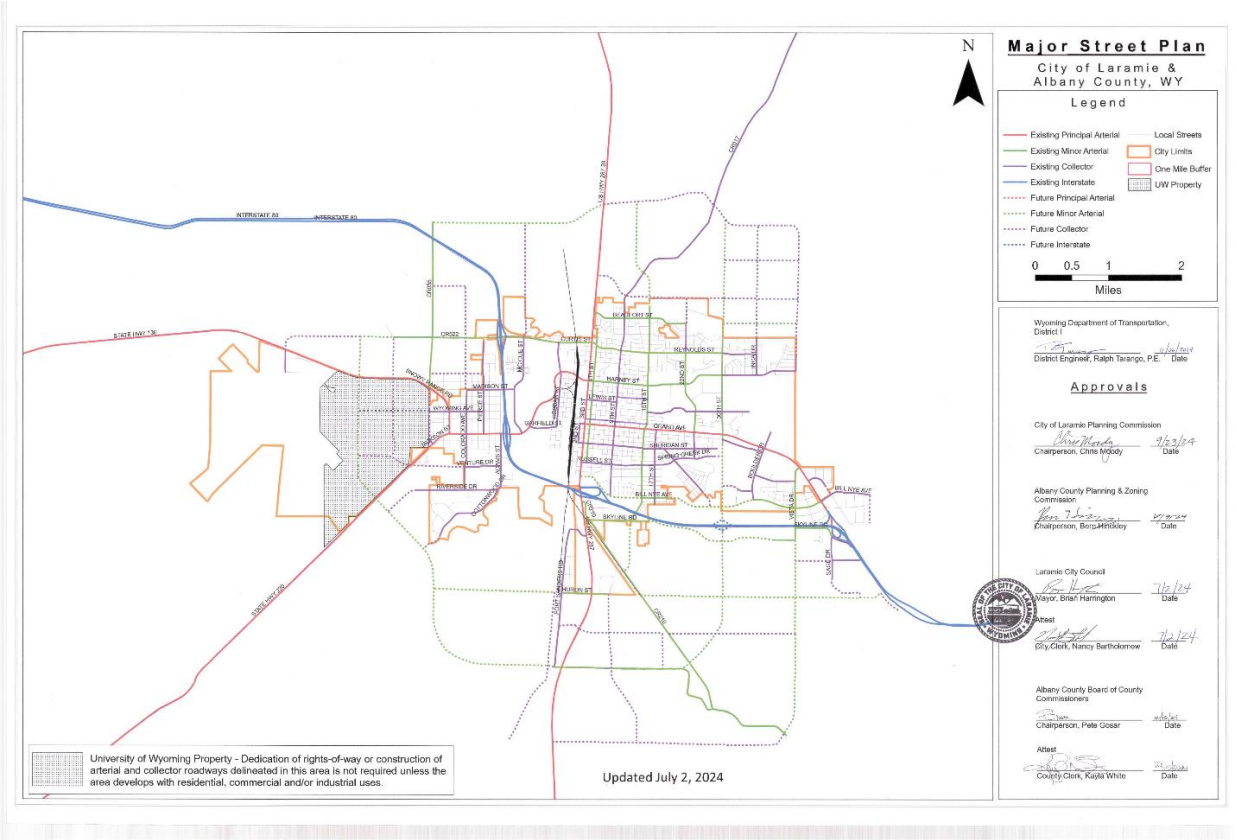


Figure 4: Major Street Plan Map for Laramie, updated in 2024

3.7 Reconnecting West Laramie (ongoing)

Reconnect West Laramie is an ongoing plan funded by a Reconnecting Communities Planning Grant that will provide recommendations for how to better connect West Laramie to the rest of the city. It will address barriers created by the Union Pacific Railyard and Interstate 80 (I-80), which have separated residents living west of these corridors from Downtown Laramie, the University of Wyoming, and healthcare services. The plan focuses on multimodal connections that would provide facilities for pedestrians and cyclists, in addition to vehicles. The plan is currently in the alternatives development and community engagement stages, but five Opportunity Corridors have been highlighted as potential connectors to West Laramie. If more recommendations are released before this plan is completed, they can be incorporated.



Figure 5: Map of proposed Opportunity Corridors to connect West Laramie to downtown

3.8 Downtown Development Plan (2011)

The Laramie Downtown Development Plan provides a strategic framework for revitalizing and enhancing downtown. It aims to foster economic development, preserve historic character, and improve the overall quality of life through thoughtful urban design, infrastructure upgrades, and policy recommendations. Transit recommendations include installing a bus shelter downtown, creating a unified bus shelter design for the system, and evaluating expanded service downtown. The plan also emphasizes improving pedestrian and bicycle connections between the university and downtown and creating a more pleasant and inviting streetscape. In the coming year, The City of Laramie, in collaboration with the Downtown Development Authority (DDA) and Laramie Main Street Alliance (LMSA), will be updating the plan. The plan will articulate strategies for transportation alternatives as well as physical improvements to Downtown that will enhance the area's character and bolster Downtown as a commercial, social, and civic hub.

3.9 Wayfinding Master Plan (2018)

The Laramie Community Wayfinding Plan is a strategic initiative aimed at enhancing the visitor experience and promoting Laramie as a destination by implementing a cohesive, branded signage system throughout Laramie. The plan outlines a unified visual language for wayfinding signage, identifies destinations of interest to visitors throughout the city, and specifies the location and type of all directional signs. The list of destinations is ranked by visitor popularity (Figure 6), which may be of interest for transit planning. Transit centers and multi-modal facilities are included as qualifying destinations, so the wayfinding system will help direct people to larger transit facilities. It will also improve the ability of people to navigate to their destination after arriving at a transit stop, which will improve the ease of using transit in Laramie.

	Attraction or Destination	Wghtd. Score
1	Downtown Laramie	16
2	University of Wyoming	16
3	Laramie High School	16
4	Ivinson Memorial Hospital	16
5	Laramie Regional Airport- LAR	15
6	Abraham Lincoln Memorial Monument	15
7	American Heritage Center	15
8	Historic Footbridge	14
9	Albany County Public Library	14
10	Laramie Recreation Center	14
11	Vedauwoo Recreation Area	14
12	Cirrus Sky Trailhead	14
13	University of Wyoming Art Museum	14
14	Wyoming Territorial Prison State Historic Site	13
15	Laramie Plains Museum	13
16	Turtle Rock Recreation Area	13
17	Laramie Area Visitor Center	13
18	Laramie Railroad Depot	12
19	Laramie Plains Civic Center	12
20	Laramie City Hall	12
21	LCC - Laramie County Community College, Albany County Campus	12
22	Fox Run Golf Course	12
23	Optimist Park	12
24	Jacoby Golf Course	12
25	Albany County Fairgrounds	11
26	LaBonte Park	10
27	Greenhill Cemetery	10
28	Washington Park	10
29	LaPrele Park	10
30	Laramie Ice & Events Center	10
31	Undine Park	10
32	Kiwanis Park	10
33	Scout Park	10
34	LaRamie/Aragon Park	10
35	WyoTech	10
36	Hansen Arena	9
37	Bamforth National Wildlife Refuge	9
38	University of Wyoming Geology Museum	9
39	Williams Conservatory	8
40	Laramie Soccer Fields	7
41	Wyoming Women's History House	6
42	Jacoby Ridge Rural Trail	

Figure 6: List of the top attractions for visitors

3.10 West Side Vision Study (2024)

This neighborhood plan for the West Side was driven by extensive community collaboration and provides a roadmap for the future of the neighborhood. The West Side is located between the railroad tracks and the Laramie River. Residents wanted to preserve the neighborhood's character, promote housing affordability, improve access to parks, support small businesses, and improve infrastructure and connectivity. The plan includes a specific transit recommendation to bring transit to the neighborhood and locate a stop at the Lincoln Community Center. Other infrastructure recommendations included improving sidewalk conditions and bicycle facilities, implementing traffic calming, and managing flooding.



Figure 7: Aerial photo of the West Side neighborhood

4. Trip Generators

Albany County and the City of Laramie contain various destinations frequently visited by residents, visitors, and tourists. In Laramie, trip generators include the historic downtown, educational institutions such as the University of Wyoming, WyoTech, and Laramie County Community College (LCCC), several cultural and historical museums, county fairgrounds, county library and numerous City parks. Healthcare facilities like Ivinson Memorial Hospital and other clinics, along with retail centers, account for significant travel within the area. In West Laramie, locations such as the Wyoming Territorial Prison State Historic Site, Wyoming State Veterinary Laboratory, Laramie KOA, several hotels, and the Laramie Regional Airport also contribute to local and regional transportation activity.

Beyond the city limits of Laramie, Albany County offers various attractions such as the Snowy Range Ski Area, Medicine Bow National Forest, and the Vedauwoo Climbing Area. The Albany County Tourism Board actively promotes travel and tourism within the region. Trip Generators within the City of Laramie are depicted in Figure 8.

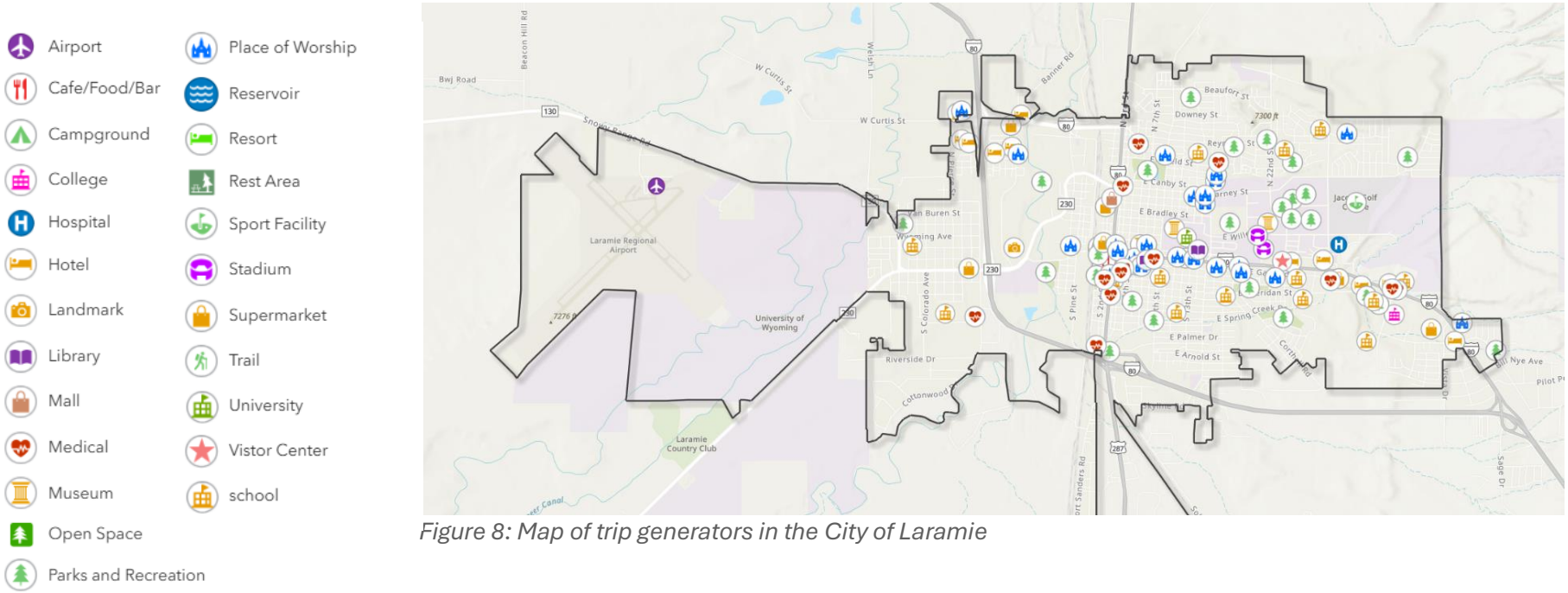


Figure 8: Map of trip generators in the City of Laramie

5. Existing Transit Service

5.1 Laramie Connections

Laramie Connections is a faith-based community service organization with a goal of offering 'gap services' to help Laramie residents thrive. One of their services is a Request a Ride program, which offers free rides within Laramie and up to 90 miles outside of town for appointments and needs of everyday life. This is the only ride service that will travel outside of Laramie.



Figure 9: A Laramie Connections vehicle

The service is accessed by advanced reservation. Rides are available to anyone, regardless of senior citizen or disability status. The service is offered Monday-Thursday 9am-5pm, and rides must be booked 48 hours in advance through their website. They also offer rides on Sunday to reach the Free Sunday Meal offered by Laramie Connections. The agency employs two drivers and has seven fleet vehicles, two of which are ADA compliant.

It is indicative of the transportation challenges in Laramie that one of the main services of this gap-oriented non-profit is to offer rides. It suggests that there is a gap that needs to be filled to help Laramie residents fulfill their daily trips. Laramie Connections does not report ridership or cost information to the National Transit Database, but they have shared some limited ridership information with our study team.

5.2 Eppson Center for Seniors

The Eppson Center for Seniors offers services to support independent living and quality of life for seniors aged 60 and up. One of their programs is a demand response transportation service called Senior Assisted Transportation Service. It is available to everyone in the community, though the costs associated vary by group:

Table 1: Fares for Eppson Center transportation program

Population	Price
Seniors 60+	By donation
60 and under with an eligible disability	$4 per ride
Those who prequalify for Medicare Waiver program	Billed to Medicaid
60 and under	$6 per ride

The service is accessed by reservation and pre-approval only. Rides must be scheduled 48 hours in advance and are available within Laramie city limits Monday-Friday 8:30am-3:30pm, with a daily break 12-12:30pm. Riders must complete an application and agreement. Rides can be booked by calling the agency.

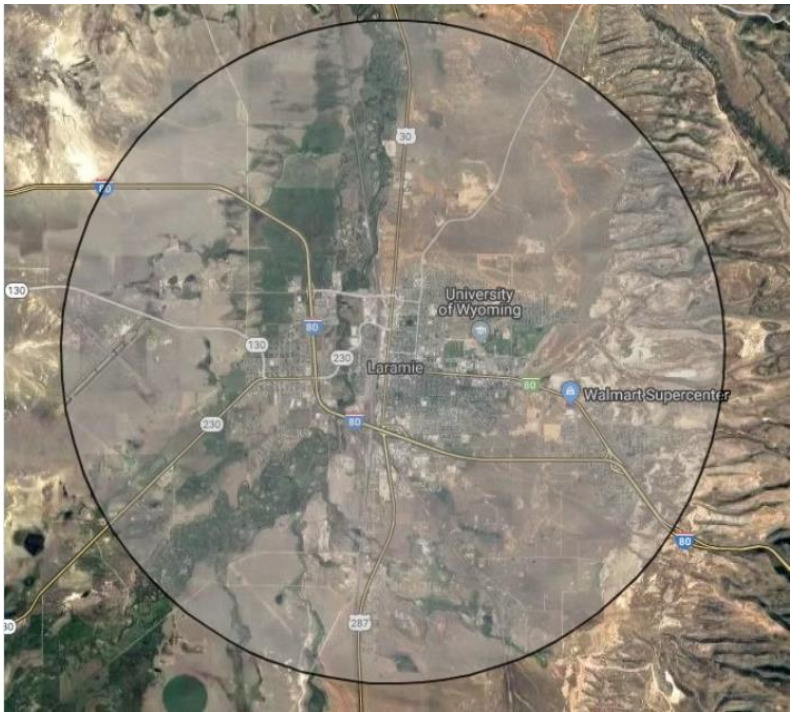


Figure 10: Service area for the Eppson Center Senior Assisted Transportation Service

5.3 University of Wyoming

The University of Wyoming offers fixed route services during the day and evening and a late night rideshare program, all of which are fare free and open to the public. UW also operates a fee-based paratransit service for those with a disability that prevents them from riding the wheelchair accessible fixed-route service and an on-demand SafeRide service for nights and weekends.

Figure 11: UW RoundUp logo

5.3.1 UW RoundUp

The University of Wyoming operates three fixed route transit services that are free and available for the public, with a service span from 6:30am-10:30pm Monday through Friday. There are no fixed route services offered on the weekends, and service is also reduced during the summer and other school breaks.

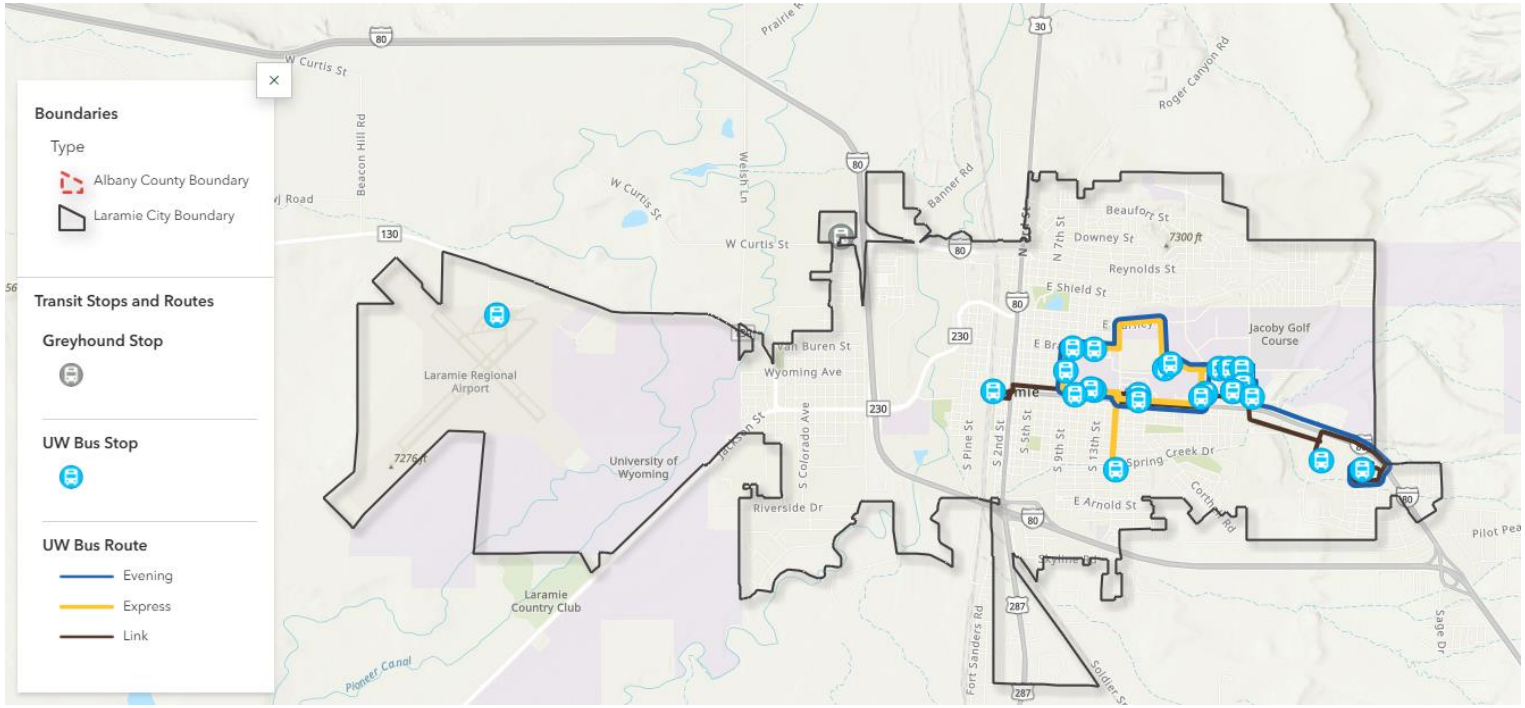


Figure 12: Map of UW RoundUp Stops and Routes in Laramie city limits

Table 2: Service characteristics for UW's fixed transit routes

Route	Academic Year Service Span	Summer/Break Service Span	Length	Number of Stops	Headway (mins)	Annual Ridership
Express	M-F 6:30am-6:30pm	Same	5.9 mi	11 (7 in summer)	8	232,161
Link	M-F 6:30am-6:30pm	Same	9.2 mi	18	20	58,339
Evening	M-F 6:30pm-10:30pm	No service	6.1 mi	12	15	9,118

Service is operated with a mixture of 40-foot buses and cutaway buses, and all vehicles are wheelchair accessible. Routes are concentrated around the university but extend along the Grand Avenue corridor to Downtown, the Albany County branch of Laramie County Community College (LCCC), and Walmart. There are a total of 24 stops across all routes, serving 18 square miles.

5.3.2 Paratransit

UW also offers a paratransit for anyone whose disability would not be accommodated using a wheelchair accessible fixed-route service. Rides are available Monday-Friday 6:30am-10:30pm during the academic year (including mid-year breaks) and Monday-Friday 6:30am-6:30pm during the summer semester. The service is access by advanced reservation and pre-approval only. Riders must submit an application that is reviewed by the Transportation Services offices. Paratransit riders must submit an application to determine ADA eligibility. Trips must be reserved via phone or email at least one calendar day in advance. The service is free if scheduled in advance and occurring within a ¾ mile radius of a UW RoundUp bus route. Fares are up to $4 for rides not scheduled in advance or further than ¾ mile from a UW bus route.

5.3.3 SafeRide

This on-call demand response service operates late nights and weekends and offers rides anywhere within Laramie city limits. This service is also free and open to the public. The service is accessed by requested a ride through the UW SafeRide App or by calling by phone.

Table 3: SafeRide hours of operation

Season	Day of the Week	Hours
Academic Year	Monday-Friday	10pm-2am
Academic Year	Saturday	10am-2am
Academic Year	Sunday	10am-10pm
Summer	Friday & Saturday	10pm-2am



Figure 13: UW SafeRide app



Figure 14: UW SafeRide office and vehicle

5.4 Special Event Shuttles

The University also runs special event shuttles for events such as Jubilee Days. In 2025, there was an advertisement in the local paper, *Laramie Boomerang*, advertising free parking at the University of Wyoming Parking Garage, with a shuttle running from the garage to Downtown as well as the fairgrounds. Approximately 50 people per festival day used the shuttle service.

5.5 Wyoming 211

Wyoming 211 is a complimentary statewide service that connects residents with essential resources, particularly focusing on transit and transportation assistance for medical appointments, employment, and related needs. Assistance is available by dialing 2-1-1 or accessing the program's website. Although services in Laramie and Albany County have been limited, Wyoming 211 is currently assessing opportunities to enhance support in these areas in collaboration with existing transit providers and community services.

5.6 Greyhound Bus Service

Greyhound is a type of public transportation classified as intercity bus, offering carrier services for a fare between various cities and towns. It operates as a private company and provides long-distance travel options across North America, which distinguishes it from local, publicly-funded city transit systems. The Greyhound bus stop in Laramie is at the Petro Travel Center off I-80 on the city's northwest edge. Currently, there is no fixed route transit service to this location, so access to the bus stop requires alternative transportation options. Greyhound provides one round trip serving Laramie, connecting it with Salt Lake City to the east and Cheyenne and Denver to the west and south. The route schedules is detailed in Table 4. This offers an opportunity for fixed route transit to improve access to intercity transportation in Laramie.

Direction	Cities	Time
Eastbound	Salt Lake City -> **Laramie** -> Cheyenne -> Denver	Arrives 3:10pm Departs 3:25pm
Westbound	Denver -> Cheyenne -> **Laramie** -> Salt Lake City	Arrives 12:40pm Departs 12:44pm

Table 4: Daily Greyhound schedule at Laramie

6. Existing Transit Performance

6.1 UW RoundUp Ridership

Ridership varies widely on the three routes in this system. The following charts will compare ridership at the route and stop levels.

The **Express** is the most frequent route, with an operating headway of 8 minutes. It loops through the core campus, stopping at several academic buildings, student housing buildings, and parking lots. It has the highest ridership of the three routes, with an average of 19,347 riders per month. Ridership fluctuates greatly throughout the year. It is highest when school is in session, in particular during the month of February, perhaps due to cold weather. Ridership dips sharply over the summer.

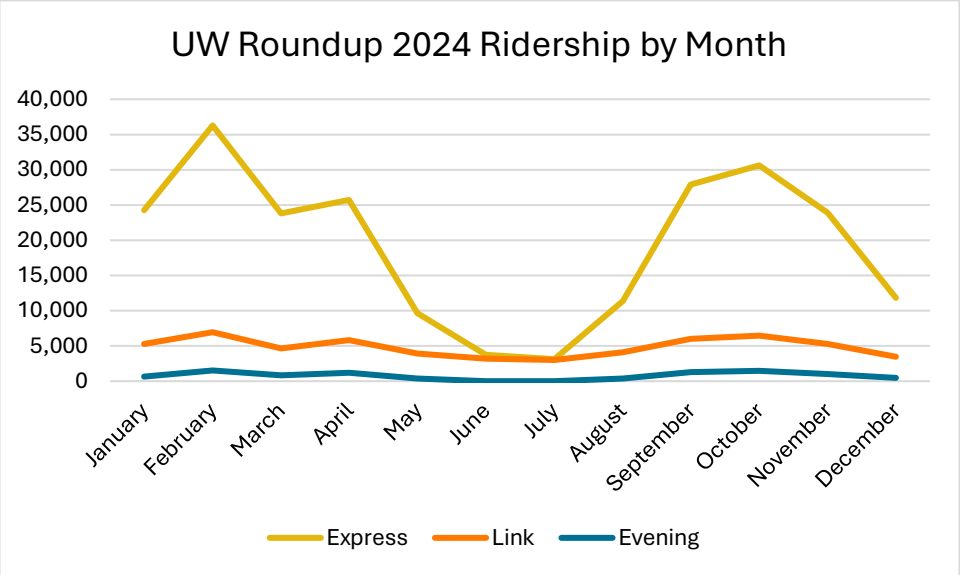


Figure 15: UW RoundUp 2024 Ridership by Month

The **Link** is the route with the most non-campus destinations. It serves the Grand Ave corridor from downtown, through UW's campus, and out to the community college and Walmart. Its ridership is lower, averaging 4,862 riders per month, but much more consistent throughout the year.

The **Evening** combines the service patterns of the Express and Link into a single route operated 6:30-10:30pm. It does not operate during the summer, and it has the lowest ridership of the three routes, averaging 912 riders per month for the 10 months of the year it is in service.

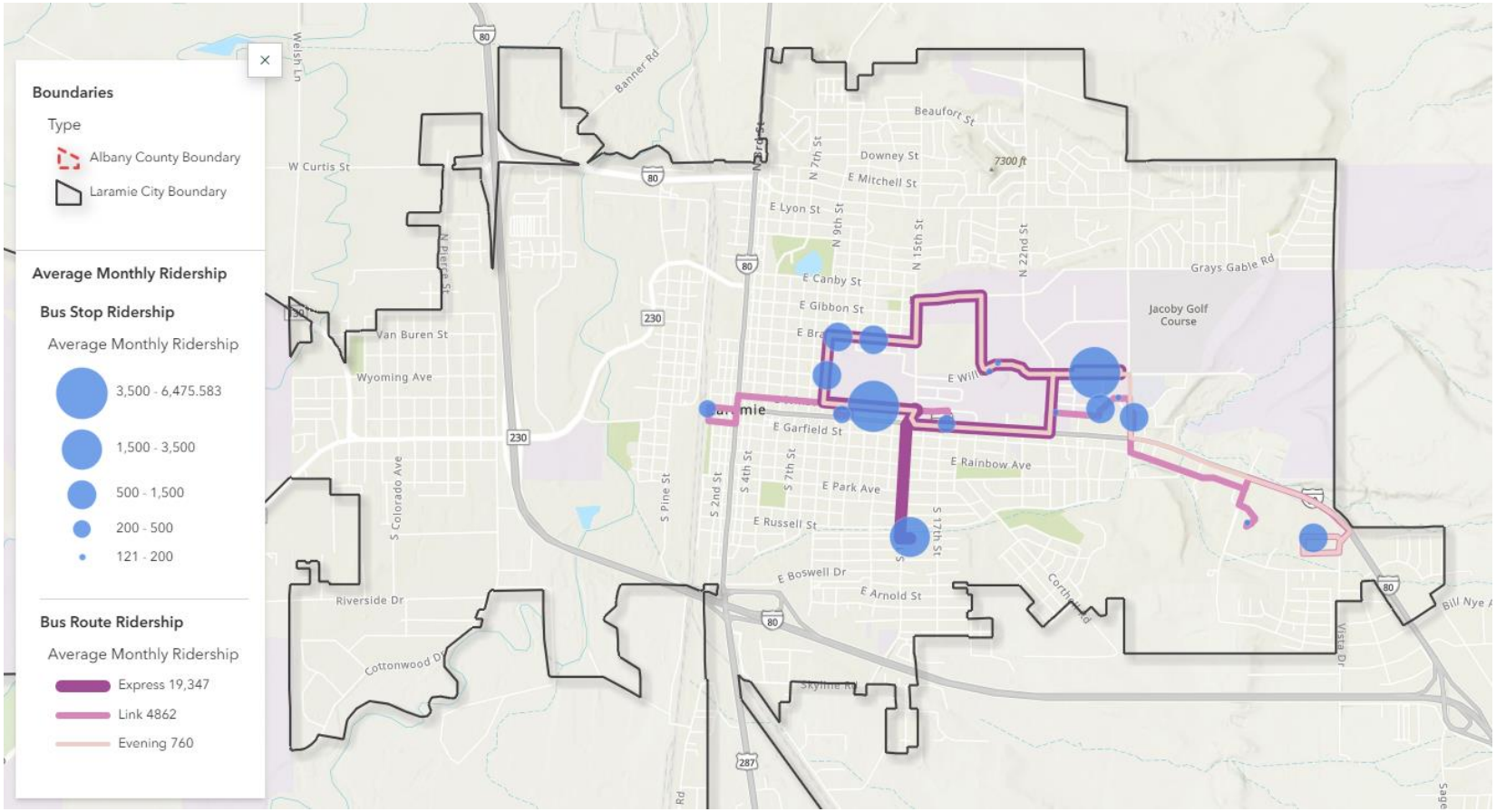


Figure 16: Map of stop-level and route-level ridership for the UW RoundUp

Figure 16 also sums ridership at the stop level regardless of route. The most popular stops are East Lot, Knight Hall, and the South Express Lot, with more than 3,000 riders per month each. The high ridership at several on and off-campus parking lots suggests that students utilize free satellite parking lots and then take the bus to their final destination on campus.

Regarding stops not associated with the UW campus, Walmart is the 6th most popular stop, with 645 riders per month. Downtown ranks 11th with 369 riders per month, and Laramie County Community College ranks 13th with 185 riders per month. Stop-level ridership for 2024 is depicted below in Table 4.

Stop Name	2024 Total Ridership
East Lot	77,707
Knight Hall	71,758
South Lot	41,294
Union	29,336
Classroom	13,681
Lodgepole	9,489
Walmart	7,740
Spanish Walk Apartments	7,681
Anthropology	7,134
Science Initiative	7,070
Residential Halls	5,666
Downtown	4,433
Ivinson Parking Garage	3,353
Laramie County Community College	2,225
Arena Auditorium	2,179
Gateway	2,161
Early Childhood Education Center	2,039
Animal Science	1,452
Total	296,398

Table 5: Ridership by Stop

6.2 SafeRide

The SafeRide program exhibits a similar ridership pattern to the RoundUp, with peaks during the spring and fall semesters. On average in 2024, it provided 2,010 rides per month. This service tends to peak at the beginning and the end of the academic year, typically in April and September. This ridership pattern would suggest heavy usage by students, though it is also open to anyone.

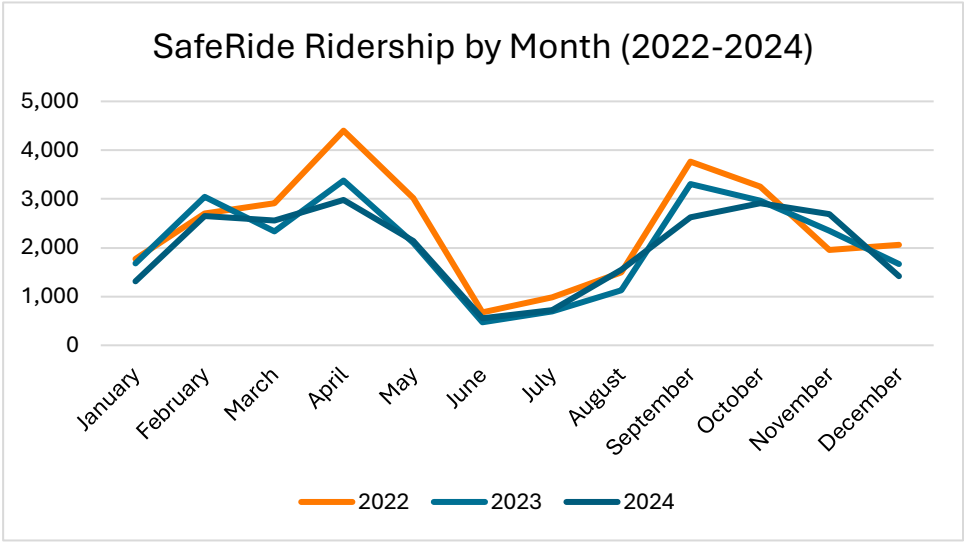


Figure 17: SafeRide Ridership by Month

6.3 Paratransit

The paratransit service is less utilized than SafeRide, providing an average of 762 rides per month. It does have a seasonality swing with respect to the academic calendar, but it is not as pronounced as the peaks for SafeRide or the RoundUp.

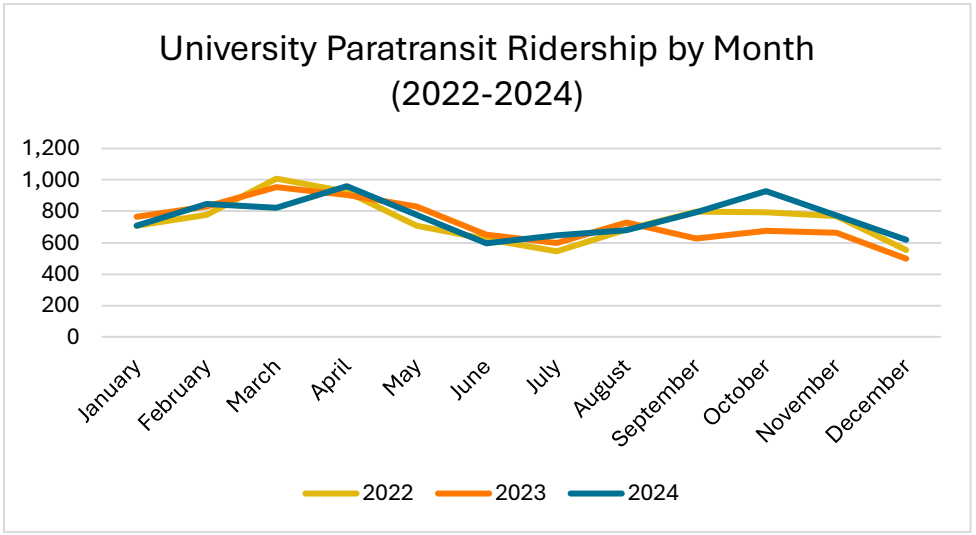


Figure 18: UW Paratransit Ridership by Month

6.4 Demand Response Origins

Figure 19 shows the combined origin points for UW's SafeRide and Paratransit demand response services, with most originating along 3rd St. from downtown to Curtis St. Additional areas with high activity include the UW campus, Ivinson Memorial Hospital, Walmart, Downey St. (northwest), N 19th St., LaBonte Park, the south side of Russell St./Spring Creek Dr., and West Laramie. Many of these locations correspond to LCCC student residences, as illustrated in Figure 24. Overall, these areas reflect the residential and commercial characteristics of demand response service trips in Laramie.

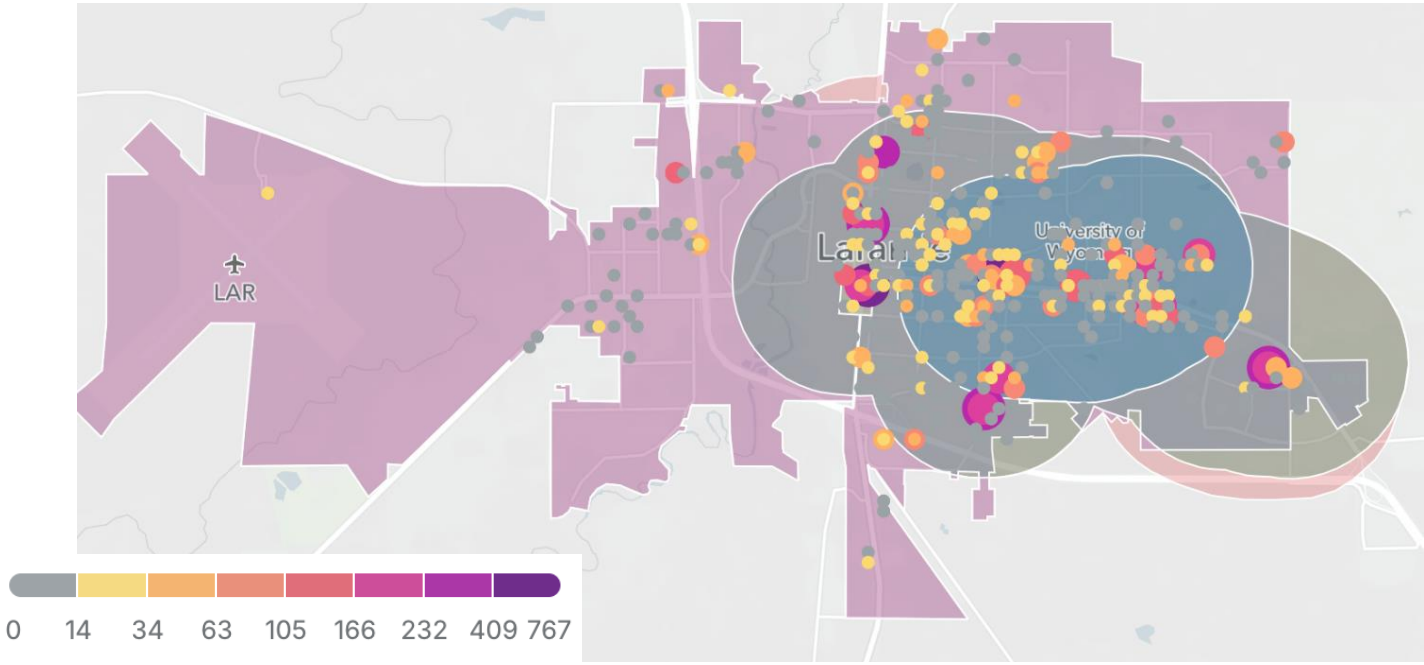


Figure 19: Popular pickup locations for demand response transit (August 2022-May 2025)

6.5 Eppson Center for Seniors

Eppson Center for Seniors provided 8,329 trips in calendar year 2024. This averages to 694 trips per month, which is a similar volume to UW's Paratransit service. The service was operated using three peak vehicles. The center did not provide any information about origins or destinations.

6.6 Laramie Connections

Laramie Connections provided 4,000 trips in calendar year 2024, or an average of 333 trips per month. This is less than half of the ridership of UW's Paratransit service or the Eppson Center for Seniors. It is important to note that passengers do not need to have a disability or be a senior to use this service. Of the 4,000 trips, 350 had a destination outside of Laramie city limits.

7. Land Use and Zoning

By evaluating land use, zoning, and growth, Albany County and the City of Laramie can more accurately assess transit needs, allocate resources, and facilitate community development. Land use determines potential transit routes, zoning influences density and suitability for transit services, and projecting growth informs how transit service could be scaled to address congestion, parking, and environmental factors. Transit stops are allowed in all zoning designations.

Considering land uses that may support transit, residential land represents about 4% of the county and is primarily located in and around Laramie. Commercial and industrial areas comprise less than 1%, and public lands—including parks, schools, government buildings, and natural reserves constitute 34% of total land area. Population projections from the Laramie Growth Plan (Page 11) indicate an 18% increase by 2040 for the County, highlighting the need to adjust transit planning to changing land patterns.

Zoning regulations in Laramie provide a structured framework for development while addressing the community's needs. Residential zones encompass both single-family and multi-family housing, with increased density situated near the University of Wyoming. Commercial zones are primarily distributed along major thoroughfares, whereas industrial districts are concentrated within the southeastern rail corridor. The core of Laramie, designated as R3, allows single-family residences, duplexes, townhomes, and multi-family residential buildings. This zoning designation fosters areas of higher housing density in Laramie's core which is conducive to transit service

8. Demographics

The evaluation of demographic characteristics is vital for developing an effective 10-year public transportation plan in Albany County and Laramie. Understanding the population distribution, employment status, educational attainment, and the racial and ethnic composition of residents helps identify the specific needs and travel patterns of different communities. This ensures that the transportation network is designed to serve all residents efficiently, addresses areas with higher demands, and promotes equitable access to transit services.

8.1 Population

Albany County, located in southeastern Wyoming, is home to approximately 38,000 residents, with nearly 32,000 residing in the City of Laramie. The racial and ethnic breakdown is predominantly white (85%), with smaller percentages of Hispanic or Latino (8%), African American (2%), Asian (2%), and Native American residents (1%). The non-white and Hispanic populations are higher in areas like West Laramie compared to other parts of Albany County.

The median age of 27 years highlights a youthful population, with a significant number of residents falling into the 18-24 age range, largely influenced by the University's presence. The gender distribution is fairly balanced, with a slight majority of males over females. The median household income in Albany County is approximately $60,000. The county has a poverty rate of around 21%, with the higher education institution's student population contributing to this statistic. Employment is mainly centered around education, government services, retail, and healthcare.

Both Albany County and Laramie, Wyoming exhibit demographic characteristics typical of college towns, with youthful populations and significant student influences on age, income, and poverty statistics. A summary of Albany County demographics is shown in the Albany County Census Profile.

Figure 20: Albany County Census Profile



8.2 Auto Ownership Rate

Laramie has an average household size of 2.1 people, but the auto-ownership rate in many blocks is 1.4-1.75, suggesting that many residents do not have access to their own vehicle. This is also lower than the auto ownership rate in the rest of the county. This lower rate of auto ownership is distributed throughout the residential neighborhoods of Laramie, with the exception of the wealthiest neighborhoods in the northeast near the city limits. Providing additional fixed route transportation could improve the mobility of residents who lack consistent access to a vehicle.

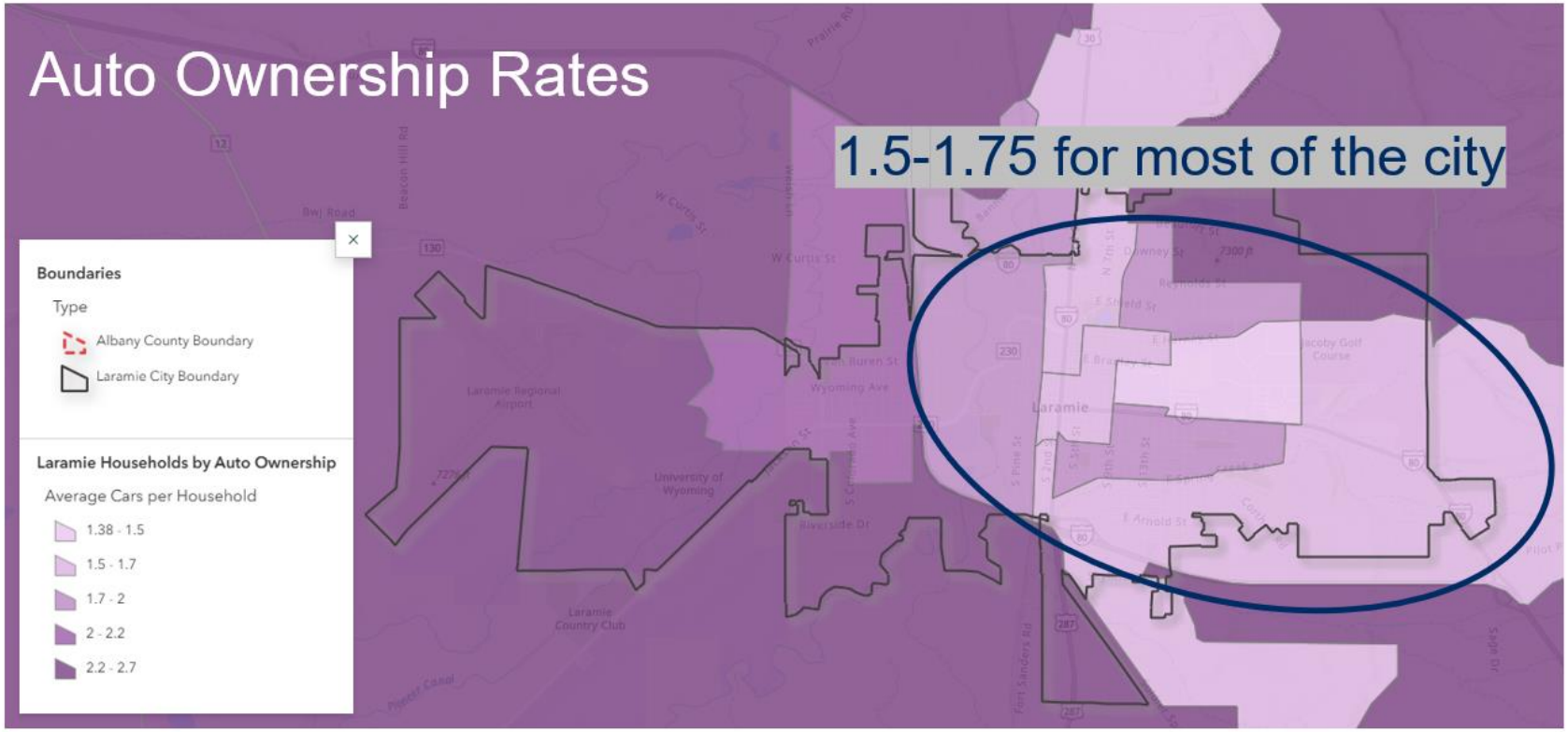


Figure 21: Map of the average vehicles per household in Laramie

8.3 Low-Income Households

The plurality of census blocks in Laramie have a household median income of $25,000-$50,000, which is lower than surrounding areas and the Wyoming average of $74,815. The modest incomes of Laramie residents could mean that affordable public transportation would be helpful in managing household budgets and provide mobility options if car repair or ownership becomes prohibitively expensive. The Center for Neighborhood Technology's Housing and Transportation Index suggest about 30% of income should be spent on housing and 15% on transportation for a neighborhood to be considered affordable.



Figure 22: Map of median household income in Laramie

9. Transit Markets

9.1 Residents

Current fixed-route transit in Laramie only serves the campus and the Grand Ave. corridor, but there are many other densely populated areas of the city. The population density map (Figure 23) shows that the census blocks bordering campus and extending outward to the north, west, and south have population densities between 3,000-14,000 people per square mile. For context, the City of Seattle has a population density of around 7,000 residents per square mile. Additionally, there is a second locus in West Laramie with a density of 1,500-3,500 people per square mile and over 6,000 residents total. Laramie has several neighborhoods with population densities that could support fixed route transit service.

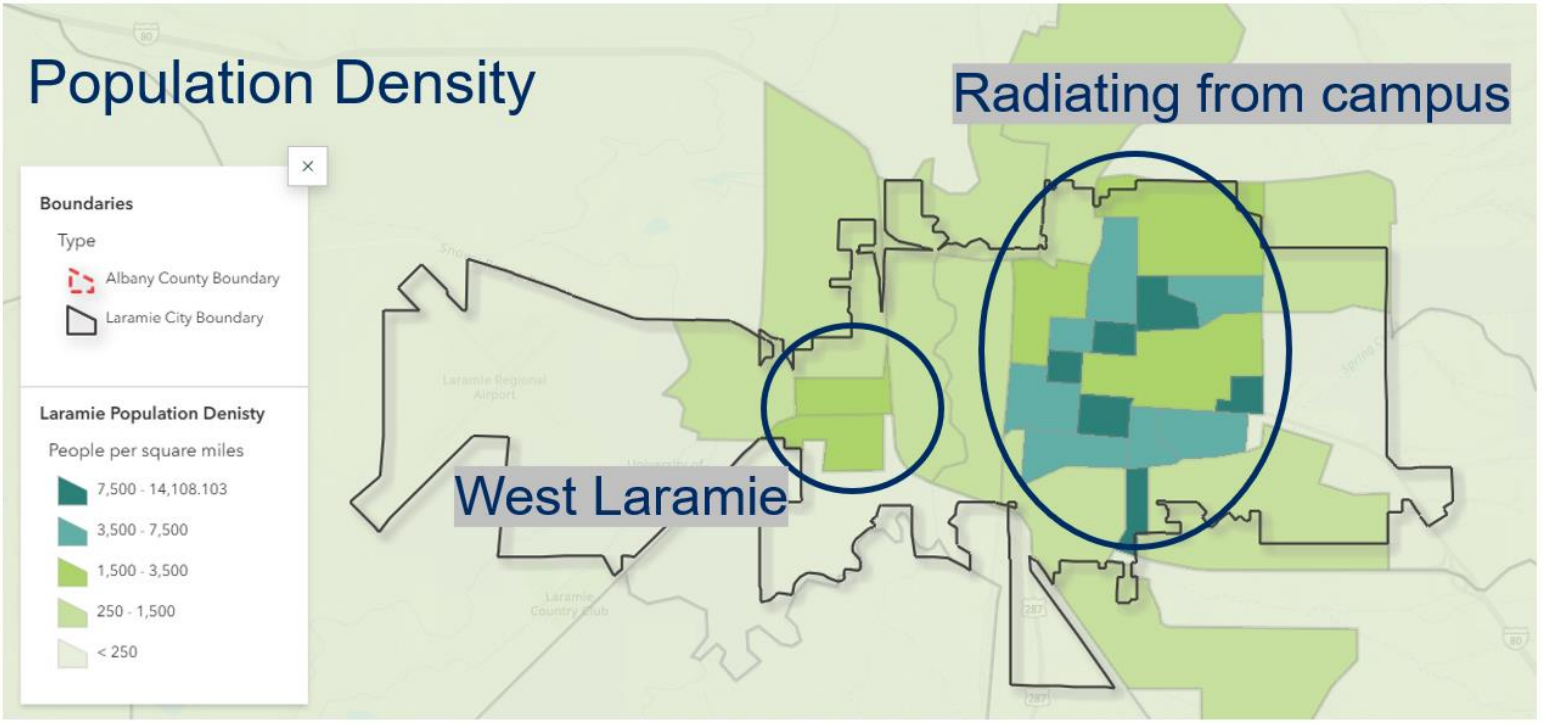


Figure 23: Map of population density in Laramie

9.2 Off-Campus Students

Several current stops, such as East Lot and Spanish Walk Apartments serve on-campus UW apartment complexes and have high ridership. Neighborhoods popular among off-campus residents could also be good candidates for fixed route transit service. Figure 24 shows the density of student addresses for LCCC's Laramie campus. There are concentrations throughout the residential neighborhoods of Laramie. Hotspots include apartments clustered around N 19th St., apartments in the northwest clustered around Downey St., the area south of Russell St./Spring Creek Dr., LaBonte Park, West Laramie, and the housing behind Walmart. Though this map shows the homes of LCCC students, it could reflect popular neighborhoods for UW and WyoTech students as well.

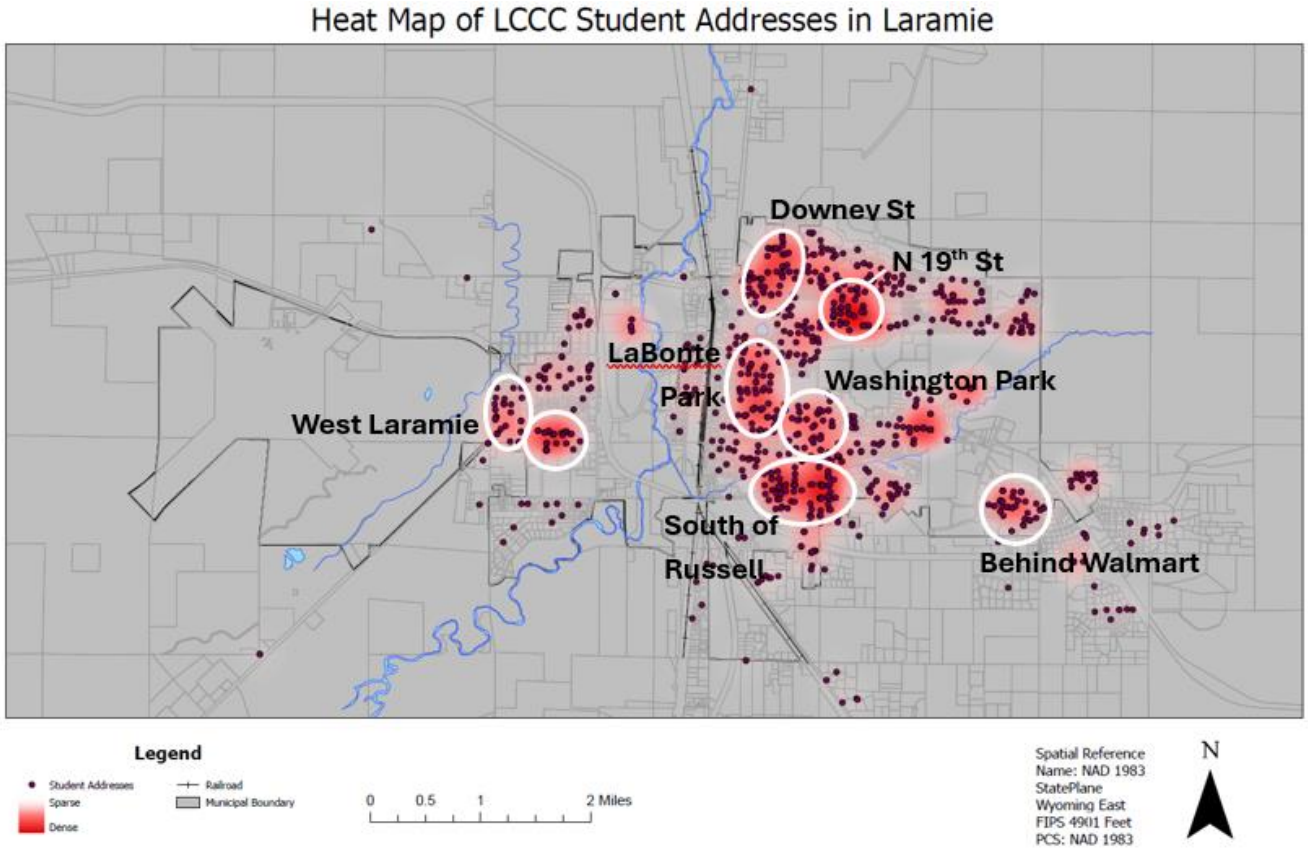


Figure 24: Heatmap of LCCC students addresses in Laramie

9.3 West Laramie

Extending transit service to West Laramie would create a new market. The area is separated from downtown by Union Pacific railroad tracks and the Laramie River, with only three crossings: Curtis St., Snowy Range Rd. (both on the north side), and I-80 to the south. There is also a pedestrian bridge close to downtown. West Laramie is comprised of several different sections of development. There is some housing between the railroad tracks and I-80, referred to as the West Side, and additional development on the western side of I-80, referred to as West Laramie. These areas together comprise a population of over 6,000 residents that are not currently served by fixed route transit.

West Laramie is also home to several trip generators: WyoTech trade school, Wyoming Territorial Prison State Historic Site, Wyoming State Veterinary Laboratory, Laramie KOA, several hotels, and an elementary school.

9.4 Workers

Though Laramie may be known as a college community, it's important to remember that there are many workers throughout Laramie. Students themselves may also be employed, which could increase the number of destinations to which they must travel each week. Most census blocks in Laramie have a labor force participation rate of above 60%. This suggests that many people could benefit from transit for work commute purposes, in addition to errands, school, and other trip purposes.

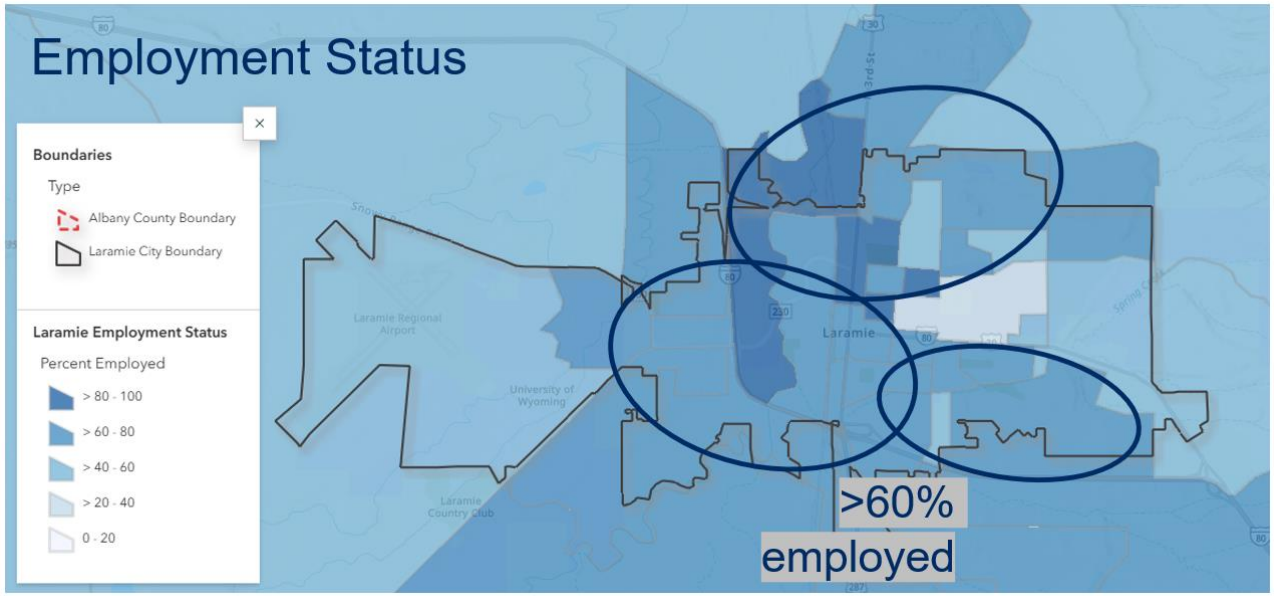


Figure 25: Map of the percent of Laramie residents that are employed

9.5 Commuters

County-Level

Laramie residents hold over 15,000 jobs in either Wyoming or Colorado. 75% of the jobs held by Laramie residents are within Albany County. 10% of those jobs or 1,586 positions, are in Laramie County, Wyoming, where Cheyenne is located. These cities are about 50 miles apart on I-80, requiring a 50-minute drive if there is no traffic. 3% of jobs held by Laramie residents (394 positions) are in Natrona County, WY, where Casper is located. Casper is approximately a 2 hour and 20-minute drive from Laramie. Laramie residents hold 280 jobs in Larimer County, CO, where Fort Collins is located. All other counties account for 1% or less of workers who live in Laramie County.

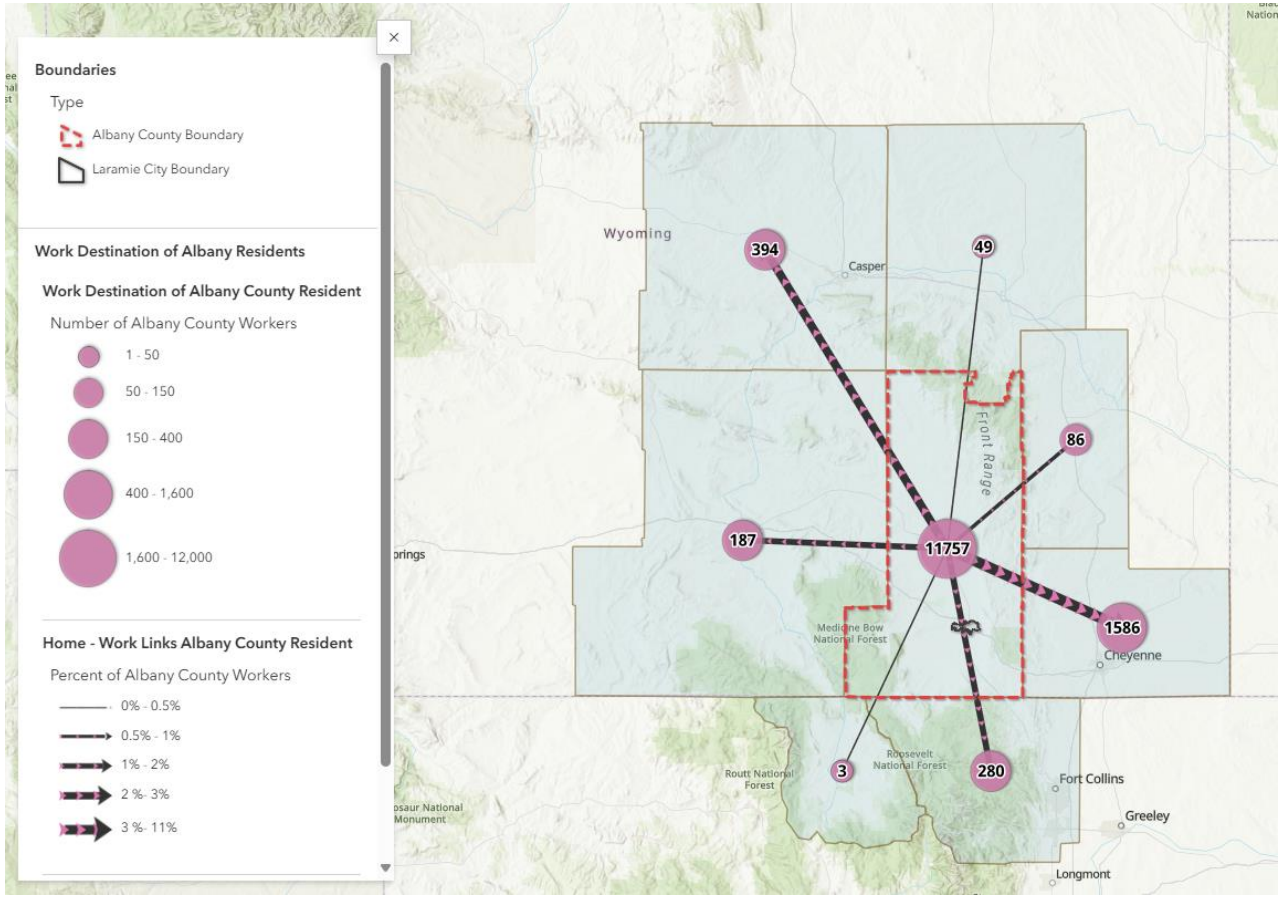


Figure 26: Map of Laramie residents commuting to neighboring counties

These data suggest that substantial volumes of Laramie residents commute to Cheyenne, and slightly less so to Natrona County, WY and Fort Collins, CO.

Within Laramie

There are employment locations throughout Laramie. Blocks shown in orange, red, or purple in Figure 27 have a higher volume of jobs. There is a concentration along Grand Ave. stretching from the university campus to Walmart. UW campus itself is also a hotspot. Several blocks downtown host more than 50 jobs. North 3rd St. also hosts more than 150 jobs. Two blocks north of the campus contains an insurance company and large apartment complexes hosting more than 50 jobs each. West Laramie hosts an industrial tract with more than 150 jobs, several tracts around WyoTech with more than 50 jobs, and several tracts on either side of I-80 with more than 50 jobs each.

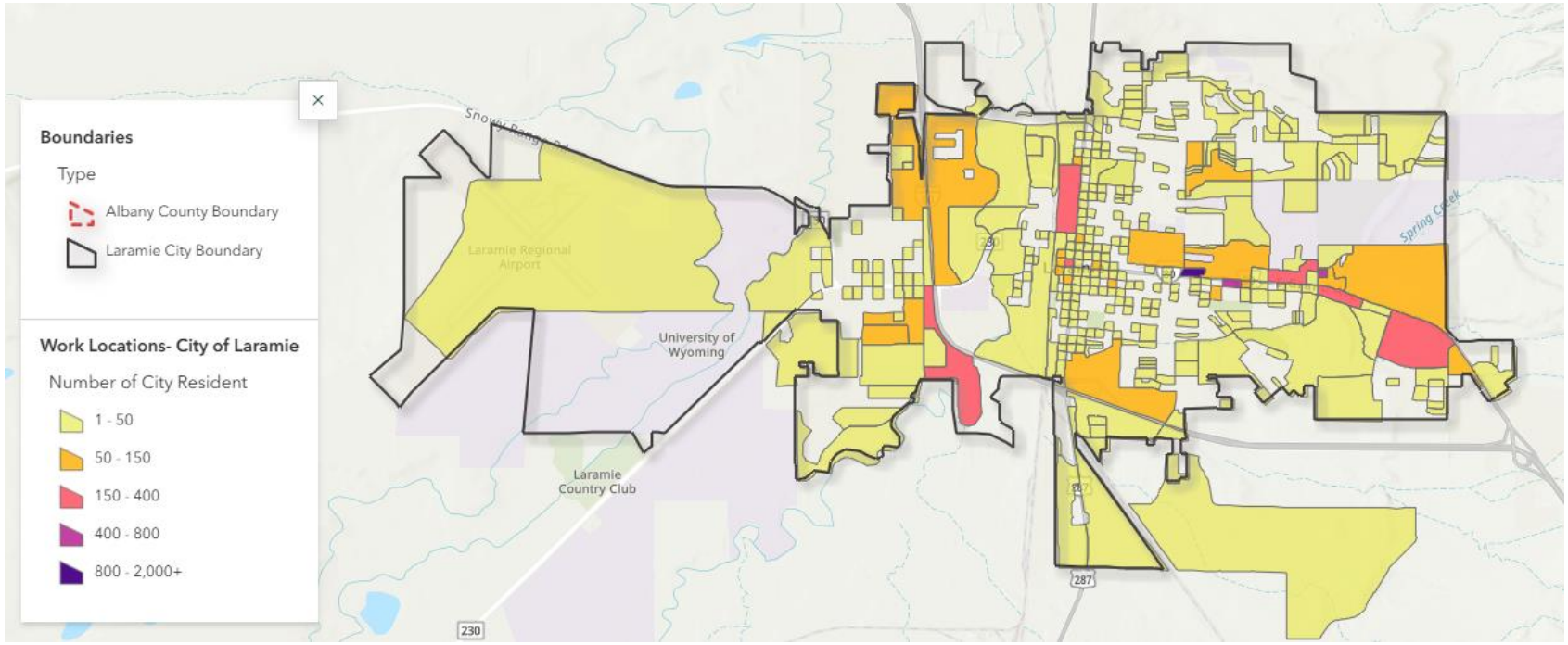


Figure 27: A map showing the work location of people who live and work within the city limits of Laramie

9.6 Visitors

Laramie hosts visitors throughout the year. During the summer, it offers proximity to the Snowy Range Mountains, with Medicine Bow-Routt National Forest, as well as the popular rock climbing area of Vedauwoo. There are also popular festivals in the summer, such as Jubilee Days Higher Ground Fair, Archeology Fair, Brewfest and Famers Markets. In the winter, the Snowy Range Ski Area is a common attraction, along with snowmobiling in the Snowy Range mountains. The university also hosts many visitors for graduation, football games, and other events. There are also several conferences and conventions held throughout the year in Laramie.

Travelers using bus or plane to reach Laramie have no fixed route transit option to reach the city once they arrive. This offers two potential markets into which Laramie transit service could expand. Both the airport and Greyhound bus stop are located in West Laramie and could augment other stops in residential areas of West Laramie.

Laramie Regional Airport

The Laramie Regional Airport offers commercial flights to Denver, as well as being open for general aviation pilots. Commercial flights to Denver are offered via United Airlines. The flight is operated twice a day, except on Tuesdays and Saturdays, in which only one flight is offered. The schedule is shown in Table 5. Service to the airport that coincides with these flight times would provide residents and visitors options to access the airport for travel. A longer service span would be necessary if airport employees were to commute via transit. Though students are a large market for Laramie's airport, the university does not currently offer airport shuttle service, except to international students at the beginning of a semester.



Figure 28: The Laramie Regional Airport entrance

Direction	Time	Days of the Week
Denver-Bound	Departs 6:20pm	Daily
Denver-Bound	Departs at 10:22am	Mon/Weds/Thurs/Fri/Sun Only
Laramie-Bound	Arrives at 5:22pm	Daily
Laramie-Bound	Arrives at 9:00am	Mon/Weds/Thurs/Fri/Sun Only

Table 6: Weekly flight schedule at Laramie Regional Airport

There are also plans to develop a business park at the airport. 240 acres of land are set aside for business, with 125 acres having water and sewer service currently. There is currently only one commercial building located in the business park. As growth occurs at the business park, this could be another trip generator for fixed transit service to the airport.

9.7 Geographic Gaps

The current fixed route transit service, as it is all offered by UW, is primarily oriented to the needs of students and faculty, leaving several areas of the city unserved or underserved:

- There is no service to **West Laramie**, which has a population of roughly 6,000 residents, contains more than 1,000 jobs and is home to WyoTech.
- Shuttles currently serve on-campus dormitories such as White, Downey, McIntyre, Orr, Crane and Hill Halls as well as several campus-adjacent apartment complexes including Spanish Walk, Bison Village and Landmark. Any **students living off-campus** do not have access to transit services unless they are within ¼ mile of an existing off-campus stop.
- There is no **north-south oriented service,** despite Laramie spanning roughly three miles in that direction.
- There is no service to the **Greyhound bus stop** at the Petro gas station off I-80.
- **Laramie Regional Airport** also lacks any fixed route service. Groome Transportation once operated service between Laramie and Denver International Airport, but it has since been discontinued.
- Though **Ivinson Memorial Hospita**l is near the UW campus, there is no stop directly serving the hospital. The stops near the hospital, such as East Lot and the Early Childhood Education Center, do not offer a fully ADA accessible pedestrian connection to the hospital.
- There is only one stop downtown, leaving key destinations such as the **Albany County Courthouse** and the **Laramie Post Office**, more than a ¼ mile walk from any UW RoundUp stop.

- There is substantial new development on the eastern end of Grand Ave., and some of those destinations are far from the two current stops at LCCC and Walmart. These include **Laramie High School**, the **Laramie Ice and Events Center**, and several hotels and apartment complexes.
- There is also an area south of I-80 with some year-round destinations, such as the WYDOT Driver's License Center, an animal hospital, several hotels, and the gymnastics school, as well as a seasonal destination: the **Albany County Fairgrounds.**

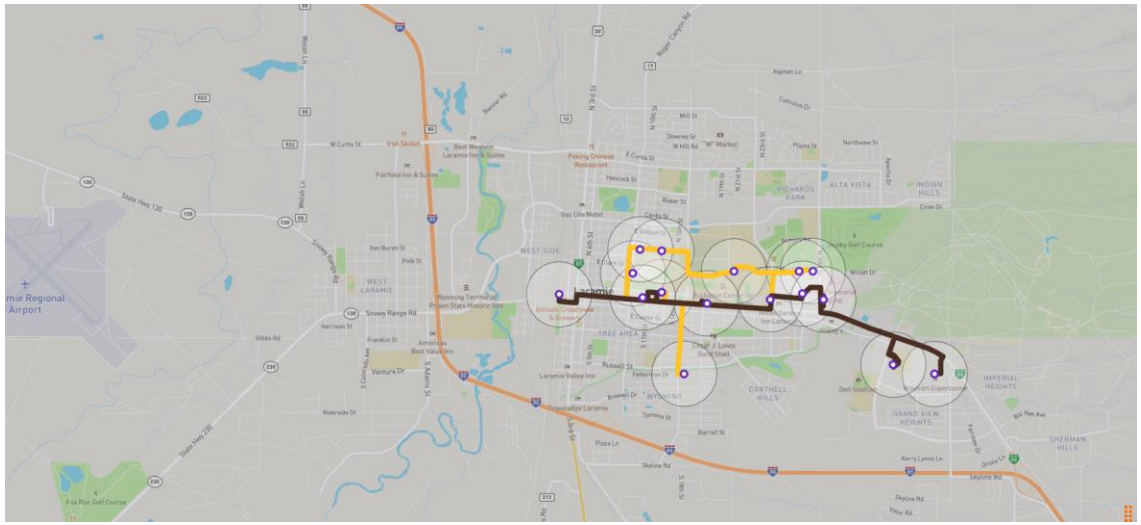


Figure 29: Quarter-mile service area around all UW RoundUp bus stops

9.8 Schedule Gaps

Other transit gaps are created by issues of time, rather than location.

- Fixed route service does not operate on the **weekends**.
- Downtown business groups have voiced a concern that they do not receive enough foot traffic on **game days**. Since football games happen on the weekend, fixed route service cannot serve that trip purpose currently.

- The Evening route skips the **community college**. This would make it difficult to get to LCCC for evening classes or shifts. The LCCC stop is also the best way to reach several recreation destinations: the **City of Laramie Recreation Center** and the **Laramie Ice & Event Center**. These are large spaces, with 62,000 sq ft of space, multiple gymnasiums, and indoor and outdoor pools at the recreation center. These facilities are most popular in the evenings, so the lack of bus service is a missed opportunity.
- There is no **evening** service available at all in the **summer**. This would make it difficult for year-round residents to rely on the bus for transportation since it cannot serve their evening trips for several months of the year.



Figure 30: Football Game at UW



Figure 31: Ivinson Memorial Hospital

10. Peer Jurisdiction Transit Operations Review

In order to develop new public transportation options, and identify performance measures and goals for new service, several peer jurisdictions with similar geographic, demographic, and institutions to Laramie and Albany County were identified and reviewed as case studies. These included Taos, NM, Glenwood Springs, CO, and Cheyenne, WY and are summarized in Table 7. Although Laramie's current transit service routes are small in mileage, the ridership levels, span of service, headways and operating expenses are all comparative or better than peer agencies.

10.1 Taos, New Mexico

The North Central Regional Transit District operates transit service in 6 north-central counties in New Mexico, including service to Santa Fe. Service in Taos also supports the University of New Mexico – Taos campus. The majority of funding comes from federal grants, including Tribal Transit Grants.

10.2 Glenwood Springs, Colorado

Roaring Fork Transportation Authority (RFTA) provides service along 2 highway corridors, and 5 towns/cities in the area, including Glenwood Springs. Part of RFTA, Ride Glenwood Springs, provides service throughout Glenwood Springs and other local tourist attractions and shopping centers. Funding largely comes from local taxes and a private settlement totaling $10 million for the upcoming fiscal year.

10.3 Cheyenne, Wyoming

Cheyenne Transit Authority recently resumed service in 2023 after suspending service following the Covid-19 pandemic and serves the city's main business corridors. Cheyenne receives funding from local taxes as well as the FTA's Urbanized Area Formula Assistance Program.

	Laramie, WY	Taos, NM	Glenwood Springs, CO	Cheyenne, WY
Services Provided	Fixed route, demand-response, and paratransit	Fixed route, demand-response, and paratransit	Fixed route and paratransit	Fixed route, on-demand, and paratransit
Number of Fixed Routes	3	9	1	4
Average Monthly Fixed Route Ridership	27,615	3,962	20,857	5,955
Average Frequency	15 minutes	Variable; 2.5-5 hours	30 minutes	1 hour
Span	M-F 6:30am-10:30pm	5:20am – 7:13pm (Most service M-F)	6:53am to 7:26pm (M-SU)	6:00-7:00pm (M-F) 10:00-5:00pm (ST)
Fleet	36	60 (for 6 total counties)	119 (for RFTA; smaller fleet used for Glenwood Springs)	19
Operating expenses per Vehicle Revenue Mile (Bus)	$8.70	$4.96	$13.20	$5.80

Table 7: Service characteristics of peer transit agencies

11. Summary

Current and previous public transportation services and ridership demonstrate the base of a strong market for public transit within the City of Laramie and Albany County. Previous plans had called for expanded services including new routes on the north and west side, new destinations such as Ivinson Hospital and WyoTech as well as intercity services. The next chapters will build on the existing conditions and address:

1. Stakeholder and public outreach and input
2. Performance goals and objectives for new public transportation services
3. New and expanded public transportation service concepts including routes, stops, and operational characteristics

10-Year Strategic Public Transportation Plan

Chapter 2: Public Engagement Summary



November 2025

Laramie WYOMING

ALBANY COUNTY WYOMING

Mead & Hunt

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1. Purpose

In support of the City of Laramie and Albany County's initiative to develop a 10-year Strategic Public Transportation Plan, a robust public engagement and outreach process was undertaken. This effort aimed to identify key transit markets, evaluate gaps in existing services, and identify unique mobility needs, with particular attention to underserved communities. The project prioritized improved access to employment, healthcare, and essential services, while advancing goals of equity, sustainability, and operational efficiency.

Public input was integral to shaping the strategic plan. Outreach activities included a community-wide survey, interactive pop-up booths at local public events, and the deployment of an online mapping tool and StoryMap accessible to the public. The survey and StoryMap were posted on 4 websites, featured at 9 pop-up events, shared with 16 county and city businesses, and distributed through more than a dozen organizations. In addition, valuable feedback was solicited from an Advisory Committee composed of local stakeholders, as well as through over a dozen one-on-one individual meetings with representatives from a range of local and regional organizations. These collaborative efforts ensured that the final recommendations are informed by the diverse lived experiences and mobility needs of residents and community-based groups throughout Laramie and Albany County.



2. Outreach & Engagement Events

Over 14 unique outreach events occurred throughout the duration of the project as shown Table 1 below.

Public Event
Stakeholder Meeting
Advisory Committee

Date	Event	Engagement Focus
April 22 – April 23, 2025	Stakeholder Interviews	Partner Agencies
April 26, 2025	Laramie Home & Garden Show	Public
June 7, 2025	WYO Tech Car Show	Public
June 12, 2025	Advisory Committee Meeting #1	Advisory Committee
June 17, 2025	Laramie Chamber Business Alliance “Welcome to Laramie” BBQ	Businesses
June 20, 2025	Laramie Farmer’s Market	Public
June 22, 2025	Blue Devils Drum & Bugle Corps Performance	Public
June 27, 2025	Laramie Farmer’s Market	Public
July 4, 2025	Freedom Has a Birthday	Public
July 12, 2025	Jubilee Days and Parade	Public
August 15, 2025	Eppson Center for Seniors	Older Adults
August 18, 2025	Advisory Committee Meeting #2	Advisory Committee
September 6, 2025	University of Wyoming Football Game	Public
November 14, 2025	Advisory Committee Meeting #3	Advisory Committee

Table 1. Summary of Outreach and Engagement Events

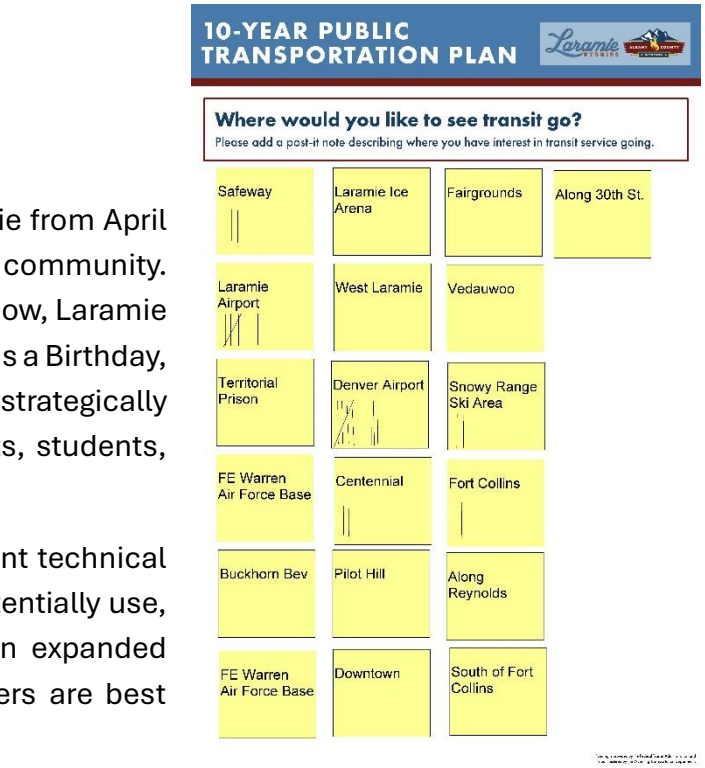
3. Public Events

3.1 Overview

A series of in-person public events were held throughout the City of Laramie from April 2025 to September 2025, aimed at reaching a broad cross-section of the community. These events included the Laramie Home & Garden Show, WYO Tech Car Show, Laramie Farmer's Market, Blue Devils Drum & Bugle Corps Performance, Freedom Has a Birthday, Jubilee Days, and a University of Wyoming Football Game. Each event was strategically selected to engage various segments of the population, such as residents, students, visitors, and business owners.

The primary intent of these public engagement activities was to supplement technical transit analysis with direct feedback from the people who use, or could potentially use, the transit system. While technical analysis provides insight into how an expanded system might function on paper, the lived experiences and needs of riders are best understood through meaningful community engagement. These events served as a platform for the project team to connect with populations that might not participate in traditional outreach activities, including transit-dependent groups, students, low-income riders, and culturally diverse communities.

At each event, the project team facilitated interactive mapping exercises, allowing participants to pinpoint desired locations for transit service improvements and provide comments on transportation in Laramie and Albany County. Surveys were made available in both paper and electronic formats at public events.





Pop-Up Event Poster Example

3.2 Public Events Photos



Jubilee Days
(07.12.2025)



Farmer's Market
(06.20.2025)



WyoTech Car Show
(06.06.2025)



Freedom has a Birthday
(07.04.2025)



Home and Garden Show
(04.26.2025)



Farmer's Market
(06.20.2025)

3.3 Takeaways

Across nine public outreach events, over 600 unique impressions were recorded, including 546 written comments and 77 map markers for transit improvement or expansion. Most feedback focused on ideal transit locations, with key destinations noted such as West Laramie, the Laramie Airport, Happy Jack, Snowy Range, the local hospital, Fort Collins, and Denver International Airport.



Respondents also recommended measures to enhance accessibility, including the installation of bike and scooter racks on buses, improved walkability within Laramie, and increased public awareness that University buses are accessible to the broader community. Although feedback was generally positive, several participants raised concerns regarding the funding mechanisms for expanded transit services and safety issues, particularly those pertaining to ADA compliance and the availability of accessible pickup points. The collected input has been organized into four primary thematic categories as described below:



Enhance Transit Routes and Destinations: Within Laramie, respondents most frequently identified the need for a transit link to and from West Laramie. Several comments highlighted the necessity of establishing public transportation routes that connect key local and regional destinations, such as airports (including Denver International Airport and Laramie), Fort Collins, Cheyenne, shopping centers, schools, parks, and medical facilities. Suggestions included increasing stop frequency, extending service hours, and ensuring reliable connections to outlying neighborhoods and major venues.



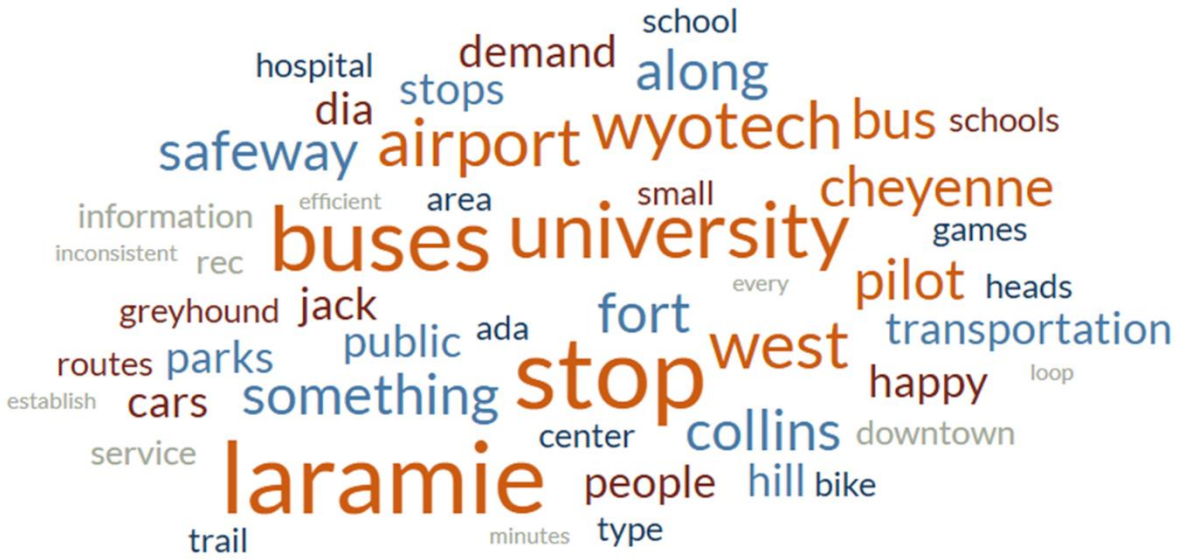
Increase Accessibility: Accessibility for individuals with disabilities emerged as a recurring theme. There were requests for ADA-compliant stops, improved walkability, and enhanced transportation options for wheelchair users and those with vision impairments. Feedback also highlighted the need for safer pedestrian street crossings at intersections and midblock locations.

Integrate Biking and Alternative Transportation Modes: Integrating biking with alternative transportation modes, and enhancing infrastructure for cyclist safety. Some respondents identified obstacles, such as weather conditions and vehicle obstructions, and suggested improvements to facilitate year-round use.

Improve Service and Public Awareness: Respondents advocated for clearer communication regarding routes and schedules, enhanced promotion of public transit options, and more reliable, on-demand services. Concerns were noted about funding, competition with current providers, and the necessity for sustainable, user-friendly transit systems that address diverse community needs beyond daily commuting.

The image below is a word cloud summary of written comments from pop-up events.

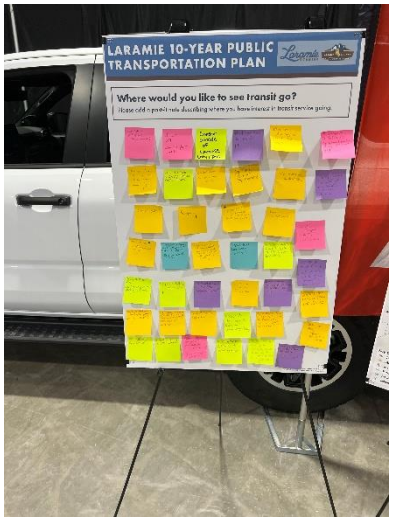
Where would you like to see transit go?



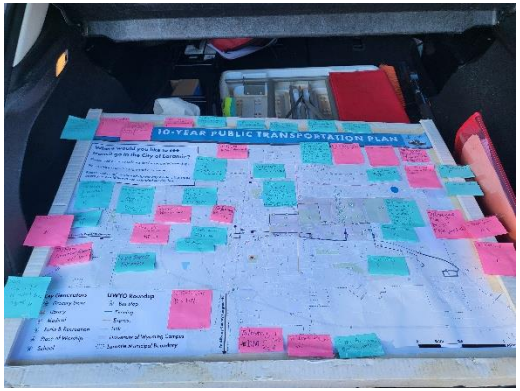
3.4 Public Events Input Photos



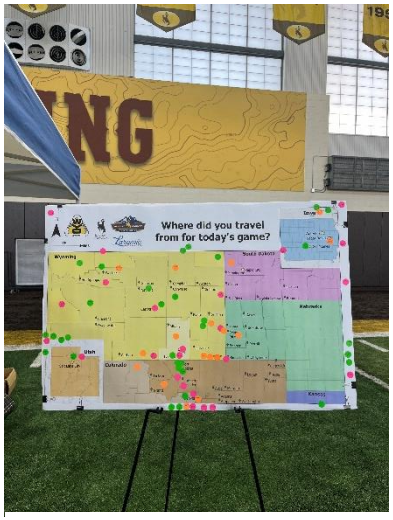
Farmer's Market
(06.27.2025)



Home and Garden Show
(04.26.2025)



Freedom Has a Birthday
(07.04.2025)



UW Football Game
(09.06.2025)



Jubilee Days
(07.12.2025)

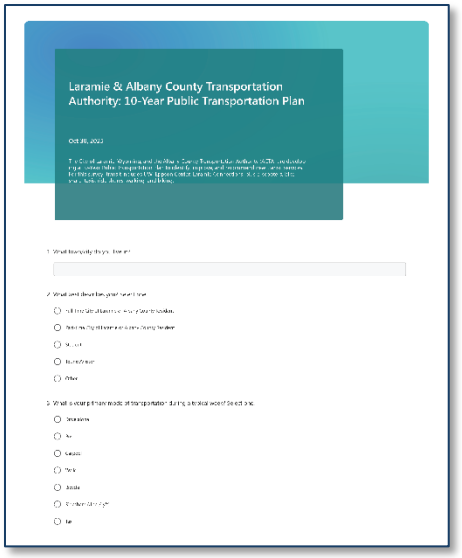


UW Football Game
(09.06.2025)

4. Online Survey

4.1 Overview

A public survey was developed to gather input on transit needs, trip types, trip lengths, origins and destinations, and opportunities for improvement in the City of Laramie and Albany County. The survey was available in both online and paper formats, administered from April 26, 2025, to September 15, 2025. Distributed through public events and online platforms, it included 24 questions designed to assess community transit needs. In total, 174 responses were collected, providing valuable feedback for future planning and service enhancements.



Online Survey Image

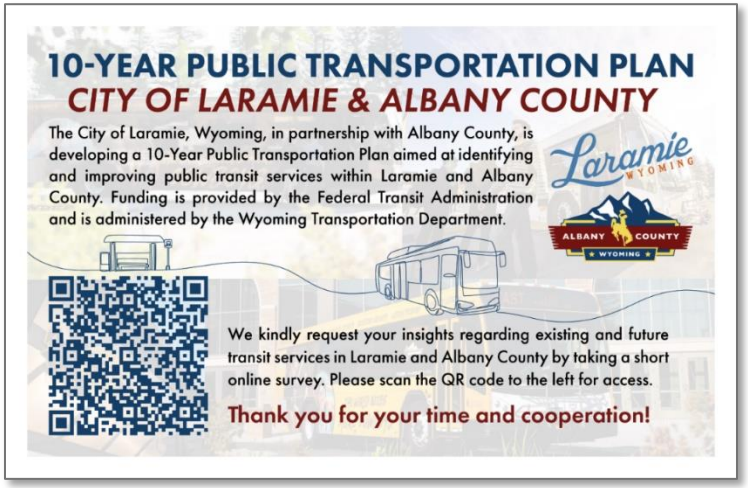
A comprehensive list of where and how the survey was promoted is provided below:

- **Online:**
  - City of Laramie Facebook Page
  - City of Laramie Website
  - Albany County Website
  - Albany County Planning Facebook Page
  - AARP Wyoming Chapter

- **Community Boards:**
  - 6/16 Downtown Development Authority
  - 7/23 City of Laramie Traffic Safety Commission

- **Public Outreach:**
  - 4/26 April Home and Garden Show
  - 6/7 WyoTech Car Show
  - 6/17 Laramie Chamber Business Alliance "Welcome to Laramie" BBQ
  - 6/20 Farmer's Market
  - 6/22 Blue Drum & Bugle event at the University of Wyoming
  - 6/27 Farmer's Market
  - 7/4 Freedom Has a Birthday
  - 7/12 Jubilee Days & Parade
  - 8/15 Eppson Center
  - 9/6 University of Wyoming Football Game

- **Hung in Public Locations (County/City):**
  - Albany County Library and Government Building
  - Basecamp
  - Born in a Barn
  - Centennial Library
  - Centennial Post Office
  - Centennial Snowy Range Visitor Center
  - Cowboy Saloon & Dance Hall
  - Eppson Center
  - La Morenita Tiendita
  - Rock River Post Office
  - Rock River Town Hall
  - Snowy Range Laundry and Car Wash
  - Snowy Range Flea Market



Promotional Postcard for the Online Survey

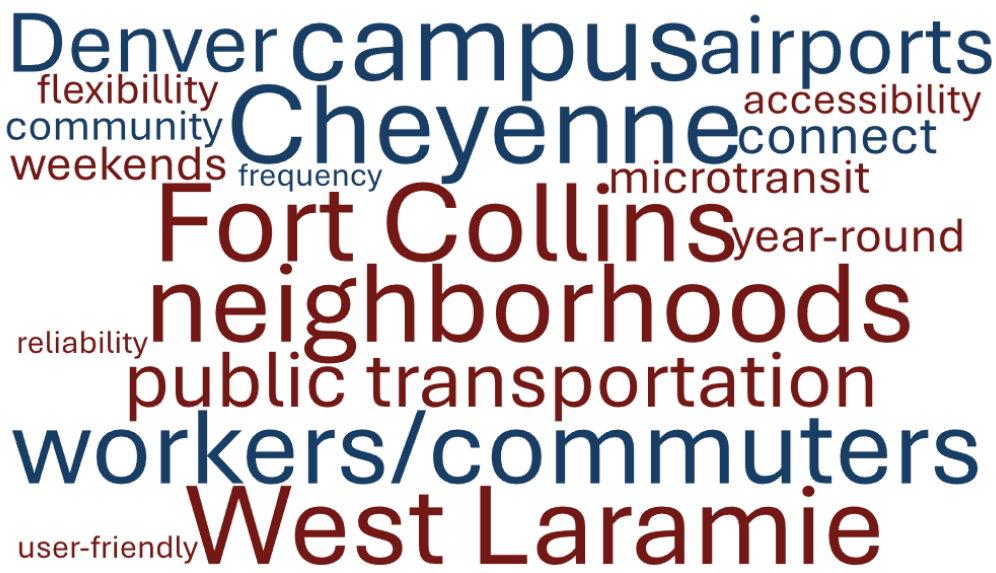
  - Spic and Span Laundromat
  - 3rd Street Bar
  - The Feed Store
  - The Herb House
  - Wyoming Fish and Game
  - Big Hollow Food Co-Op
  - Daylight Donuts
  - Laramie City Hall and Post Office
  - Safeway
- **Forwarded for Distribution:**
  - Albany County Clerks Office
  - Albany County School District, Madison Green (Communications Coordinator) and Randy Wilkison (Chief Operations Officer)
  - Centennial E-Post
  - City of Laramie
  - Ivinson Community Hospital, Briana May
  - Laramie County Community College
  - Laramie Connections, Tim Snowbarger
  - Laramie Interfaith
  - Laramie Plains Civic Center
  - Laramie Soup Kitchen
  - Safe Project
  - University of Wyoming, Town to Gown
  - University of Wyoming, International Students Admissions Counselor
  - University of Wyoming, Transit Drivers
  - Visit Laramie/The Albany Co. Tourism Board

- WyoTech, Director of Student Life

4.2 Takeaways

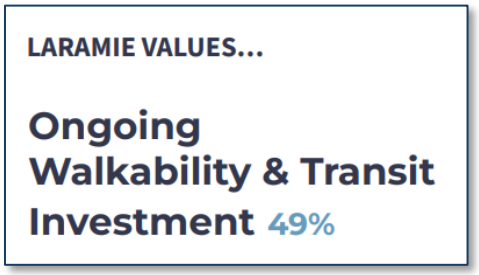
Survey results underscore several pressing needs regarding public transportation. Many respondents either do not utilize public or alternative transit options, or do so mainly for recreational outings and visiting friends or family. The most frequently requested improvement is to provide transit services or alternatives that are better aligned with where people live and where they need to travel—addressing both residential areas and desired destinations. Moreover, convenience, flexibility, travel time, and cost emerged as the most influential factors shaping decisions about how to commute. Despite the presence of available options, a significant portion of respondents—one-third—were unaware that the University of Wyoming RoundUp transit service is accessible to everyone. Meanwhile, 68% noted that existing public or alternative transportation does not serve the routes they require, and 70% indicated that if these services were available, they would choose them for their daily commute to work. Altogether, these findings highlight the importance of expanding coverage, improving accessibility, and enhancing the overall efficiency of transit offerings to better meet the needs of the community. The image below shows a word cloud of open-ended public comments.

Do you have any other comments to improve transit in Laramie and Albany County?

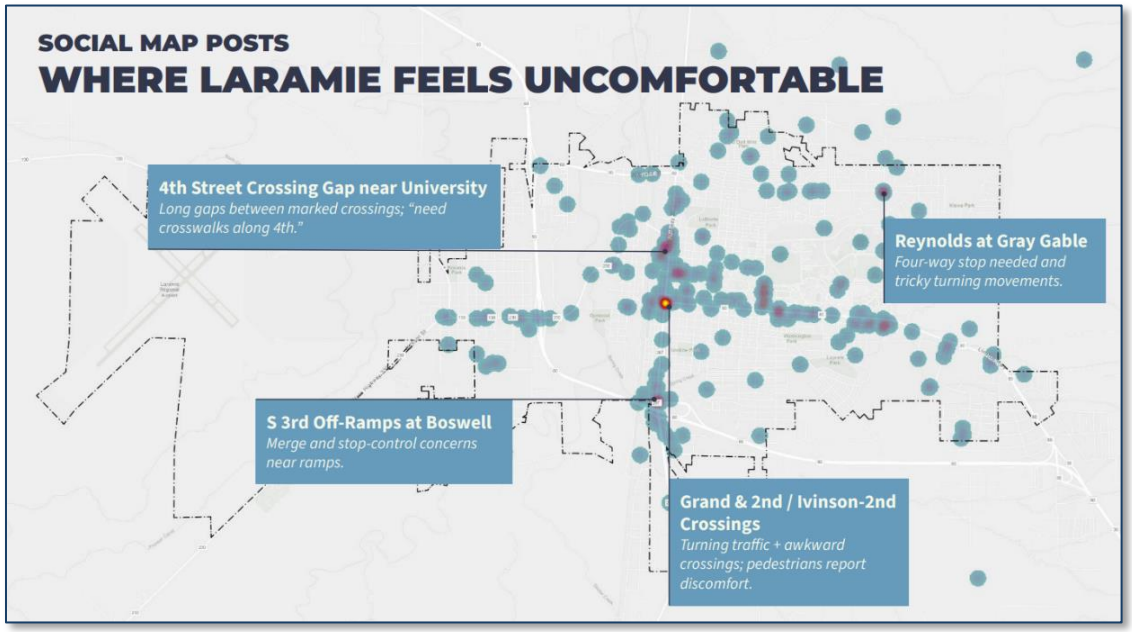


4.3 Comprehensive Plan Survey

The City of Laramie has launched a two-year initiative (2025-2026) to revise its Comprehensive Plan under the new brand, Forge Laramie. In support of this effort, a community survey was administered from June to September 2025, engaging over 800 respondents and collecting more than 1,300 inputs on a social mapping platform. The survey was designed to assess local priorities across multiple sectors, including transportation. Given the connection between the comprehensive plan update and the 10-year Public Transportation Plan, transportation-related feedback was closely examined.



Survey findings demonstrate that driving is the primary mode of transportation among respondents, while a significant number also reported frequent bicycling or walking. Bus ridership remains comparatively low, with only 67 individuals indicating regular use. Notably, 419 participants expressed increased willingness to utilize bus services if enhancements in accessibility, safety, and comfort were implemented. When asked about preferred destinations for improved access via alternative modes—such as bus, rideshare, bicycling, or walking—respondents most frequently cited downtown Laramie, public open spaces, shopping districts, and West Laramie as priority areas. Additionally, 49 percent of respondents value ongoing investment in walkability and multi-modal transportation options.

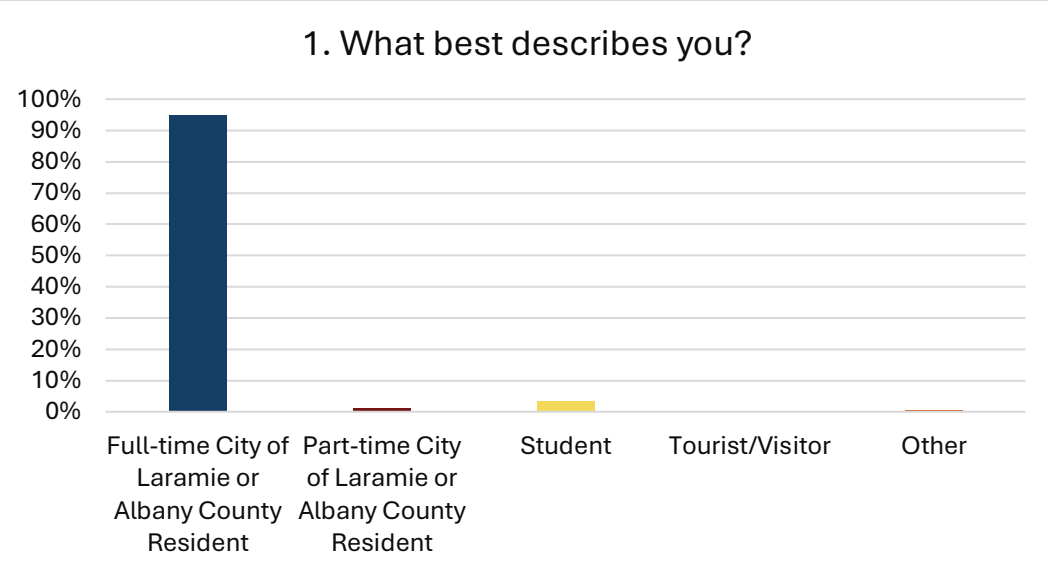


Source: Forge Laramie Comprehensive Plan, Phase 1 Engagement Summary

4.4 Survey Results by Question

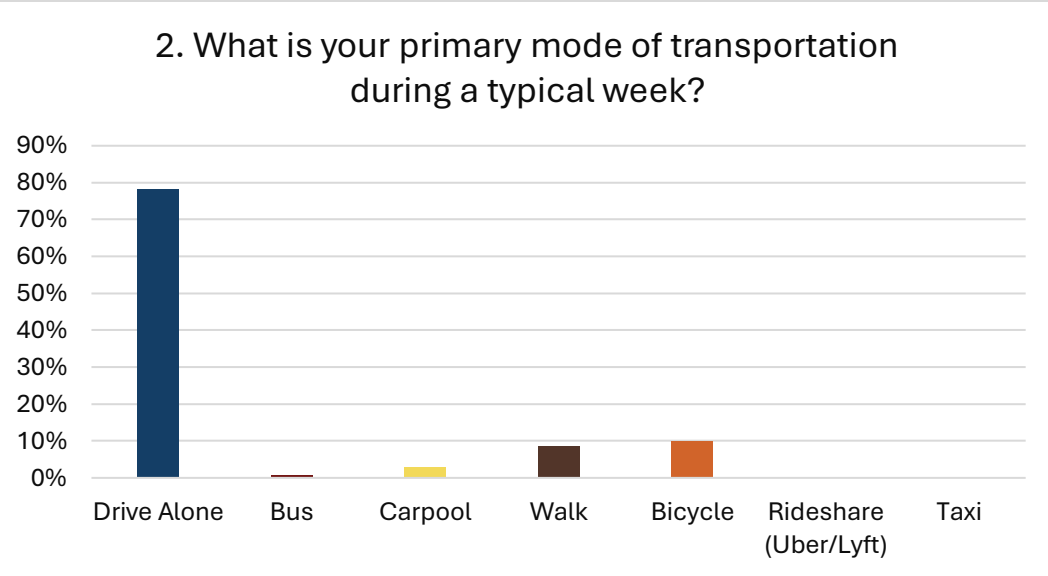
1. Residency

Respondents were asked 'What best describes you?' **Among the 174 responses, 95% were Full-time City of Laramie or Albany County Residents, 1% were Part-time City of Laramie or Albany County Residents, 3% were Students, 0% were Tourists/visitors, and 1% were Other.**



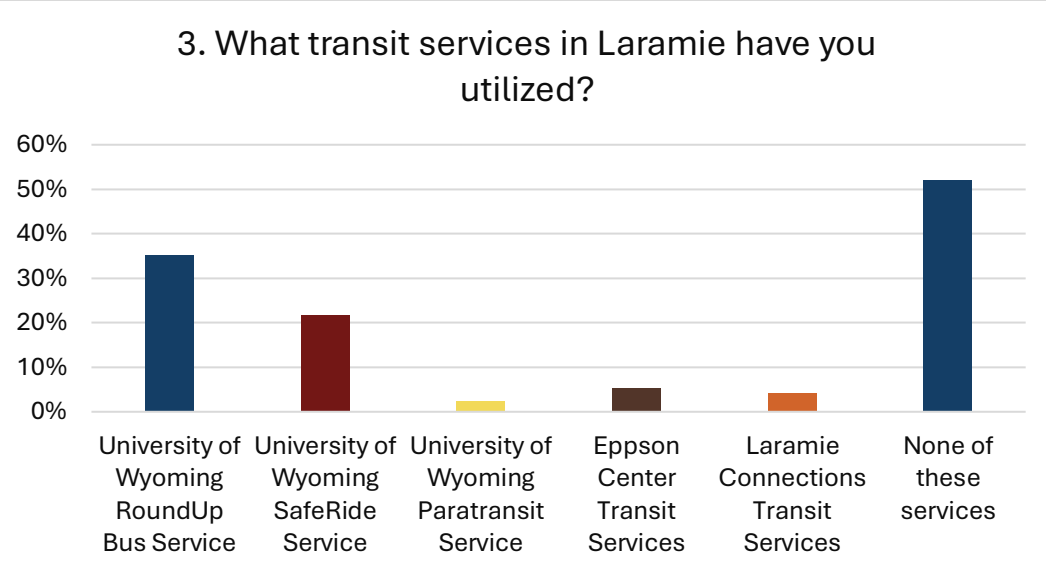
2. Transportation Modes

Respondents were asked 'What is your primary mode of transportation during a typical week?' **Among the 174 responses, 78% Drive Alone, 1% Takes the Bus, 3% Carpool, 9% Walk, 10% Ride Bicycles, 0% Use Rideshares such as Uber and Lyft, and 0% Use Taxis.**



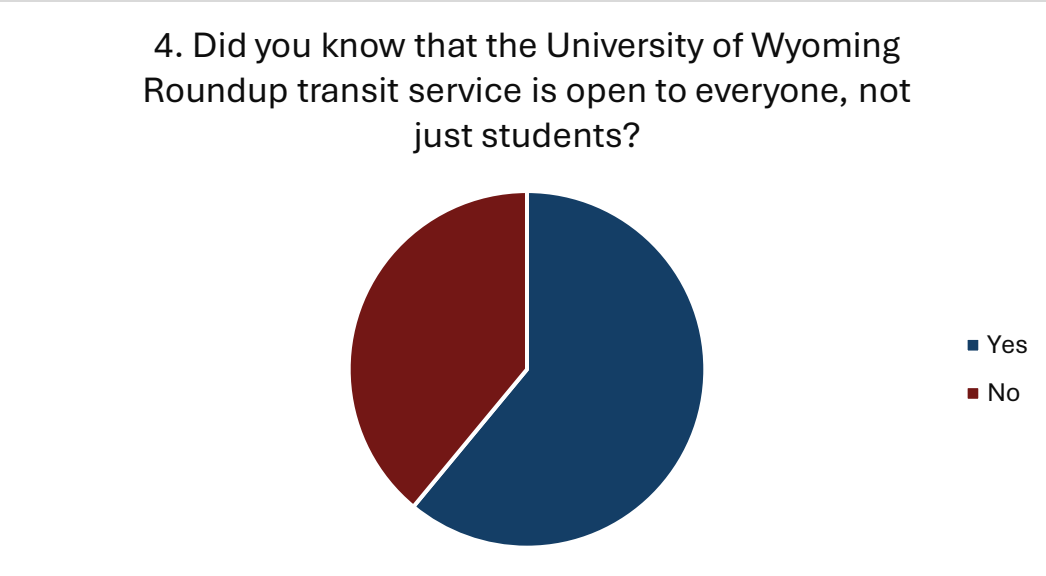
3. Transportation Modes

Respondents were asked 'What transit services in Laramie have you utilized?' **Among the 171 responses, 35% use the University of Wyoming Roundup Bus Service, 22% use the University of Wyoming SafeRide Service, 2% use the University of Wyoming Paratransit Service, 5% use the Eppson Center Transit Services, 4% use the Laramie Connection Transit Services, and 52% use None of these services.**



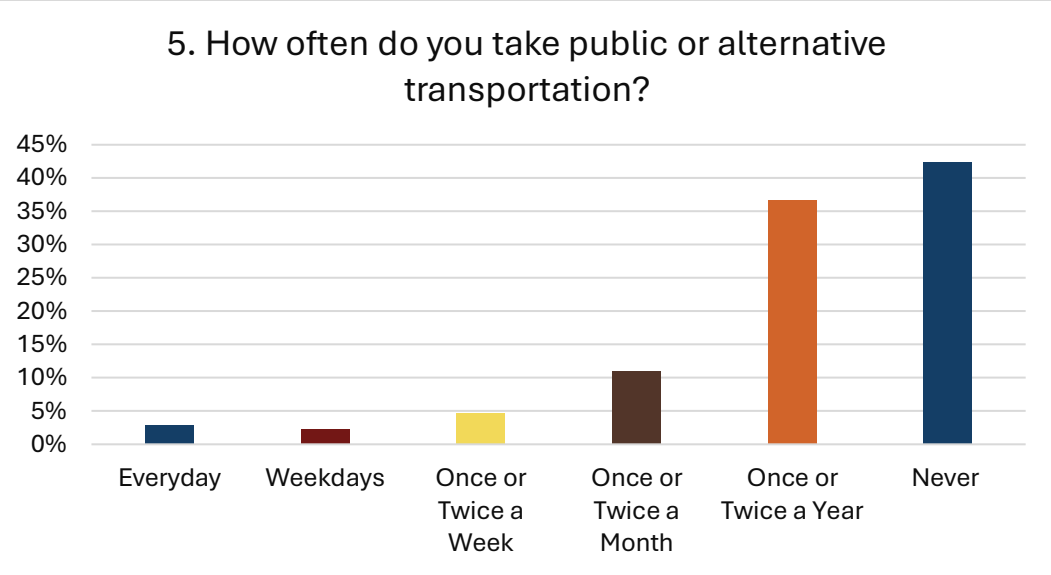
4. Transportation Modes

Respondents were asked 'Did you know that the University of Wyoming Roundup transit service is open to everyone, not just students?' **Among the 174 responses, 61% responded Yes, and 39% responded No.**



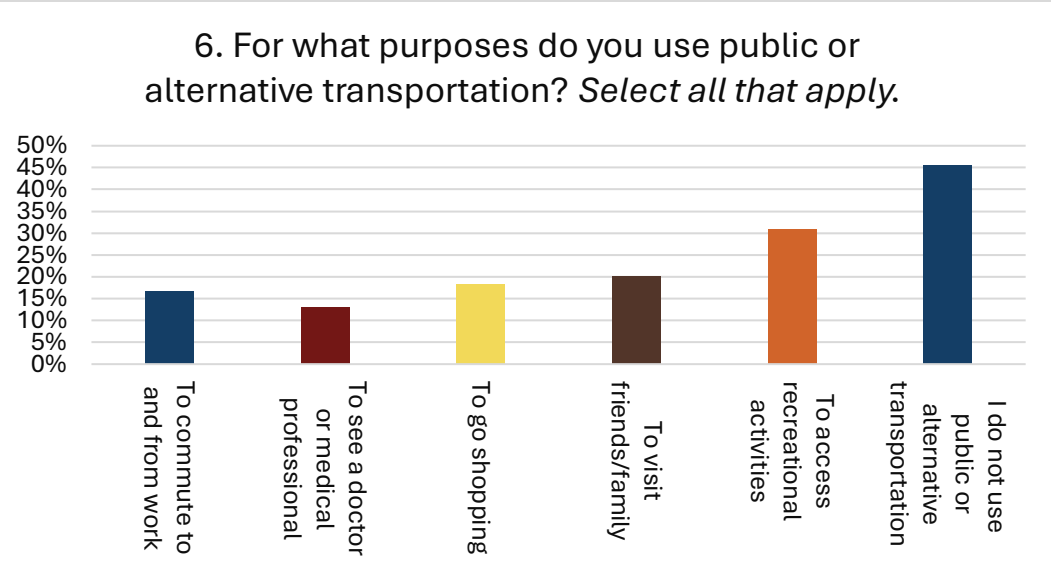
5. *Alternative Transportation*

Respondents were asked 'How often do you take public or alternative transportation?' **Among the 172 responses, 3% reported using services every day, 2% reported weekdays, 5% reported once or twice a week, 11% reported once or twice a month, 37% reported once or twice a year, and 42% reported never.**



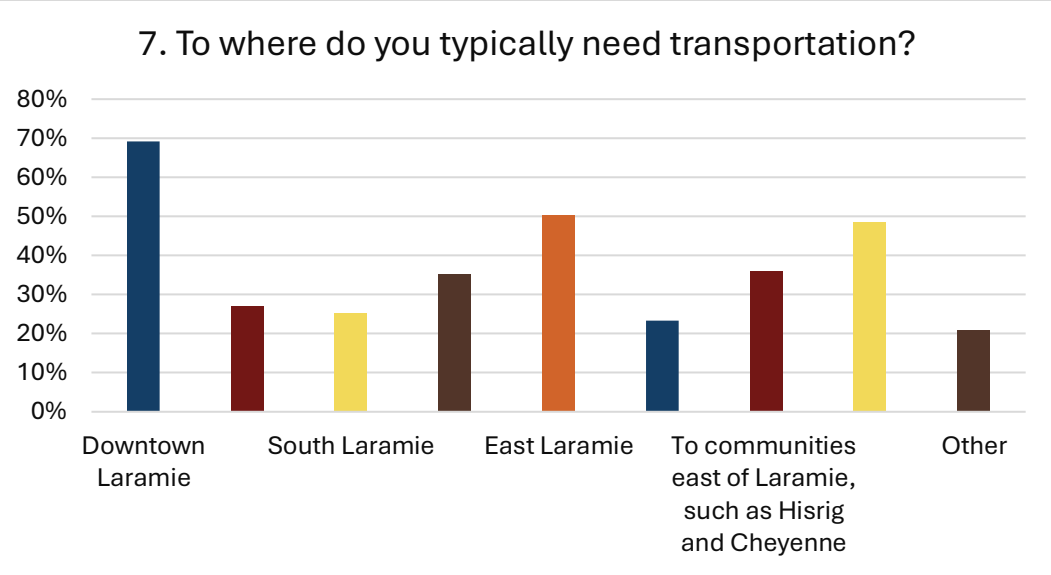
6. *Alternative Transportation*

Respondents were asked 'For what purposes do you use public or alternative transportation?' **Among the 169 responses, with multiple selections available, 17% reported using services to commute to and from work, 13% reported to see a doctor or medical professional, 18% reported to go shopping, 20% reported to visit friends/family, 31% reported to access recreational activities, and 46% reported I do not use public or alternative transportation.**



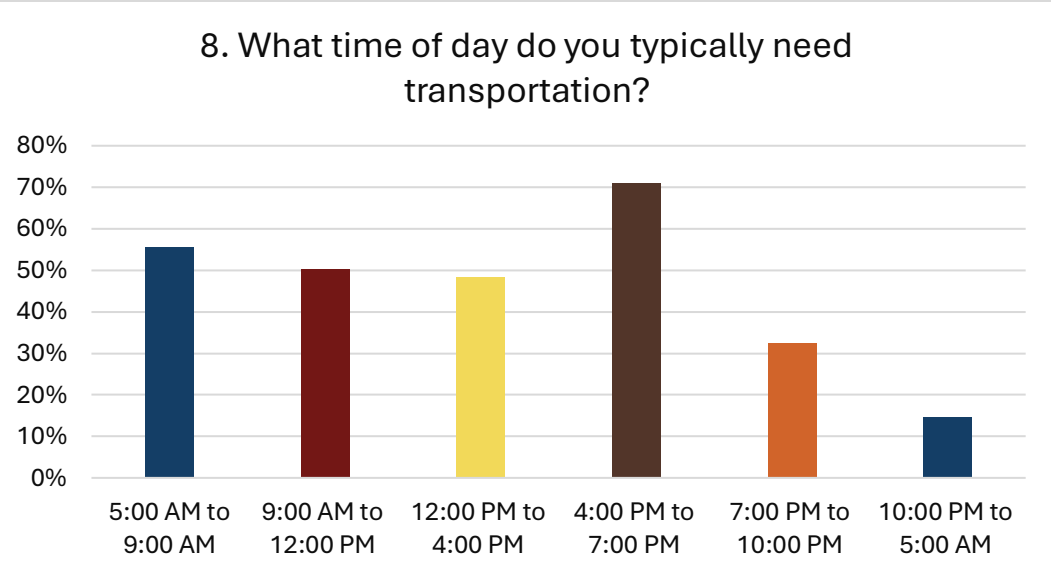
7. Destinations

Respondents were asked 'To where do you typically need transportation?' **Among the 159 responses, with multiple selections available, 69% go to Downtown Laramie, 27% go to North Laramie, 25% go to South Laramie, 35% go to West Laramie, 50% go to East Laramie, 23% go to communities west of Laramie, such as Centennial, Harmony, and Albany, 36% go to communities east of Laramie, such as Hirsig and Cheyenne, 48% go to communities south of Laramie such as Fort Collins, and 21% go to other places.**



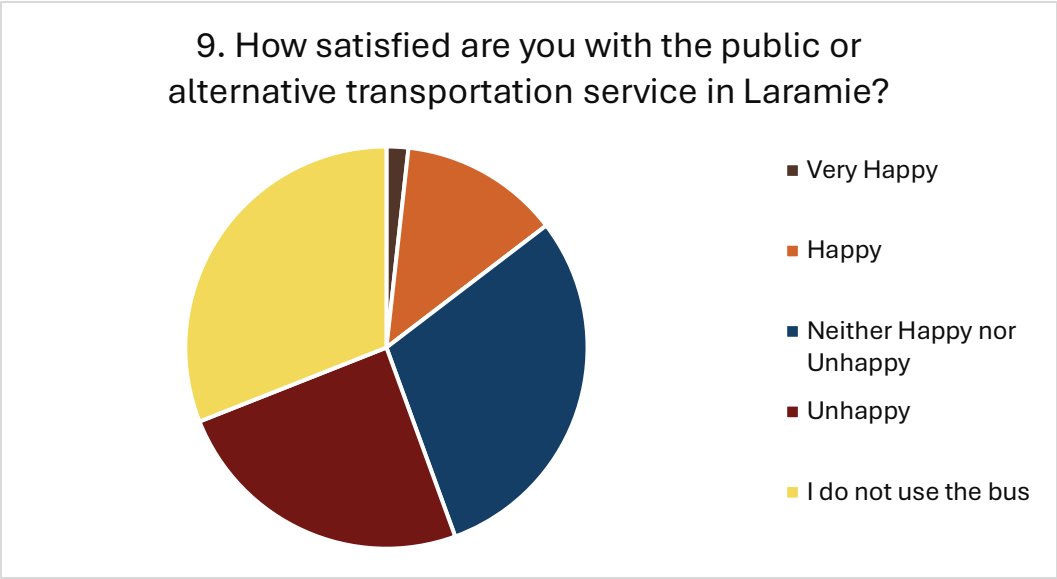
8. Time of Day

Respondents were asked 'What time of day do you typically need transportation?' **Among the 151 responses, with multiple selections available, 56% need transportation from 5:00 AM to 9:00 AM, 50% need transportation from 9:00 AM to 12:00 PM, 48% from 12:00 PM to 4:00 PM, 71% from 4:00 PM to 7:00 PM, 32% 7:00 PM to 10:00 PM, and 15% from 10:00 PM to 5:00 AM.**



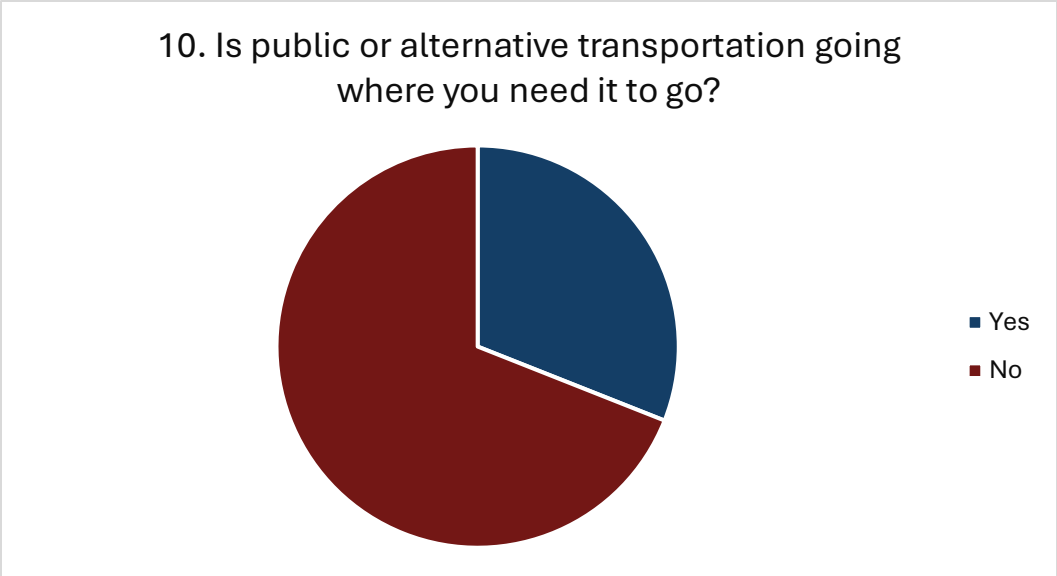
9. Overall Satisfaction

Respondents were asked 'How satisfied are you with the public or alternative transportation service in Laramie?' **Among the 171 responses, 2% were very happy, 13% were happy, 30% were neither happy nor unhappy, 25% were unhappy, and 31% do not use the bus.**



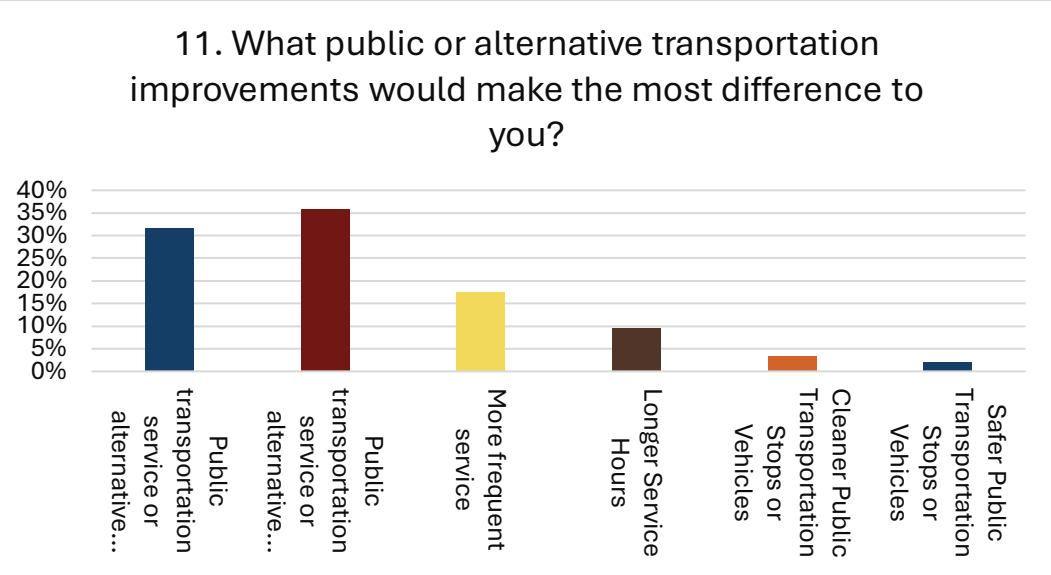
10. Destination Satisfaction

Respondents were asked 'Is public or alternative transportation going where you need it to go?' **Among the 174 responses, 31% responded yes and 69% responded no.**



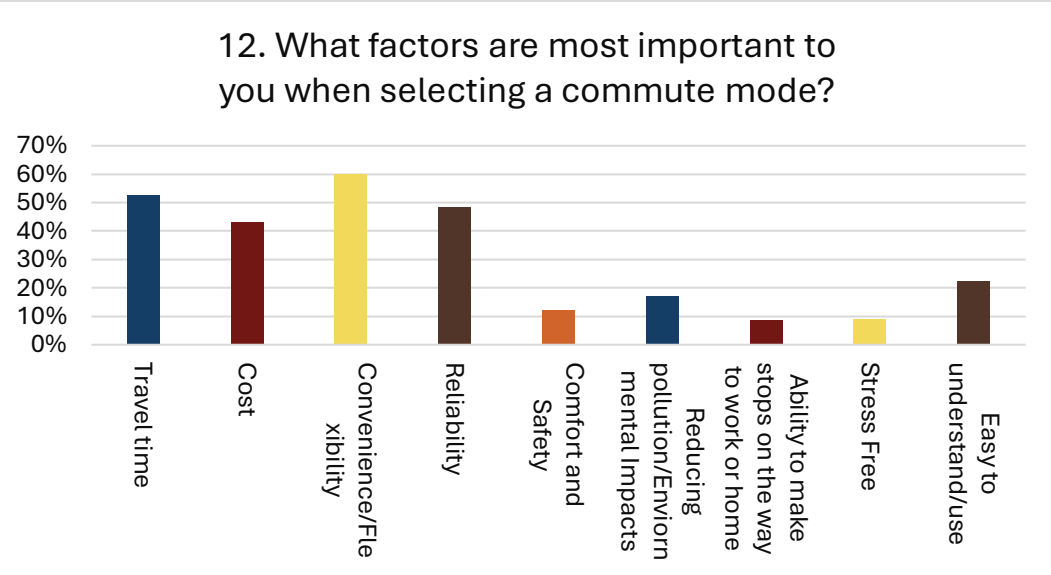
11. *Desired Improvements*

Respondents were asked 'What public or alternative transportation improvements would make the most difference to you?' **Among the 148 responses, 32% desire transportation closer to where they live, 36% desire transportation options closer to where they want to go, 18% desire more frequent service, 9% desire longer service hours, 3% desire cleaner stops/vehicles, and 2% desire safer stops/vehicles.**



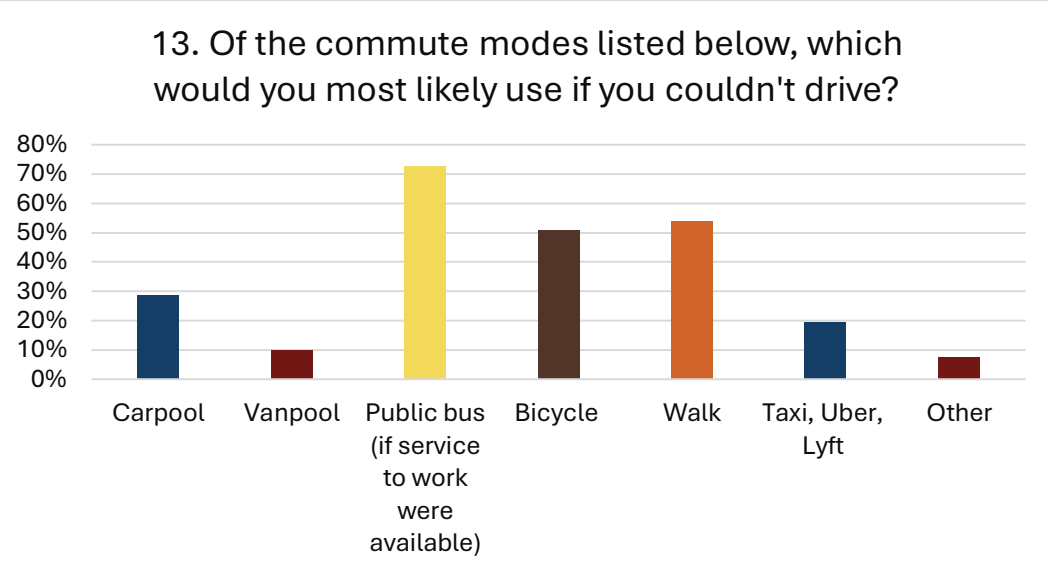
12. Commute Factors

Respondents were asked 'What factors are most important to you when selecting a commute mode?' **Among the 165 responses, with multiple selections available, 53% selected travel time, 43% cost, 60% convenience and flexibility, 48% reliability, 12% comfort and safety, 17% reducing pollution and environmental impacts, 8% the ability to make stops on the way to work or home, 9% stress free and 22% easy to understand and use.**



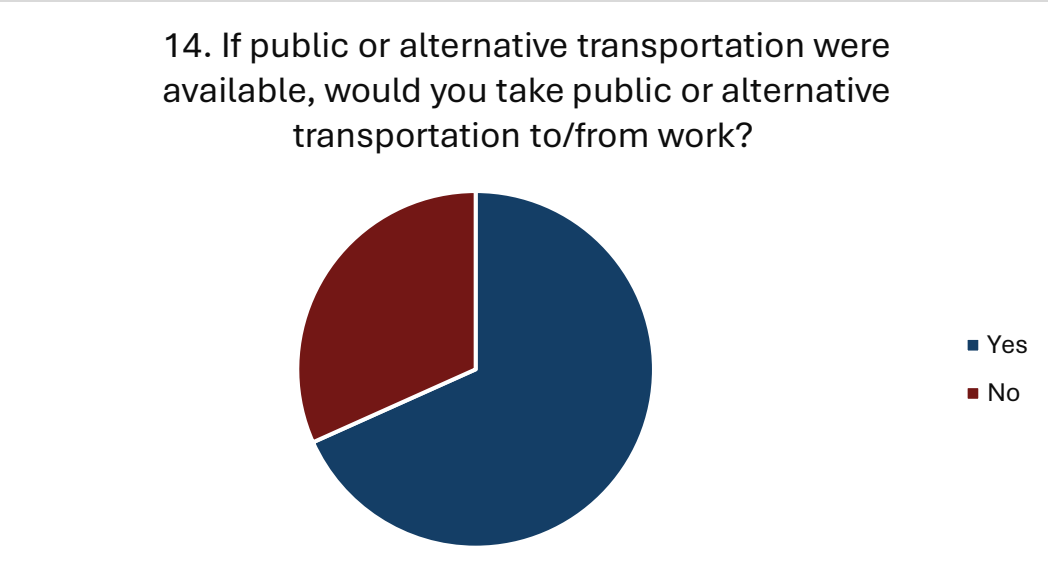
13. *Alternative Commute Modes*

Respondents were asked 'Of the commute modes listed below, which would you most likely use if you couldn't drive?' **Among the 171 responses, with multiple selections available, 29% chose carpool, 10% vanpool, 73% public bus (if service to work were available), 51% bicycle, 54% walking, 19% taxi, Uber, Lyft, and 8% other.**



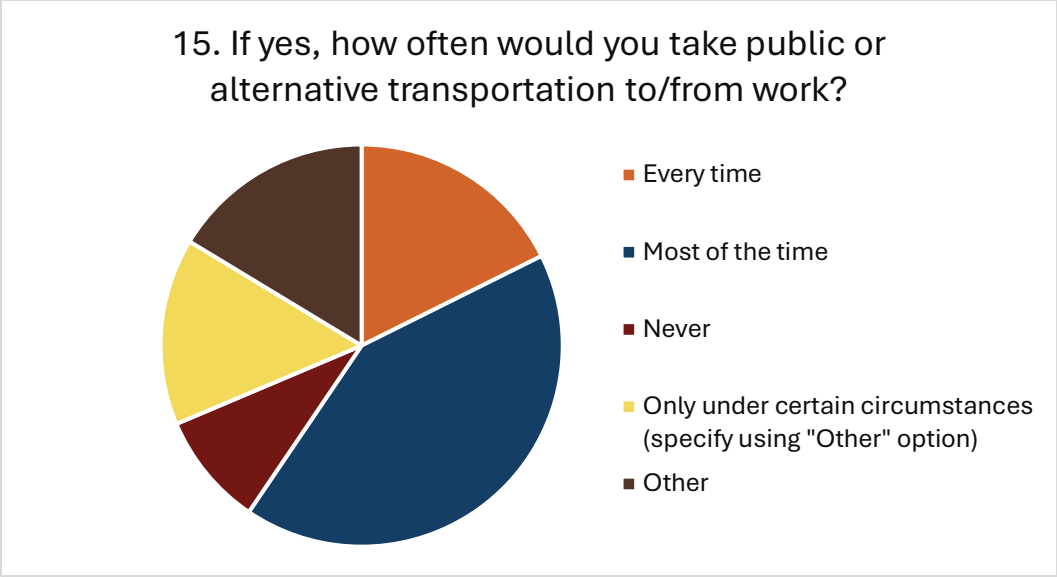
14. *Alternative Commute Modes*

Respondents were asked 'If public or alternative transportation were available, would you take public or alternative transportation to/from work?' **Among the 164 responses, 68% reported yes and 32% reported no.**



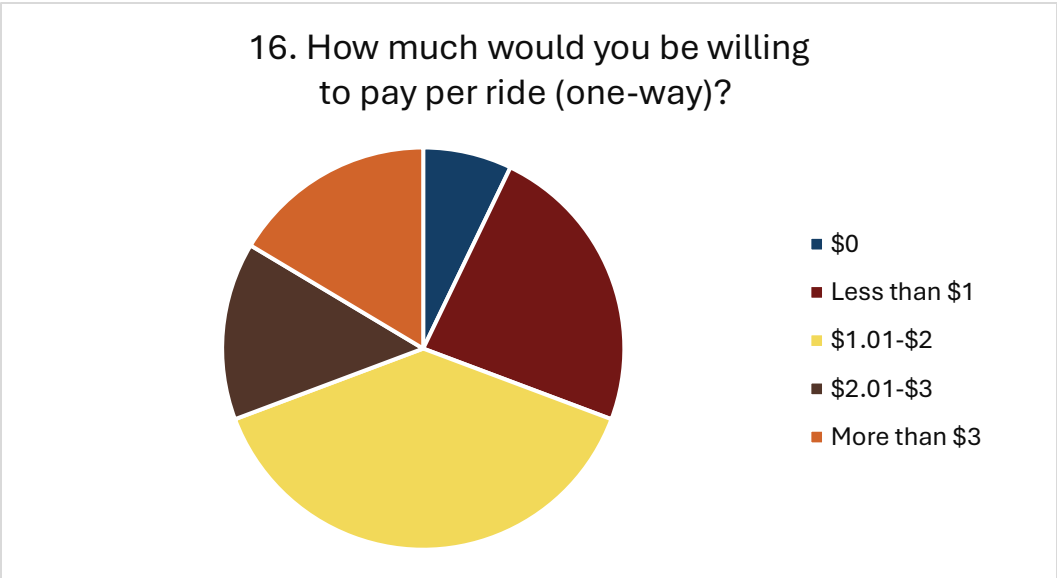
15. *Alternative Commute Modes*

Respondents were asked 'If yes, how often would you take public or alternative transportation to/from work?' **Among the 134 responses, 18% would use alternative transportation every time, 42% most of the time, 9% never, 15% under certain circumstances, and 16% under other circumstances.**



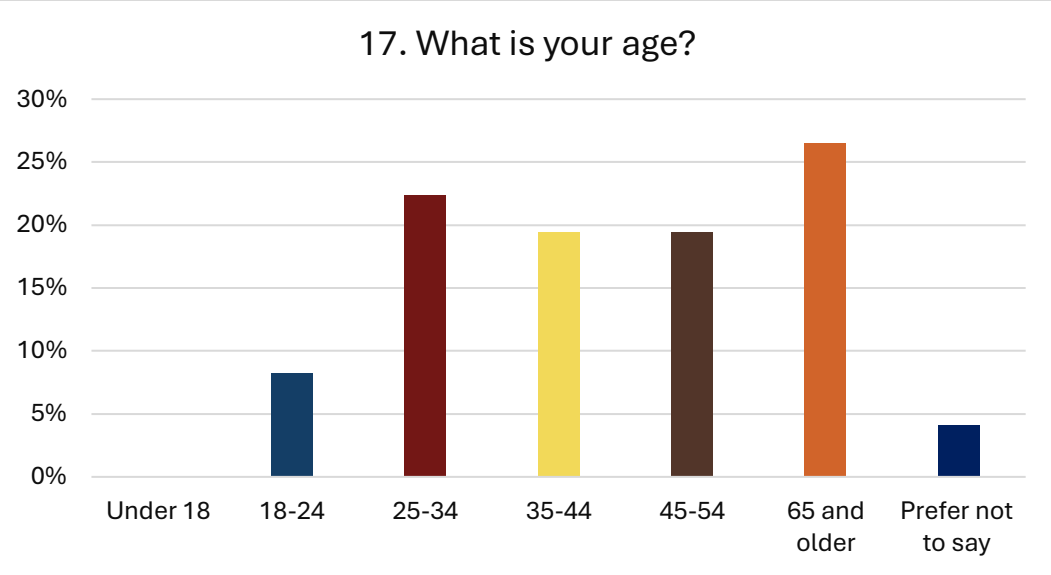
16. Fare for Alternative Commutes

Respondents were asked 'If yes, how much would you be willing to pay per ride (one-way)? ' **Among the 140 responses, 7% are willing to pay $0, 24% less than $1, 39% $1.01-$2, 14% $2.01-$3, and 16% more than $3.**



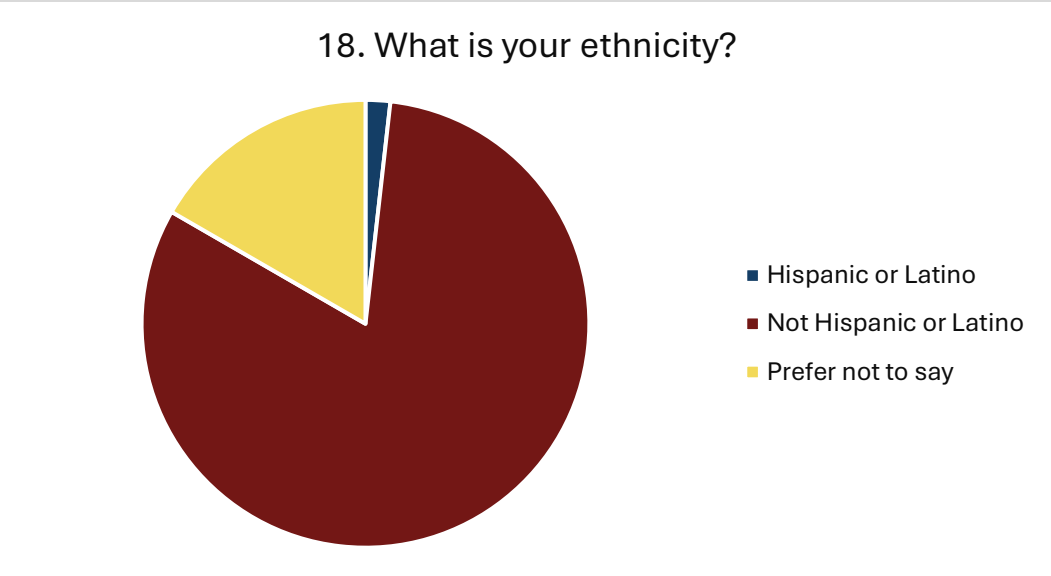
17. *Respondent Age*

Respondents were asked 'What is your age? ' **Among the 170 responses, 8% were age 18-24, 22% were 24-34, 19% were 35-44, 19% were 45-55, 26% were age 65 and older, and 4% preferred not to say.**



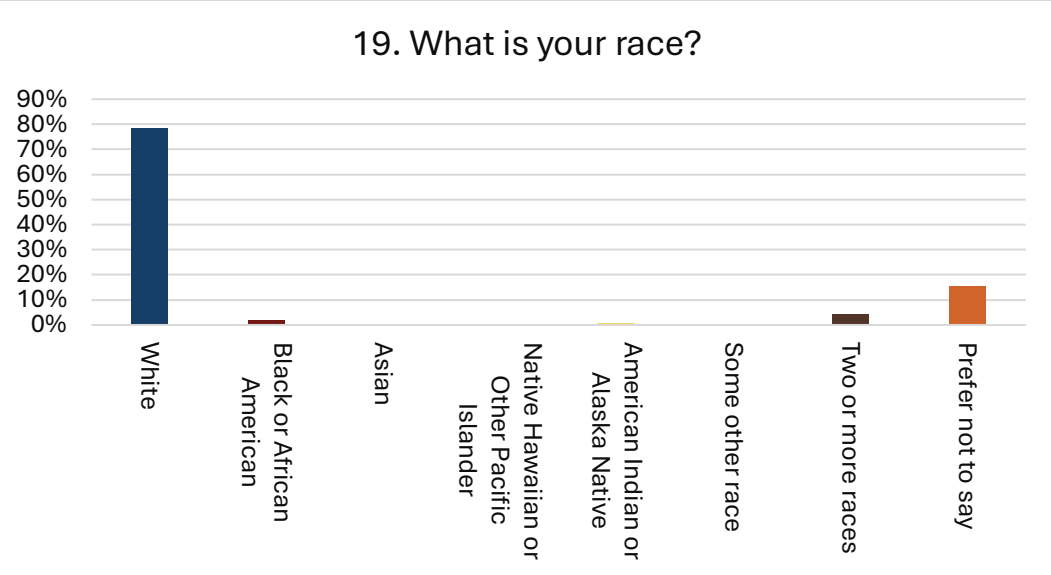
18. Respondent Ethnicity

Respondents were asked 'What is your ethnicity?' **Among the 168 responses, 2% were Hispanic or Latino, 82% were not Hispanic or Latino, and 17% preferred not to say.**



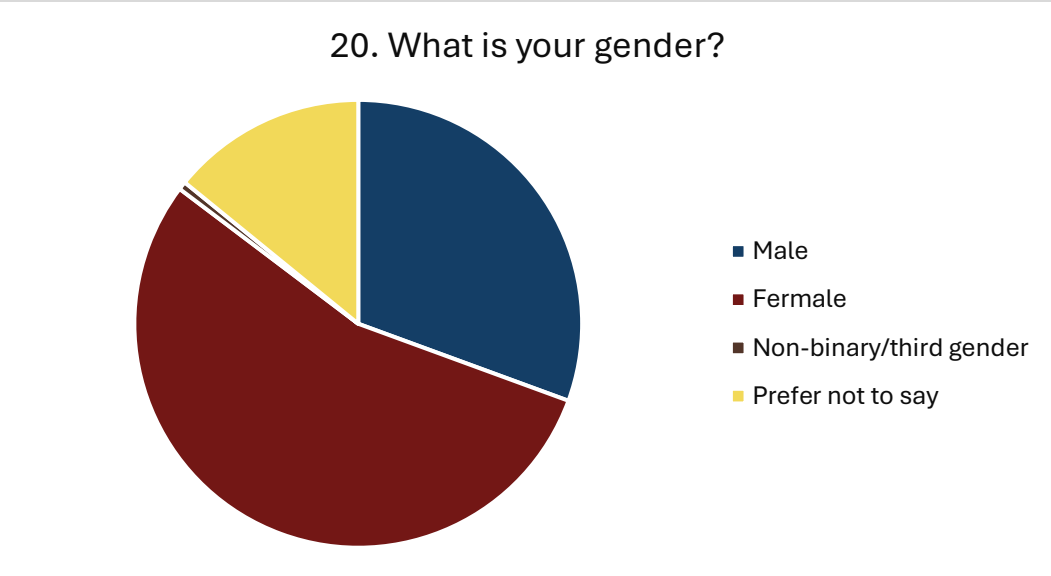
19. *Respondent Race*

Respondents were asked 'What is your race?' **Among the 170 responses, 78% were white, 2% were black or African American, 1% were American Indian or Alaskan Native, 4% were two or more races, and 15% preferred not to say.**



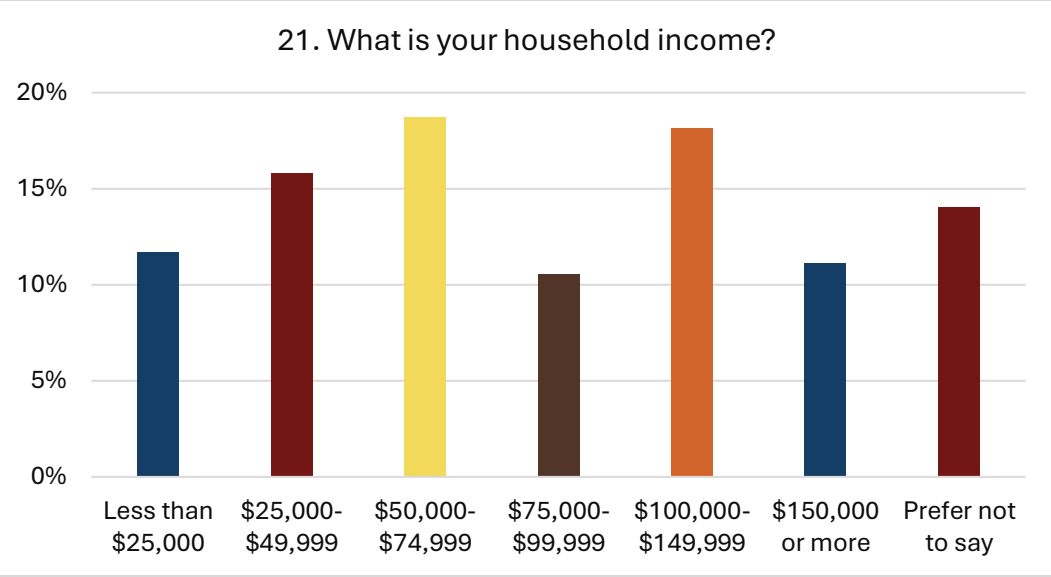
20. Respondent Gender

Respondents were asked 'What is your gender?' **Among the 170 responses, 31% were male, 55% female, 1% non-binary, and 14% preferred not to say.**



21. *Respondent Household Income*

Respondents were asked 'What is your household income?' **Among the 171 responses, 12% were less than $25,000, 16% $25,000-$49,999, 19% $50,000-$74,999, 11% $75,000-$99,999, 18% $100,000-$149,999, 11% $150,000 or more, and 14% preferred not to say.**



4.5 Survey Comments

Survey participants were asked, “Do you have any additional comments to improve transit in Laramie and Albany County?” Of the 174 survey respondents, 79 respondents submitted additional comments. Their responses are summarized below.

Need for Expanded and Accessible Public Transit

Many respondents expressed a desire for more comprehensive public transportation options, including expanded bus routes, increased stops, and service to underserved areas such as West Laramie, north Laramie, and far northeast Laramie. There is also a strong call for transit connections to nearby cities like Cheyenne and Fort Collins, as well as to Denver International Airport (DIA). Accessibility for disabled and elderly riders was frequently mentioned, with requests for more reliable paratransit and wheelchair-accessible vehicles.

Improved Scheduling, Frequency, and Weekend Service

Commenters noted that current bus schedules are unclear and hard to access, with limited service outside of school hours and weekends. There are calls for regular, reliable routes with consistent pickup and drop-off times throughout the city, including evening service to downtown and recreational destinations. Increased frequency and better-marked stops were suggested to encourage usage.

Integration with Existing Services and Community Awareness

Several comments advocated for partnering with the University of Wyoming (UW) to expand existing transit lines rather than creating new services. Others highlighted the need for better public awareness and advertising of current transportation options, as many residents are unaware of available services. Concerns were raised about routing transit to support locally owned businesses.

Bike and Pedestrian Infrastructure Improvements

Many respondents requested better infrastructure for bicycling and walking, including dedicated bike lanes, improved road and sidewalk conditions, and proactive enforcement of laws to keep bike lanes and sidewalks clear. Weather-related challenges, such as snow and ice, were noted as major barriers to biking and walking, especially for those who rely on these modes year-round.

Affordability and Equity

Affordability was a recurring concern, especially for low-income individuals and those without access to a car. Calls for low or no-cost transit with frequent service and multiple stops were common. Several comments highlighted the importance of connecting residential areas to business and industrial zones to support those who rely on public transportation for work, shopping, and essential services.

Community and Economic Development

Some respondents suggested that improved transit options could boost local businesses, support economic development, and foster a more connected community. There were requests for an annual or monthly pass option to make the system more user-friendly and locally inspired.

Safety and Street Design

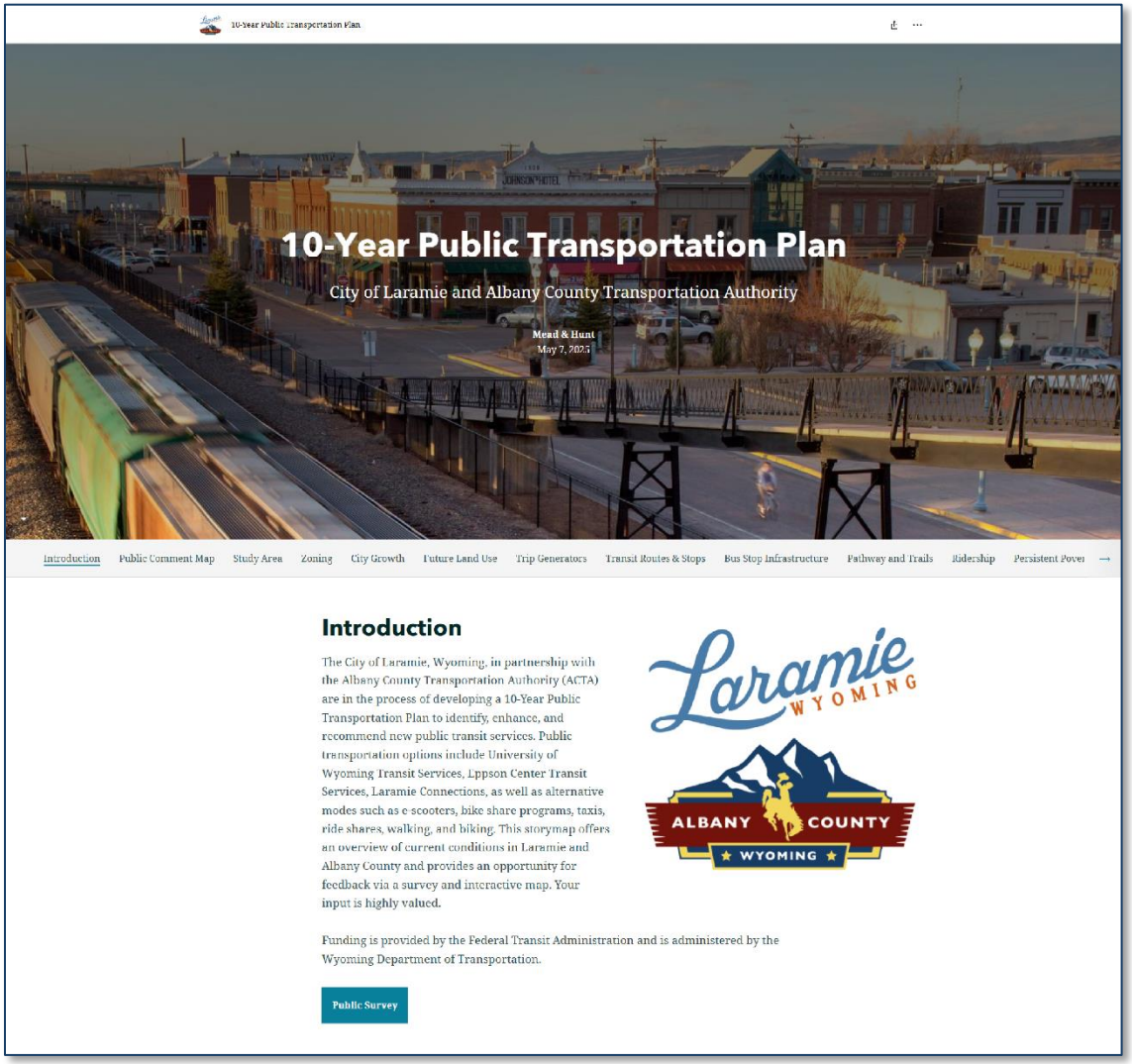
Calls for safer streets, reduced speed limits in residential areas, and better sight lines were frequent. Suggestions included not allowing vehicle parking on streets, improved snow and ice removal, and enhanced safety measures for cyclists and pedestrians.

Skepticism and Opposition

A minority of comments expressed skepticism about the need for expanded public transit, citing low demand and concerns about cost. Some advocated for focusing on better roads, traffic optimization, and parking rather than expanded transit service.

5. StoryMap & Interactive Online Map

In May 2025, the project team introduced an online StoryMap available on the City of Laramie's official website. The platform was created to present information related to the Laramie and Albany County 10-year public transportation plan. It contained details about the transportation project and system in both Laramie and Albany County. Its primary purpose was to provide data on transit services, infrastructure, and demographic and economic factors. The StoryMap used visual elements to show various population groups and analyze how transit services align with those regions. By displaying current conditions, the tool identified service gaps and possible markets for transit. Existing operations were shown alongside demographic and economic data, highlighting neighborhoods with limited transit access and indicating

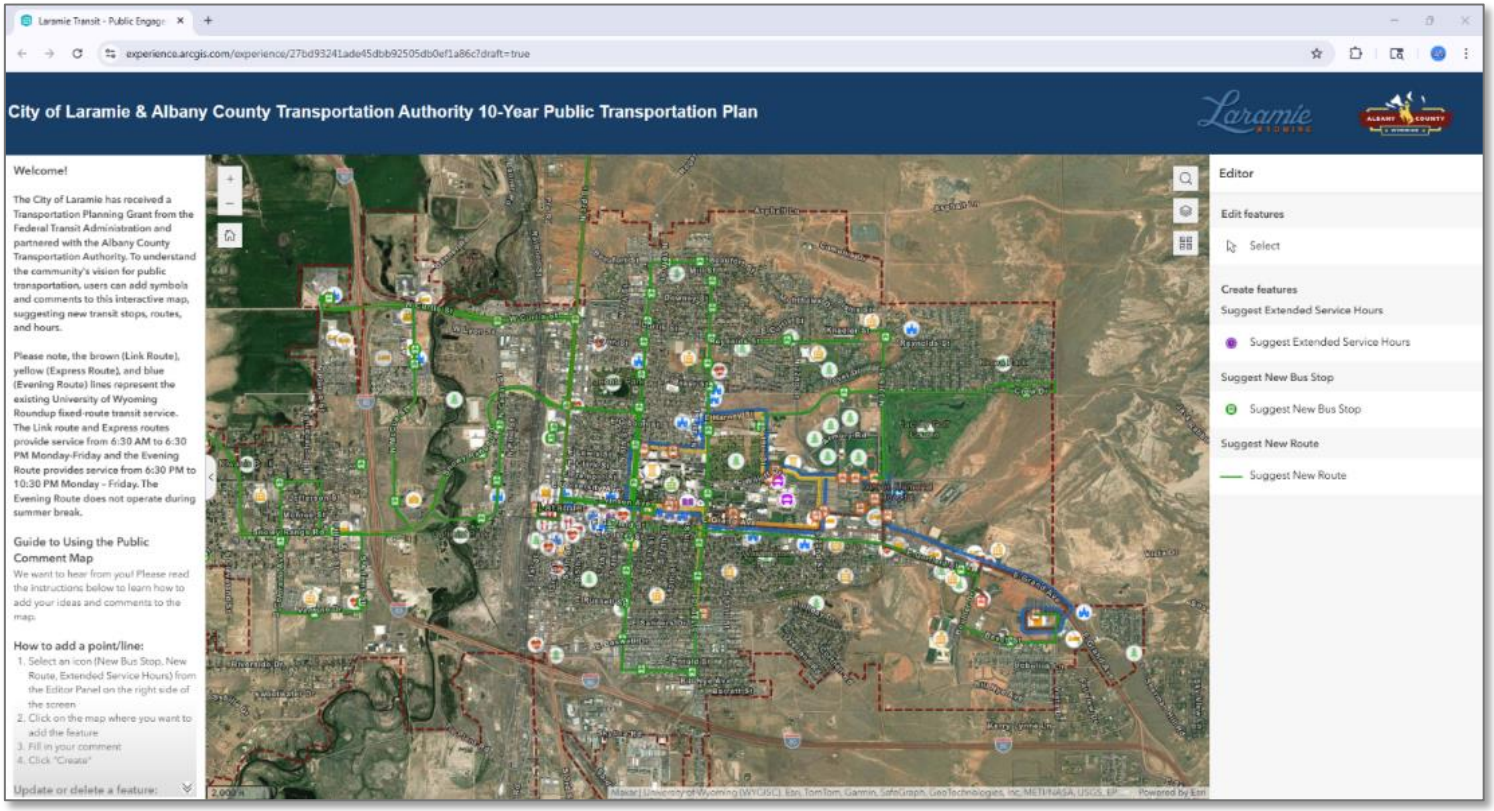


StoryMap Cover Page

areas with demand for public transportation. This method facilitated the identification of underserved locations and informed planning processes.

The StoryMap also incorporated interactive features to encourage community engagement. It provided direct access to the project survey, while the online mapping tool functioned as a public input mechanism. Residents were able to propose desired transit destinations, recommend routes and stops, and submit feedback. The feedback gathered informed the development of the 10-year public transportation plan.

https://storymaps.arcgis.com/stories/e038e75fd60244509c35141d974738d3



StoryMap Interactive Map Page

6. Stakeholder Engagement

6.1 Overview

A total of 10 in-person interviews were conducted by consultant staff with the city's project manager, each lasting about an hour. The format encouraged open, in-depth conversations on topics including evaluations of current and past transit service, visions for the region's transit future, and identification of key markets and destinations. Stakeholders also shared goals and priorities for the long-term plan, discussed community engagement strategies, explored funding opportunities, and offered suggestions through open-ended questions.

Participants represented a diverse group: Albany County Transportation Authority (ACTA), Eppson Center for Seniors, University of Wyoming, City of Laramie, Albany County, Albany County Tourism Board, and Laramie Main Street. Additional engagement included Laramie Connections, Laramie Regional Airport, Cheyenne MPO, Cheyenne Transit, and Centennial Ski Resort. An interview with Enterprise explored their "Commute with Enterprise" vanpool service and commuter transportation options to and from Cheyenne. This broad spectrum ensured a comprehensive understanding of local needs and priorities.

Stakeholder feedback proved invaluable in identifying key transit markets, clarifying long-term goals, and suggesting actionable strategies for service improvement. Open-ended input captured unique perspectives and innovative ideas, shaping a transportation plan responsive to the community's diverse, evolving needs.

From the interviews, six major themes emerged as described in Table 2 below.

Table 2. Summary of Stakeholder Comments

Accessibility & Affordability	Importance of making public transit accessible and affordable for people with disabilities, the elderly, carless, and low-income individuals. Emphasis on addressing the cost burden of transportation for medical trips and services.
Service Frequency & Coverage	Need for more frequent services and better coverage, especially in underserved areas (West Laramie, Airport, and beyond City of Laramie limits) and areas with limited stops (Downtown). Potential for commuter services to/from Cheyenne.
Safety	Importance of safety measures, specifically well-lit stops and adequate shelters. Importance of safe access and bike/pedestrian connections to/from transit.
Transit Service Delivery Alternatives	Need for alternatives to fixed-route service, including on-demand services and micromobility solutions. Emphasis on Laramie being a biking community.
Public Awareness	Need for better public awareness of existing transit and that it is available to the public (not just university students). Importance of involving the community in planning and decision-making processes for public transit improvements.
Funding and Investment	Need for funding and investment in public transit systems, including the importance of maintaining transit infrastructure and vehicles.

7. Advisory Committee

The Advisory Committee was formed to provide expert guidance and community input throughout the project's development, ensuring that the perspectives of key stakeholders shaped the planning process. Its primary purpose was to incorporate local expertise and constituent representation into decision-making, thereby enriching the project with insight from across the region.

Three virtual meetings were held, each with a distinct scope and purpose:

- **June 12, 2025:** The first meeting served as a kickoff and visioning session. Members were introduced to the project's goals and timeline, engaged in identifying key issues, and began the process of stakeholder mapping. This meeting established the foundation for collaboration and set the priorities for the work ahead.
- **August 18, 2025:** The second meeting focused on presenting service development concepts, along with establishing goals and objectives for the transit plan. Members reviewed proposed strategies, provided feedback on the feasibility and alignment with community needs, and helped refine service concepts for further analysis.
- **November 14, 2025:** The third meeting centered on reviewing and revising previously discussed concepts and metrics. Members evaluated the progress of the project, assessed the effectiveness of proposed measures, and suggested adjustments to ensure the plan's continued relevance and responsiveness to regional priorities.

Committee members brought substantial local expertise and served as voices for their respective organizations and communities. Representation included the University of Wyoming, City of Laramie Planning, Albany County Planning, Albany County Transportation Authority, Visit Laramie, Wyoming Department of Transportation, and Laramie Airport. Each member contributed insights from their field, ensuring the planning process incorporated the diverse needs and interests of students, older adults, residents, travelers, and businesses.

The advisory committee's input informed the project by highlighting local priorities, validating strategies, and ensuring community concerns were addressed at every stage. This collaborative approach was vital for building consensus, fostering engagement, and enhancing the project's overall effectiveness and relevance to the wider community.

10-Year Strategic Public Transportation Plan



Chapter 3: Recommendations

December 2025

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Transit Terms Glossary

Core Transit Service Terms

- **Fixed Route**: A transit service that operates on a set schedule along a predetermined path with designated stops
- **Demand Response**: Transit service that operates in response to passenger requests rather than a fixed schedule and route
- **Paratransit**: Specialized transit service for individuals with disabilities who cannot use fixed-route services
- **Headway**: The time interval (usually in minutes) between vehicles traveling in the same direction on a particular route
- **Span of Service**: The hours during which a particular transit service is available
- **Revenue Hours/Miles**: The hours or miles during which a transit vehicle is in service and available to passengers
- **Peak Vehicles**: The maximum number of vehicles required to operate a route during the busiest period
- **Transfer Point/Node**: A location where passengers can switch from one route to another
- **Layover**: Scheduled time at the end of a route for vehicle recovery and operator breaks
- **Iterative Process**: a step repeated until a desired outcome is achieved

Route and Service Types

- **Loop Route**: A route that circles through a set of stops and returns to its origin. Some loops are operated in both directions, with buses traveling both ways on the loop
- **Seasonal Service**: Transit service offered only during certain times of the year (e.g., to ski areas or parks)
- **Intercity Service**: Transit connecting different cities (e.g., Laramie to Cheyenne)

Performance and Planning Metrics

- **Ridership**: The number of passengers using transit service
- **Cost per Rider**: The average cost to provide service per passenger
- **On-Time Performance**: The percentage of trips that adhere to the published schedule
- **Transit Capture Rate**: The proportion of trips in a corridor made using transit
- **Service Elasticity**: The responsiveness of ridership to changes in service (e.g., frequency, span). It is normally expressed according to a percent change in the service characteristic, e.g. 'In this case study, a 10% decrease in headway resulted in a 5% increase in ridership'
- **Penetration of Rider Markets**: The extent to which transit serves different demographic groups

Infrastructure and Accessibility

- **ADA Landing Pad**: A designated area at a stop that meets Americans with Disabilities Act standards for accessibility
- **Shelter**: A covered structure at a bus stop for passenger comfort
- **Mobility Hub**: A location that integrates multiple modes of transportation (e.g., bike racks, bus stops)

Funding and Governance

- **Farebox:** a physical or electronic device used for collecting passenger fares on transit vehicles
- **Capital Costs**: Expenses for vehicles, stops, and infrastructure
- **Operating Costs**: Ongoing expenses for running transit service
- **Governance Structure**: The organizational framework for managing transit services

Transit Technology & Data Standards

- **Podaris**: Transit sketch planning tool used for route modeling
- **GTFS (General Transit Feed Specification)**: Standard format for transit schedules and associated geographic information

1. Goals and Performance Measures

The Strategic Public Transportation Plan for the City of Laramie and Albany County sets forth well-defined objectives and measurable performance indicators to assess the transit system's effectiveness and advancement.

The project's principal goals are as follows:

- **Advance Equitable and Sustainable Transit Access:** Implement inclusive community outreach and optimize transit service to ensure all residents, particularly underserved populations, have reliable access to essential destinations such as employment, healthcare, and food services.
- **Optimize Transit Network and Connectivity:** Identify key destinations and improve routes, intermodal connections, and service hours through comprehensive analysis and stakeholder collaboration to best serve community needs and support long-term growth.
- **Enhance Transit Service and Boost Ridership:** Deliver frequent, dependable, cost-effective transit services to promote equitable mobility, support economic opportunity, sustainable tourism, and reduce traffic congestion and environmental impact.

These strategic objectives underpin the development of a robust, efficient transit network tailored to community needs and aligned with long-term regional growth and sustainability priorities.

To realize these goals, the plan outlines specific performance measures, illustrated in Figure 1. These indicators are grouped into foundational transit metrics (e.g., ridership, cost per mile), secondary impacts (such as improved access to employment and economic growth in transit corridors), and community awareness (including increased visibility and public favorability toward transit). The methodologies for calculating these metrics and the timelines for achieving performance targets are detailed in Table 1.

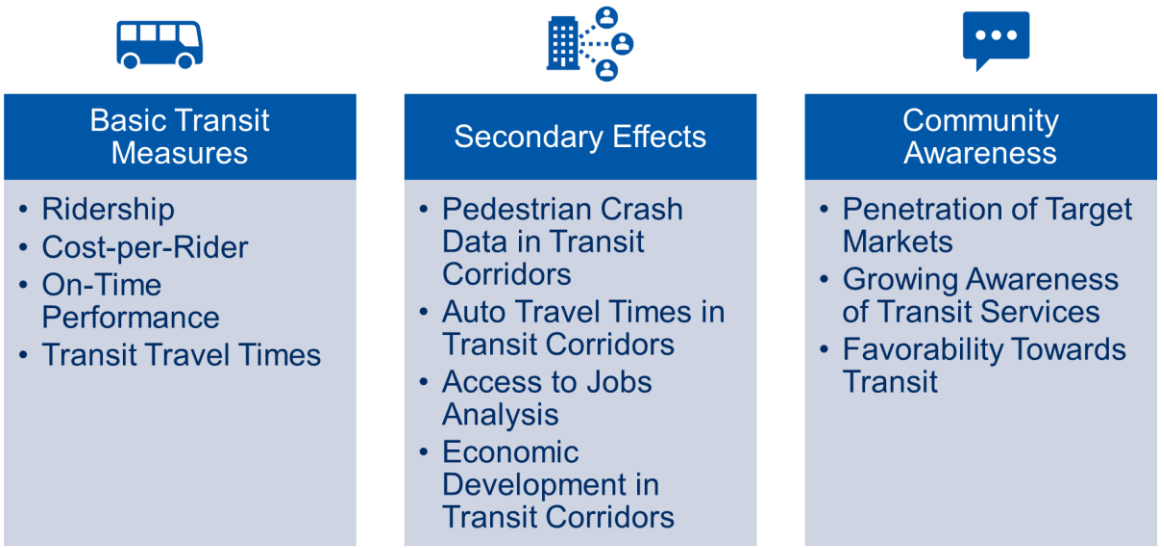


Figure 1: Performance measures established for 10-year Public Transportation Plan.

Performance Measure	Target Date	Measurement
Ridership	Annually	Automated Passenger Counter (APC) or operator counts from average service period
Cost per Rider	Annually	Annual budget and ridership figures
On-Time Performance	Annually	On-time performance monitoring and trip schedules
Transit Travel Times	Annually	Point to point within specific corridors, using AVL
Pedestrian Safety	12 mos.	Compare pedestrian and bike crash data on transit corridors year-to year
Auto Travel Times	3-6 mos.	Compare auto travel times utilizing probe-data sources and/or WYDOT data
Access to Jobs	Upon opening of new service	GIS data analysis of jobs accessible within a 30-minute transit commute
Economic Development	12 mos. +	Changes in development pipeline, survey of business owners/developers
Penetration of Various Rider Markets	Annual Survey	Web-based pilot survey will include demographic questions to identify seniors, visitors, commuter, students, etc.)
Awareness	Annual Survey	Survey will ask respondents whether they are aware of specific services
Favorability	Annual Survey	Survey will ask respondents to rate their favorability of transit services
Connectivity	Upon opening of new service	Percentage of residents in historically disconnected areas within a 10–15 minute walk of frequent transit
Equity	Financial Burden	Reduced travel time to grocery stores, hospitals and increased access for zero car household

Table 1: Performance measure metrics for 10-year Public Transportation Plan.

2. Proposed Route Concepts

2.1 Development of Transit Route Concepts

The development of new transit route concepts was conducted through a collaborative and iterative process that integrated both stakeholder and public input, alongside a comprehensive analysis of existing data and identification of transit service gaps. These activities clarified unmet needs and priorities, ensuring the proposed routes addressed the community's most significant challenges. Key themes identified during this process included:

- **Accessibility & Affordability:** Ensuring that public transit is accessible and affordable for people with disabilities, seniors, individuals without access to private vehicles, and those with low incomes. Particular focus was placed on reducing transportation costs associated with medical trips and essential services.
- **Service Frequency and Coverage:** Addressing the need for increased service frequency and extended coverage, especially in underserved areas such as West Laramie, the airport, and regions beyond Laramie city limits. Potential commuter services to and from Cheyenne were also highlighted as a priority.
- **Safety:** Emphasizing the implementation of safety measures, including well-lit stops, adequate shelters, and secure access points. Enhancing connections for cyclists and pedestrians to transit facilities was also considered critical.
- **Transit Alternatives:** Identifying the demand for alternatives to fixed-route services, such as on-demand transit, first/last mile connections, and micromobility solutions. The notable biking culture in Laramie influenced the development of these alternatives.
- **Public Awareness:** Stressing the importance of increasing public awareness of available transit services and promoting active community involvement in planning and decision-making processes.
- **Funding, Interoperability and Investment:** Highlighting the necessity for ongoing funding, practical governance and investment in public transit infrastructure and vehicle fleets to maintain reliable service.
- **Historic land use, infrastructure placement, and limited crossings**: These factors contributed to transit isolation in priority neighborhoods.

Initial route concepts were presented to the stakeholder advisory committee in August 2025, with feedback from these discussions directly informing subsequent refinements. The finalized concepts were then shared with the advisory committee in November 2025, underscoring the centrality of stakeholder engagement throughout the planning process. The route concepts were carefully tailored to meet the diverse needs of the community and aim at enhancing system accessibility, coverage, safety, and operational effectiveness.

2.2 Existing Service Recap

As outlined in Chapter 1, the existing Laramie transit system provides transportation services connecting the University of Wyoming and local organizations, with fixed routes managed by the university. Several services including Paratransit and the Eppson Center require pre-qualification by community members before requesting transportation.

University of Wyoming Services

- **UW RoundUp**: This service features three fixed routes available to the public at no charge: the Express, Link, and Evening routes. Service operates Monday through Friday from 6:30 AM to 10:30 PM, excluding weekends, with limited operations during the summer.
- **SafeRide**: SafeRide provides an on-call, demand response service during late nights and weekends. The service is complementary and accessible within the city limits of Laramie.
- **Paratransit**: Tailored for individuals with disabilities who are unable to utilize the fixed-route offerings, Paratransit operates Monday through Friday. Rides are free of charge if scheduled in advance.

Laramie Connections

This faith-based community initiative administers the Request a Ride program, which delivers cost-free transportation within Laramie and up to a 90-mile radius for appointments and daily necessities. Service is available Monday through Thursday, as well as Sundays for specific needs.

Eppson Center for Seniors

The Eppson Center facilitates a demand response transit service designed for seniors and other community members. Operations occur within Laramie city limits, Monday through Friday, with ride requests required 48 hours prior to the needed service.

Figure 2 and Table 2 show the current fixed transit routes at the University of Wyoming, which form the basis for developing future transit services in Laramie over the next three Phases (Phase I: 1–3 years, Phase II: 4–7 years, and Phase III: 8–10 years). The routes are organized according to when they are expected to be implemented after the plan is adopted, with each Phase building upon and including the routes and services from earlier Phases.

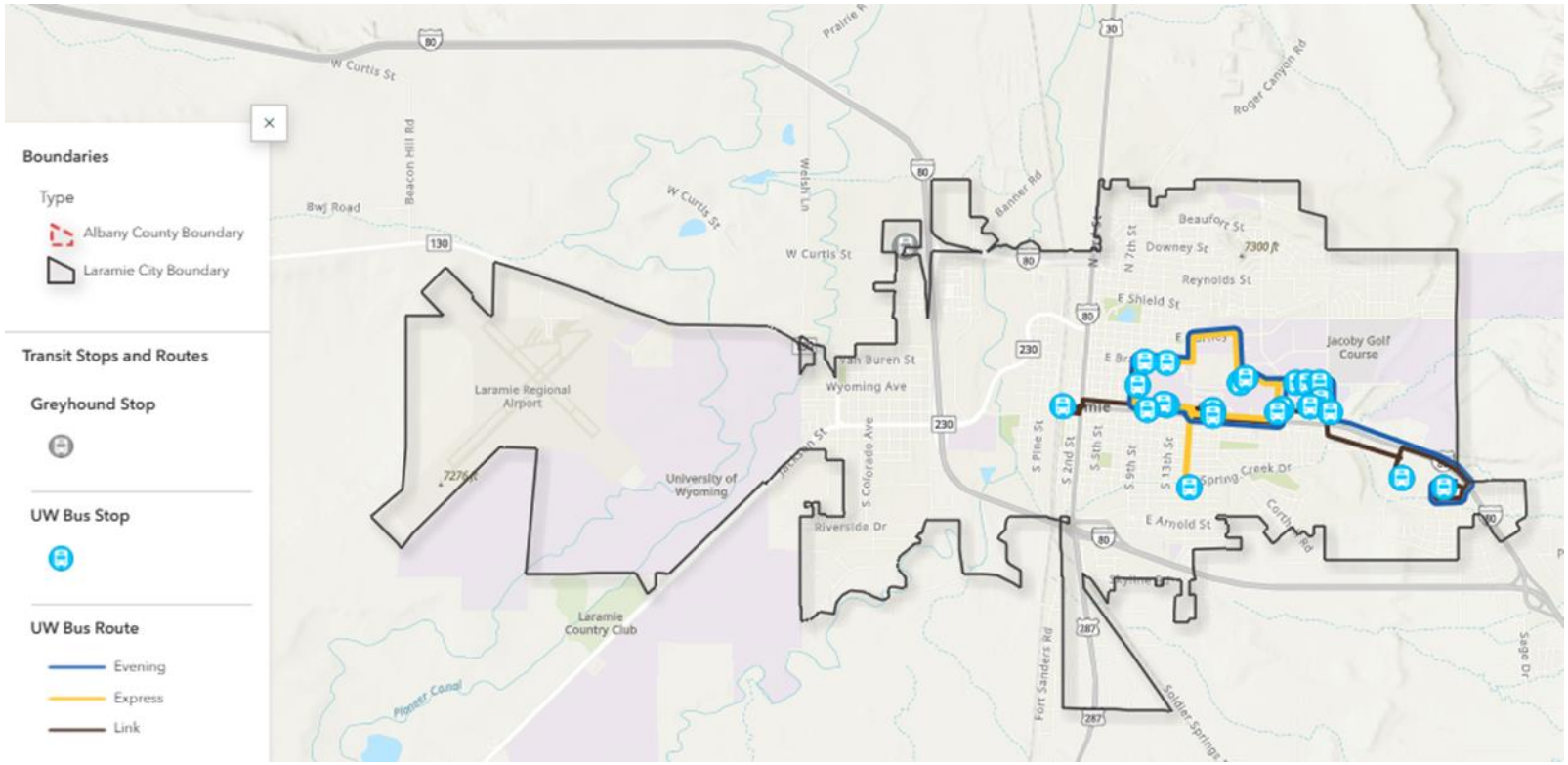


Figure 2: Existing UW fixed-route service. Interactive map link: [10-Year Public Transportation Plan]

Table 2: Existing UW fixed-route metrics.

Route	Academic Year Service Span	Summer/Break Service Span	Length	Number of Stops	Headway (mins)	Annual Ridership
Express	M-F 6:30 AM - 6:30 PM	Same	5.9 mi	11 (7 in summer)	8	232,161
Link	M-F 6:30 AM - 6:30 PM	Same	9.2 mi	18	20	58,339
Evening	M-F 6:30 PM - 10:30 PM	No service	6.1 mi	12	15	9,118

2.3 Phase I (1-3 years)

Over the next one to three years, Laramie's fixed-route transit system is scheduled for substantial enhancements, including improvements to both the Link and Express routes. A newly established West Laramie Route is intended to increase accessibility and convenience for public transportation across the city. The current evening-only service will be replaced by extended operating hours until 10:30 PM on the Link, Express, and West Laramie routes. Further improvements will include increased frequency, additional weekend service, and expanded transfer points, thereby providing riders with greater flexibility and dependable access. This Phase aims to accommodate the evolving transportation requirements of the growing city and county.

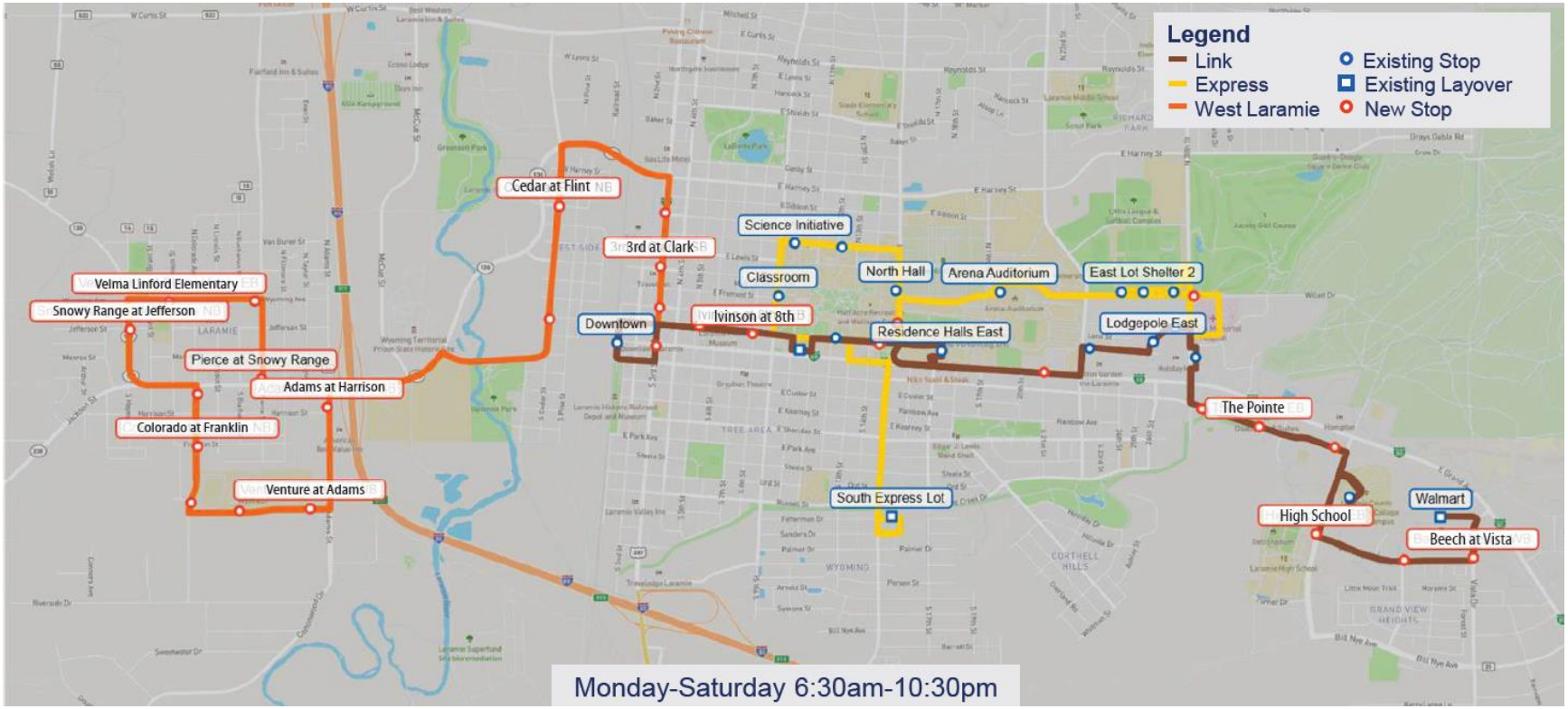


Figure 3: Phase I (1-3 years) service map.

2.3.1 Link Route

During Phase I, the Link route will add 11 stops, improving access to downtown Laramie and the Ridley's area as depicted in Figure 3. The Link will operate Monday through Saturday, offering extended hours from 6:30 AM to 10:30 PM (previously ending at 6:30 PM). This schedule enhancement enables residents to conveniently run errands in the evening, dine downtown, or access the university on Saturdays. The enhanced route covers 9.7 miles and features 39 total stops.

New off-campus stops provide accessibility to a greater array of Laramie destinations. The new stop at Ivinson and 5th St serves the Albany County Courthouse and Laramie City Hall while three new stops along Garfield St improve access to Ridley's Family Markets, The Pointe apartments, the Recreation Center, the Ice and Event Center, and BestMed Urgent Care. Furthermore, three new stops along Beech serve Laramie High School, the Department of Family Services, and housing. Key transfer points at Knight Hall and Ivinson Parking Garage further streamline connections to other routes. Each complete trip takes about 68 minutes, with buses arriving every 20 minutes, and the system continues to operate with four peak vehicles. These enhancements support local businesses and provide greater flexibility for riders' schedules, including weekend travel for work, errands, or leisure. Figure 7 illustrates the enhancements to the Link route implemented during Phase I.



Figure 4: Evening and Saturday hours on the Link would allow people to dine downtown in the evening or after a UW football game.

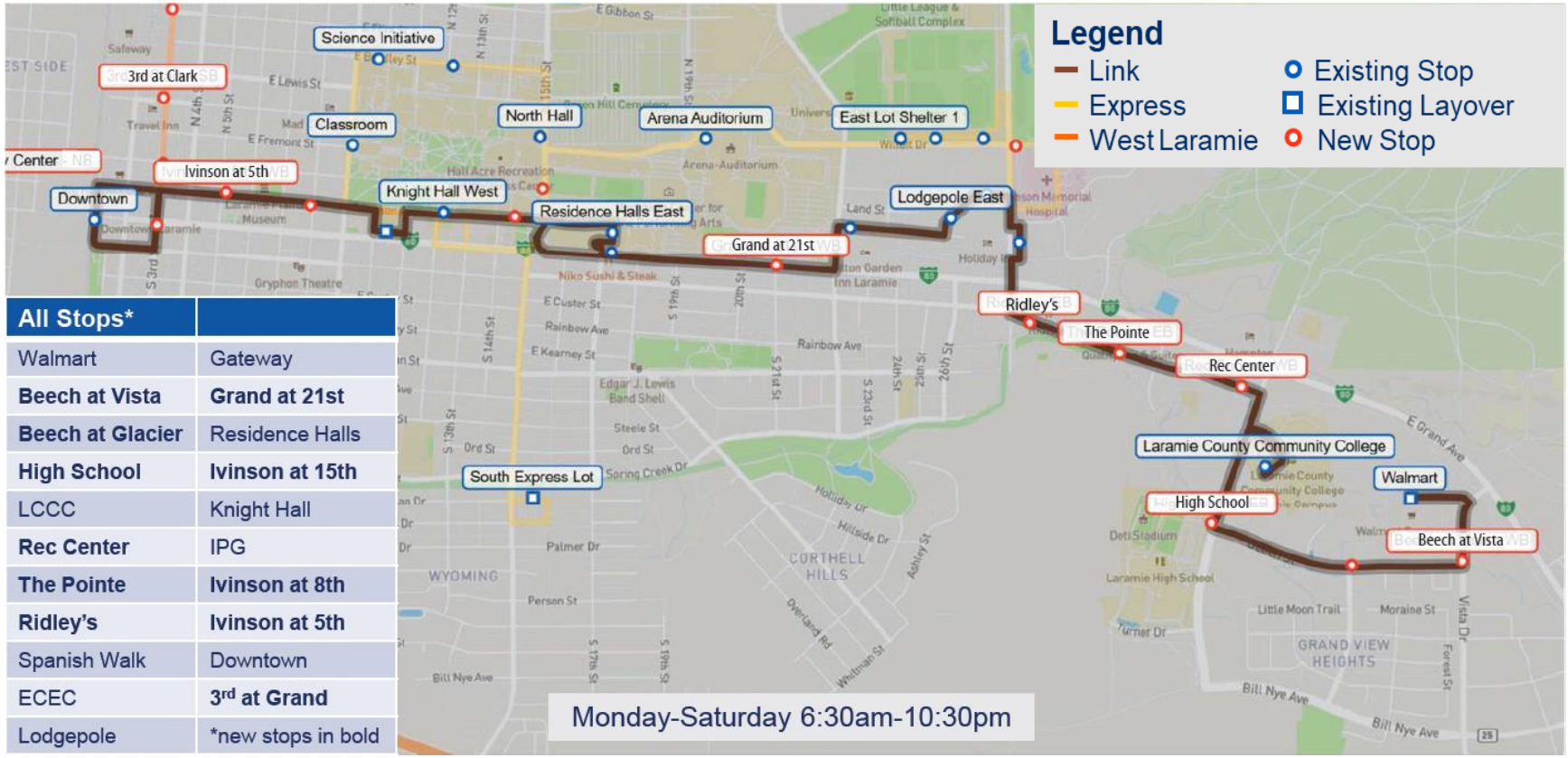


Figure 5: A new stop at Laramie High School would allow staff to commute to work and students to get home after Friday night football games or after-school activities.





Figure 6: A new stop at Ivinson & 5th would serve a complex of government buildings, including Laramie City Hall and the Albany County Courthouse, which are currently unserved by transit.



All Stops*	
Walmart	Gateway
Beech at Vista	**Grand at 21st**
Beech at Glacier	Residence Halls
High School	**Ivinson at 15th**
LCCC	Knight Hall
Rec Center	IPG
The Pointe	**Ivinson at 8th**
Ridley's	**Ivinson at 5th**
Spanish Walk	Downtown
ECEC	**3rd at Grand**
Lodgepole	*new stops in bold

Figure 4: Phase I proposed Link route and stops.

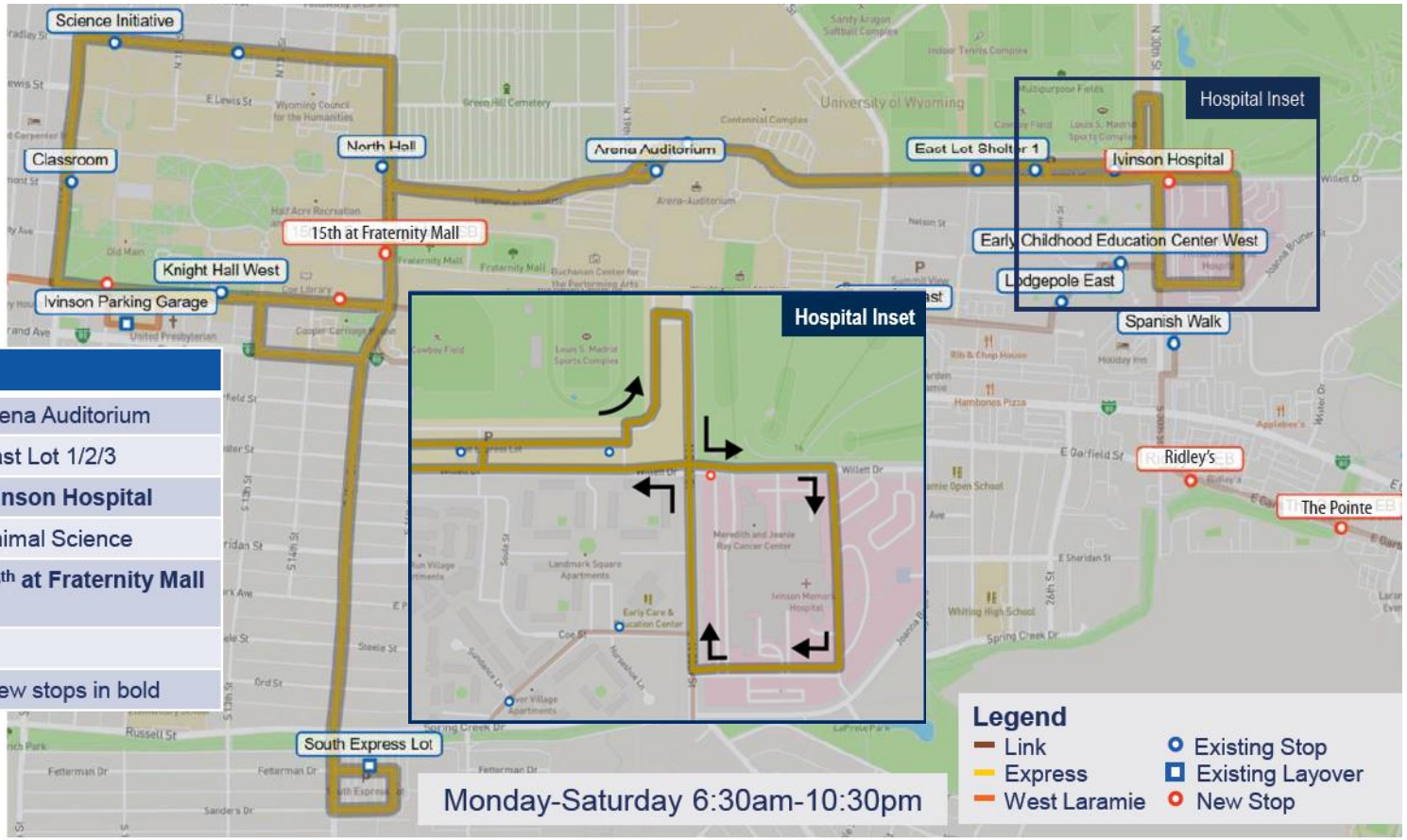
2.3.2 Express Route

Phase I also incorporates enhancements to the Express route (Figure 9), including the addition of Saturday service and three new stops — most notably, a key stop at Ivinson Memorial Hospital. Previously, existing routes in Laramie did not provide direct service to Ivinson Memorial Hospital, despite its close proximity to the University of Wyoming campus. Addressing this gap is essential for ensuring residents have dependable access to critical medical care. Two new stops, Old Main and 15th at Fraternity Mall, have also been introduced to facilitate more efficient transfers, such as transitioning from the West Laramie Route at Ivinson Parking Garage to the Express at Old Main.



Figure 5: Ivinson Hospital is a new stop on the Express, which will provide accessible service to Laramie's largest medical facility.

The Express route will also receive upgrades to extend operating hours from 6:30 AM to 10:30 PM. Covering a distance of 6.8 miles with 16 stops, each round trip takes approximately 41 minutes. During daytime hours, buses will operate every eight minutes, providing frequent service, while evening intervals will be set at 15 minutes. The system will require six peak vehicles but does not necessitate the procurement of additional vehicles. These enhancements will improve transit accessibility and convenience for the community, making it easier for residents to reach essential destinations such as medical facilities, educational institutions, and other key locations throughout Laramie.



All Stops*	
South Lot	Arena Auditorium
Knight Hall	East Lot 1/2/3
Old Main	**Ivinson Hospital**
Classroom	Animal Science
Science Initiative	**15th at Fraternity Mall**
Anthropology	
North Hall	*new stops in bold

Figure 6: Phase I proposed Express route and stops.

2.3.3 West Laramie

The implementation of the West Laramie route (Figure 11) in Phase I marks a significant advancement for Laramie's public transit system, directly addressing long-standing connectivity challenges for over 6,000 residents in the West Laramie neighborhood. A new transit route would directly address historic mobility gaps and physical barriers within Laramie. Developed in response to strong public demand and stakeholder feedback, this route fills a critical gap by providing fixed-route service to an area separated from downtown by the Union Pacific railroad tracks and the Laramie River, with only Curtis Street and Snowy Range Road crossing these barriers. The lack of transit options in West Laramie has historically limited mobility, forcing residents and visitors to rely on personal vehicles and taxi service to reach key destinations such as grocery stores, medical care or the WyoTech trade school. By introducing this route, the city aims to enhance accessibility and support both current community needs and anticipated growth.

Operating Monday through Saturday from 6:30 AM to 10:30 PM, the West Laramie route covers nine miles with 27 stops and an approximate travel time of 46 minutes per loop. Two peak vehicles ensure efficient operation with approximately 30-minute headways, making transit more frequent and convenient for daily commutes and weekend activities. The recommended stops form a loop designed to minimize walking distances to major destinations, including the WyoTech academic buildings and dorms, Dollar General, Velma Linford Elementary School, and housing throughout the neighborhood. Notably, the route also introduces service to the West Side neighborhood, including two new stops—one at the Lincoln Community Center, which fulfills a specific request from the West Side Community Plan and provides access to Laramie's Head Start preschool. The possibility of extending the West Laramie Route by one block to connect with the Eppson Center was also evaluated. However, this alternative was excluded from Phase I, as the discontinuation of the Eppson Center's on-demand service is not expected during the Phase I period. Consideration of this extension may be revisited in the future. These improvements not only enhance connectivity and support local businesses but also ensure residents have reliable access to essential services, strengthening the fabric of the community overall.



Figure 7: The West Laramie route would directly serve both WyoTech academic buildings and dorms.

All Stops*	
IPG	**WyoTech**
Ivinson at 8th	**Campus Courtyards**
Ivinson at 5th	**Colorado at Franklin**
3rd at University	**Colorado at Snowy Range**
3rd at Clark	**Snowy Range at Jefferson**
3rd at Flint	**Velma Linford Elementary**
Cedar at Flint	**Wyoming at Pierce**
Lincoln Comm. Center	**Pierce at Snowy Range**
Adams at Harrison	
Venture at Adams	*new stops in bold



Figure 8: Phase I proposed West Laramie route and stops.

Table 3 provides an overview of route metrics for the Link, Express, and West Laramie routes upon the completion of Phase I.

Table 3: Fixed-route metrics upon completion of Phase I.

Route	Days of Week	Span of Service	Length	Stops	Travel Time	Headway	Peak Vehicles	New Vehicles	Transfer Nodes
Link	Mon-Sat	6:30 AM – 10:30 PM	9.7 mi	39	68 min	20-25 min	4-5	0-1	Knight Hall Ivinson Parking Garage
Express	Mon-Sat	6:30 AM – 10:30 PM	6.8 mi	16	41 min	Daytime: 8-10 min Evening: 15-20 min	6-7	0-1	Knight Hall Old Main
West Laramie	Mon-Sat	6:30 AM – 10:30 PM	9 mi	27	46 min	30-35 min	2-3	2-3	Ivinson Parking Garage

2.4 Phase II (4-7 years)

Phase II retains the enhancements established during Phase I (years 1–3) and introduces a significant upgrade with the addition of the first north-south fixed-route along 15th and 9th Streets. Implemented within 4–7 years after plan adoption, this new route addresses public and stakeholder requests for improved north-south connectivity.

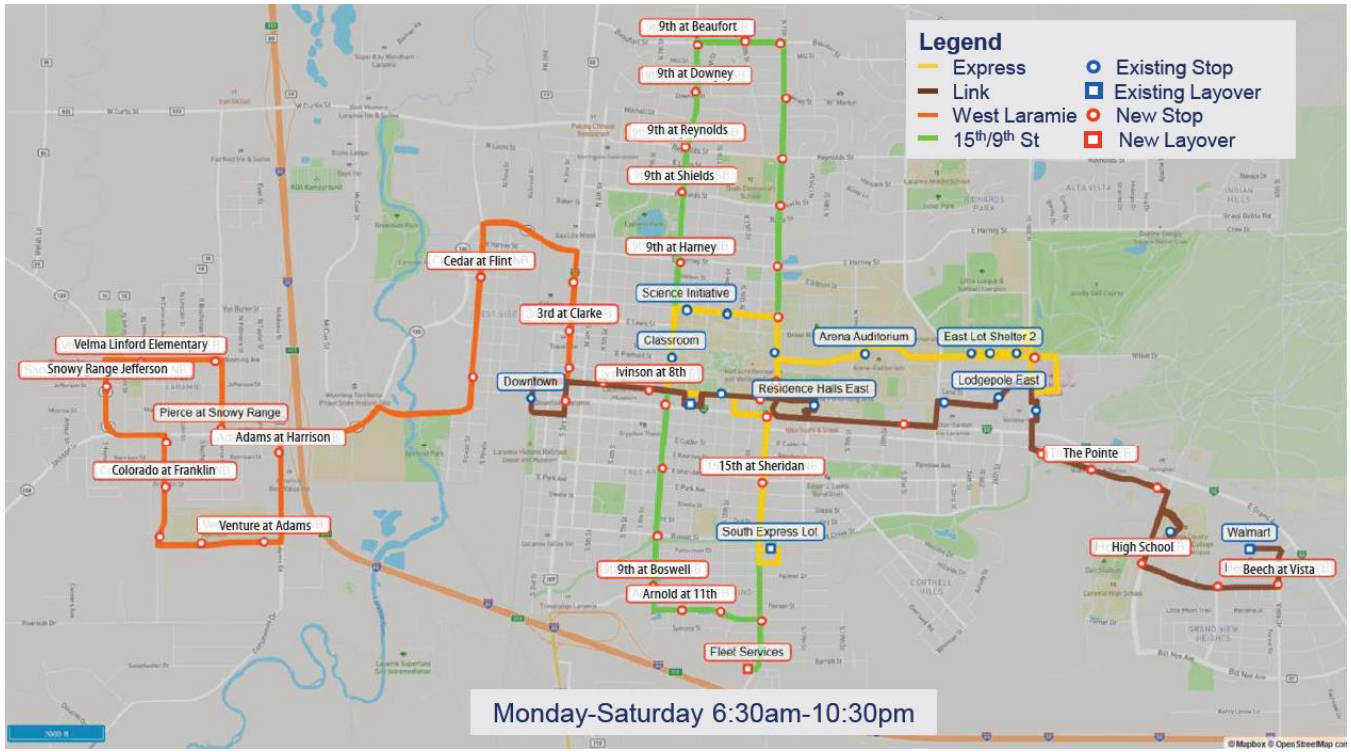


Figure 9: Phase II proposed fixed-routes and stops.

2.4.1 15th and 9th Street North/South

Phase II introduces the 15th/9th Street route (Figure 12), developed in response to public and stakeholder demand for north-south connectivity. With service running in both directions on 9th St and 15th St, it provides a one-seat ride to campus from several neighborhoods that are currently unserved by fixed-route transit. It connects to the UW's campus at existing stops, such as Classroom and North Hall, which also provides a convenient transfer to Ivinson Hospital. The north-south route effectively reconnects mobile home parks and peripheral housing to campus, libraries, healthcare and civic destinations which make this a strong equity focused investment.



Figure 11: The 15th/9th route provides service to several mobile home parks on the northern and southern fringes of Laramie.

This route is crucial for reaching several areas of dense housing that fall on Laramie's periphery, such as Shadow Ridge Mobile Home Park and Arnold St apartments to the south, as well as Downey St apartments and the Breazeale Mobile Home Community to the north. The Arnold Street routing is sensitive to the neighborhood land uses and local street pavement design. It may be appropriate to shift the route to Bill Nye when the connection to 9th St is completed in the next decade. Key destinations served include the Laramie Plains Civic Center, Albany County Public Library, La Bonte Park, Laramie Interfaith, Feeding Laramie Valley, Slade Elementary School, Laramie Athletic Fields, and Reynolds Crossing Professional Plaza. Transfer opportunities are available at 9th and Grand for connections to the Link and West Laramie routes and to the Link 15th at Fraternity Mall.





Figure 10: A new stop at 9th and Grand would serve the Laramie Plains Civic Center and the Albany County Public Library.

The route operates Monday through Saturday from 6:30 AM to 10:30 PM, covering a route of 6.1 miles with 28 designated stops. The total journey time is approximately 40 minutes, with a scheduled headway of approximately 30 minutes. The operation requires 4 vehicles during peak periods and 5 new vehicles in total, including 1 allocated as a spare.

Loop operated in both directions

All Stops*	
Fleet Services	**9th at Beaufort**
15th at Arnold	**9th at Downey**
South Express Lot	**9th at Reynolds**
15th at Sheridan	**9th at Shields**
15th at Grand	**9th at Harney**
15th at Fraternity Mall	**9th at Bradley**
North Hall	Classroom
15th at Bradley	**9th at Grand**
15th at Harney	**9th at Sheridan**
15th at Shields	**9th at Russell**
Athletic Fields	**9th at Boswell**
15th at Downey	**Arnold at 11th**
15th at Beaufort	**Arnold at 13th**
Beaufort at 13th	**Fleet Services**
	*new stops in bold



Figure 12: Phase II proposed 15th/ 9th St route and stops.

Table 4 provides an overview of route metrics for the Link, Express, West Laramie, and the 15th/9th St routes upon the completion of Phase II.

Route	Days of Week	Span of Service	Length	Stops	Travel Time	Headway	Peak Vehicles	New Vehicles	Transfer Nodes
Link	Mon-Sat	6:30 AM – 10:30 PM	9.7 mi	39	68 min	20-25 min	4	0	Knight Hall Ivinson Parking Garage Ivinson at 15th
Express	Mon-Sat	6:30 AM – 10:30 PM	6.8 mi	16	41 min	Daytime: 8-10 min Evening: 15-20 min	6	0	Knight Hall Old Main Classroom 15th at Fraternity Mall South Express Lot
West Laramie	Mon-Sat	6:30 AM – 10:30 PM	9 mi	27	46 min	30-35 min	2	0	Ivinson Parking Garage
15th/9th	Mon-Sat	6:30 AM – 10:30 PM	6.1 mi	28	40 min	30-35 min	4	5 (includes 1 spare)	15th & Fraternity Mall 9th & Grand North Hall 9th at Grand South Express Lot

Table 4: Route metrics upon completion of Phase II.

2.5 Phase III (8-10 years)

Phase III retains enhancements made in Phase I (the Link and Express improvements, along with the West Laramie route) and Phase II (the 15th/9th route), while introducing the final fixed route – the Hospital-Safeway Loop. The Hospital-Safeway Loop completes the phased transit vision plan and is scheduled to launch 8 to 10 years after the plan's adoption, following the implementation of Phase I and Phase II.

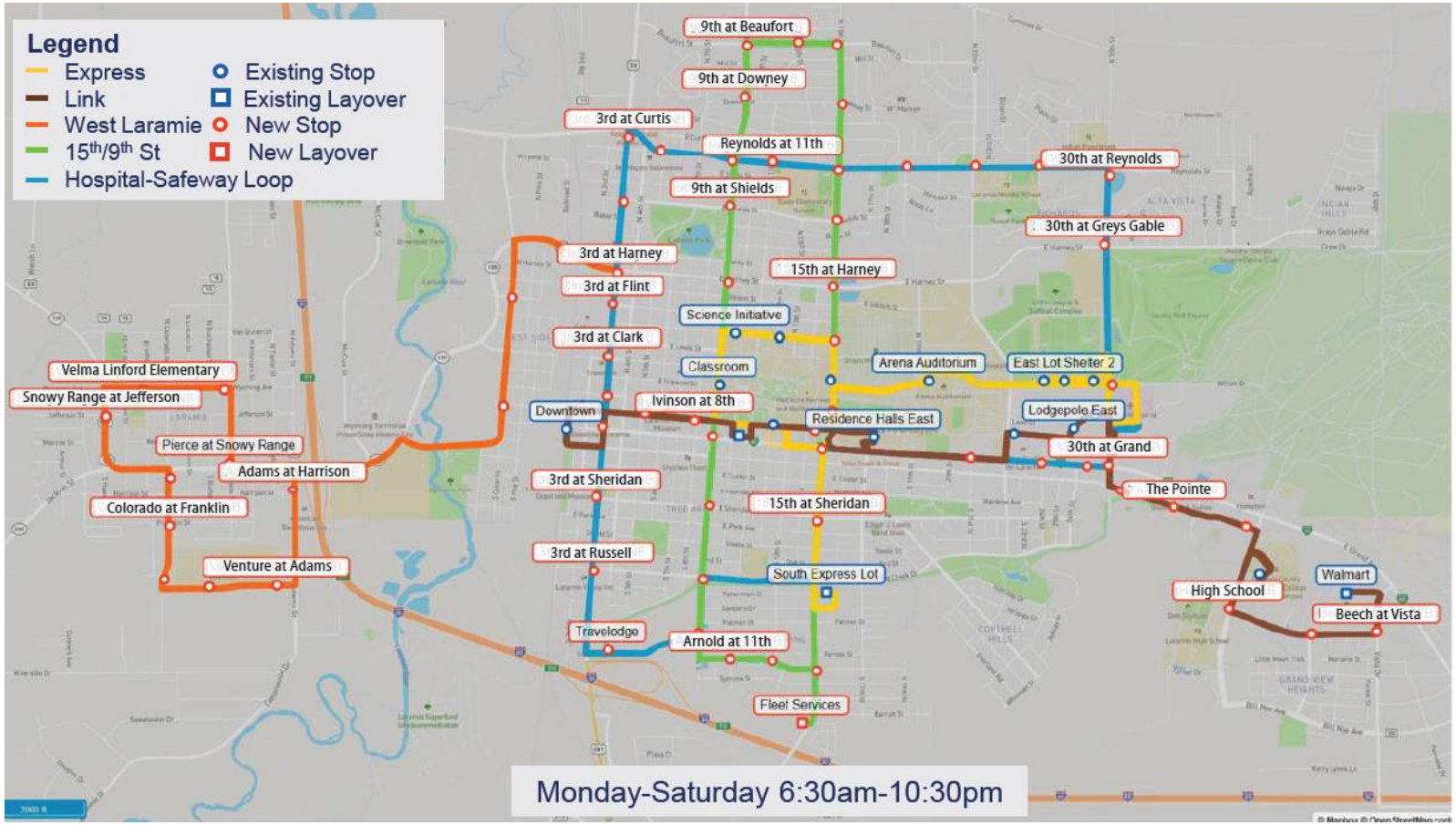


Figure 13: Proposed Phase III routes.

2.5.1 Hospital-Safeway Loop

The Hospital-Safeway Loop represents the final fixed-route in the phased transit vision plan for Laramie, designed to connect residential neighborhoods with downtown and essential destinations such as healthcare facilities and grocery stores. Operating Monday through Saturday from 6:30 AM to 10:30 PM, the loop spans 8 miles with 31 stops and averages 46 minutes per trip. It offers direct access to Ivinson Memorial Hospital, Safeway, Goodwill, Laramie Athletic Fields, several schools, and key shopping plazas enhancing east-west connectivity in northern neighborhoods via Reynolds St and serving downtown along 3rd St. The service runs every 30 minutes during the day and every hour in the evening, utilizing 4 peak vehicles and 5 new vehicles, with major transfer points at locations including 3rd at Grand St., Grand at 21st St., South Express Lot, and Reynolds at 9th St., providing convenient one-seat rides and transfer options to West Laramie, Walmart, and campus.



Figure 14: This route connects neighborhoods throughout Laramie to the Safeway, one of the few full-service supermarkets.



Figure 15: This route serves several k-12 schools, including Slade Elementary, which would facilitate staff commuting to work.

Loop operated in both directions

All Stops*	
South Express Lot	**Reynolds at 11th**
Spring Creek at 13th	**Athletic Fields**
9th at Russell	**Reynolds at 19th**
9th at Boswell	**Reynolds at 22nd**
Travelodge	**Reynolds at 27th**
3rd at Russell	**30th at Reynolds**
3rd at Sheridan	**30th at Greys Gable**
3rd at Grand	**Ivinson Hospital**
3rd at University	**30th at Grand**
3rd at Clark	**Grand at 24th**
3rd at Flint (Safeway)	**Grand at 21st**
3rd at Harney	**Grand at 17th/** Residence Halls West
3rd at Shields	**15th at Grand**
3rd at Curtis	**15th at Sheridan**
Reynolds at 5th	South Express Lot
Reynolds at 9th	*new stops in bold

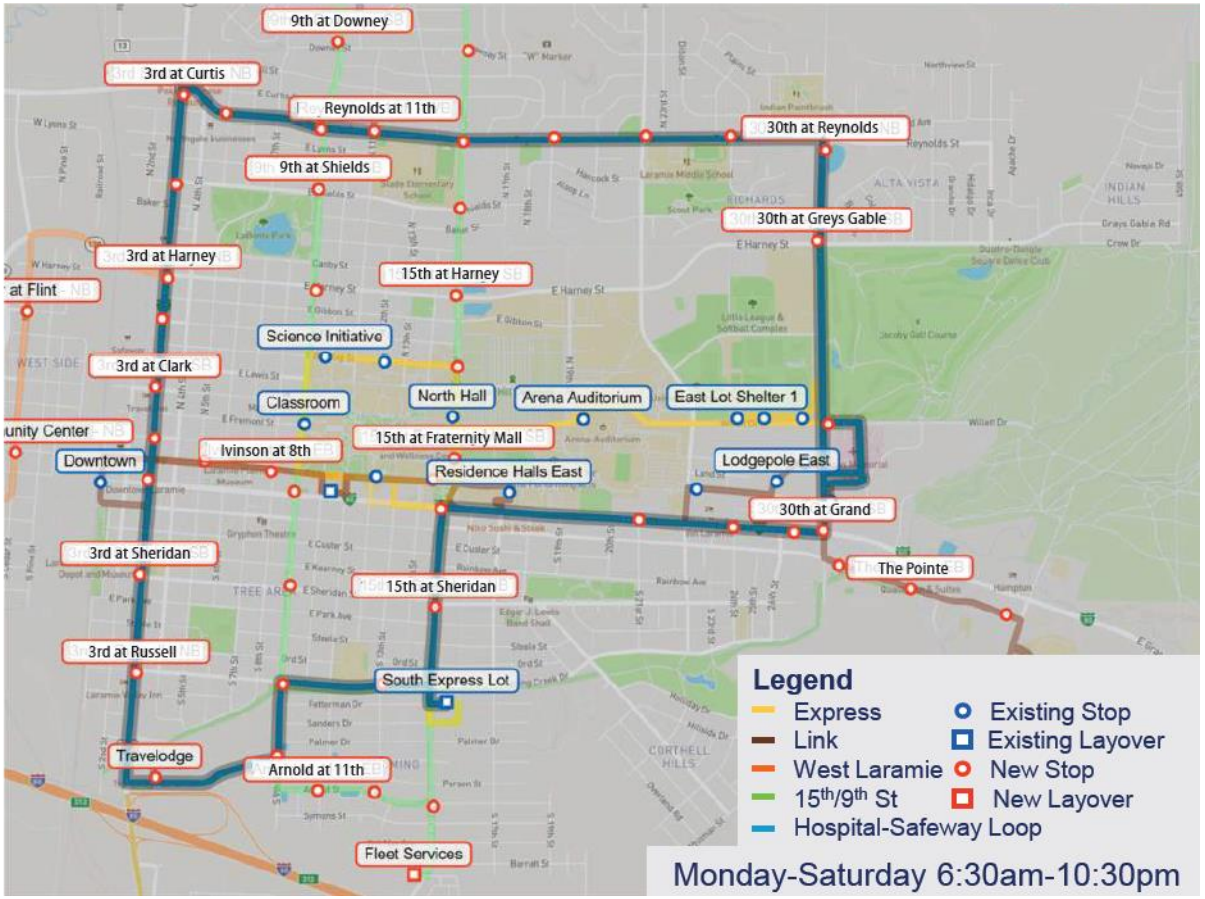


Figure 16: Phase III proposed Hospital-Safeway Loop route.

Table 5 provides an overview of route metrics for the Link, Express, West Laramie, 15th/9th St, and Hospital-Safeway Loop routes upon the completion of Phase III.

Route	Days of Week	Span of Service	Length	Stops	Travel Time	Headway	Peak Vehicles	New Vehicles	Transfer Nodes
Link	Mon-Sat	6:30 AM – 10:30 PM	9.7 mi	39	68 min	20-25 min	4-5	0-1	Knight Hall, Ivinson Parking Garage, Ivinson at 15th, 3rd at Grand, Grand at 21st
Express	Mon-Sat	6:30 AM – 10:30 PM	6.8 mi	16	41 min	Daytime: 8-10 min Evening: 15-20 min	6-7	0-1	Knight Hall, Old Main Classroom, 15th at Fraternity Mall, South Express Lot
West Laramie	Mon-Sat	6:30 AM – 10:30 PM	9 mi	27	46 min	30-35 min	2-3	2-3	Ivinson Parking Garage, 3rd at University
15th/9th Loop	Mon-Sat	6:30 AM – 10:30 PM	6.1 mi	28	40 min	30-35 min	4-5	5-6 (includes 1-2 spares)	15th & Fraternity Mall, 9th & Grand, North Hall, 9th at Grand, South Express Lot
Hospital-Safeway Loop	Mon-Sat	6:30 AM – 10:30 PM	8 mi	31	46 min	Daytime: 30-35 min Evening: 60-65 min	4-5	5-6 (includes 1-2 spare)	3rd at Grand, Grand at 21st, South Express Lot, 3rd at University, Reynolds at 9th, 9th at Russell, Athletic Fields

Table 5: Route metrics upon completion of Phase III.

2.6 Transfer Locations

With the completion of Phase III, the transit network offers a variety of transfer points, resulting in a well-connected and integrated system. Major transfer points (e.g., Ivinson Parking Garage, Knight Hall, 3rd at Grand) could be designed as *mobility hubs* that serve as reconnection nodes between previously isolated neighborhoods and offer additional services such as bike or scooter shares. The transfer locations for all routes are described in Table 6.

Table 6: Laramie Public Transportation Transfer Locations.

From Route	To Route	Transfer Location
Link	Express	Knight Hall
Link	West Laramie	IPG
Link	9th St	IPG to 9th at Grand
Link	15th St	Ivinson at 15th to 15th at Fraternity Mall
Link	Hospital-Safeway	3rd at Grand, Residence Halls West/Grand at 17th, Grand at 21st
Express	West Laramie	Old Main to IPG
Express	9th St	Classroom
Express	15th St	North Hall, 15th at Fraternity Mall, South Express Lot
Express	Hospital-Safeway	South Express Lot
West Laramie	9th St	IPG to 9th at Grand
West Laramie	Hospital-Safeway	3rd at Flint, Clark or University
9th St	Hospital-Safeway	Reynolds at 9th, 9th at Russell
15th St	Hospital-Safeway	Athletic Fields, South Express Lot

2.7 Regional Connections

Beyond fixed-route service within the city limits of Laramie, the community and stakeholders expressed desire for regional transit connections, namely access to the Laramie Airport, to recreational areas such as Snowy Rannge, and intercity service between Laramie and Cheyenne.

2.7.1 Laramie Airport

During the public engagement process and stakeholder discussions for the 10-Year Public Transportation Plan, providing transit service to Laramie Airport emerged as one of the most frequently requested destinations. This feedback was reinforced through conversations with Laramie Airport staff, the advisory committee, and members of the public. Recognizing the demand, several approaches for connecting transit service to the airport were evaluated.

The primary options considered included extending the fixed-route West Laramie service (Figure 19) to the airport or implementing a flexible on-demand service. While both strategies aimed to address traveler needs, extending the West Laramie route was ultimately not selected as the preferred solution. The reasons included:



Figure 17: Laramie Airport.

- Low Utilization: The airport serves only two flights per day, with an average of 40–60 daily passengers. Most travelers are likely to continue using personal vehicles except during peak periods, such as student arrivals and departures. This would result in buses running with very low passenger loads for much of the day, leading to inefficient use of resources.
- Schedule Mismatch: Fixed-route schedules are unlikely to align well with irregular flight arrival and departure times, potentially causing long waits or missed connections for passengers.
- Increased Route Times: Extending the route would significantly lengthen travel times for other riders on the West Laramie line, reducing reliability and attractiveness for existing users.
- Resource Allocation: Dedicating buses and operators to serve the airport on a fixed schedule would divert resources from higher-demand areas, making the overall system less efficient.
- Lack of Flexibility: Fixed routes cannot quickly adapt to sudden changes in flight schedules or demand surges.

Faced with these difficulties, an on-demand transit service emerged as a cost-effective and practical solution for connecting to Laramie Airport. There was also consideration that this type of service could benefit the nearby Hansen Teaching Arena. On-demand transit provides adaptability to address the inconsistent and changing travel habits of airline passengers by dispatching vehicles and drivers solely when necessary. Additionally, these services are better equipped to handle the different flight schedules, various departure times, and baggage requirements that are typical among airport travelers.

To further explore how regional airports address similar transit challenges, two leading examples were reviewed:

- Jackson Hole Airport Shuttle: Launched by the local transit agency START, this pilot program provides a dedicated shuttle to/from the airport. Passengers can book rides through an app, receiving service that aligns with flight times and passenger demand. This approach allows for responsive, efficient use of transit resources and greater convenience for travelers.
  https://www.jacksonwy.gov/674/START-On-Demand

- Ride MICRO at Wilmington International Airport (ILM): This innovative service allows passengers to schedule rides up to a week in advance or request them spontaneously within a designated zone. Ride MICRO offers seamless connections to the broader transit network or direct access to nearby destinations. The on-demand model delivers shorter wait times, flexible pick-up and drop-off, and adaptability to changing travel patterns, making it an attractive solution for airport transit.
  https://flyilm.com/ground-transportation/

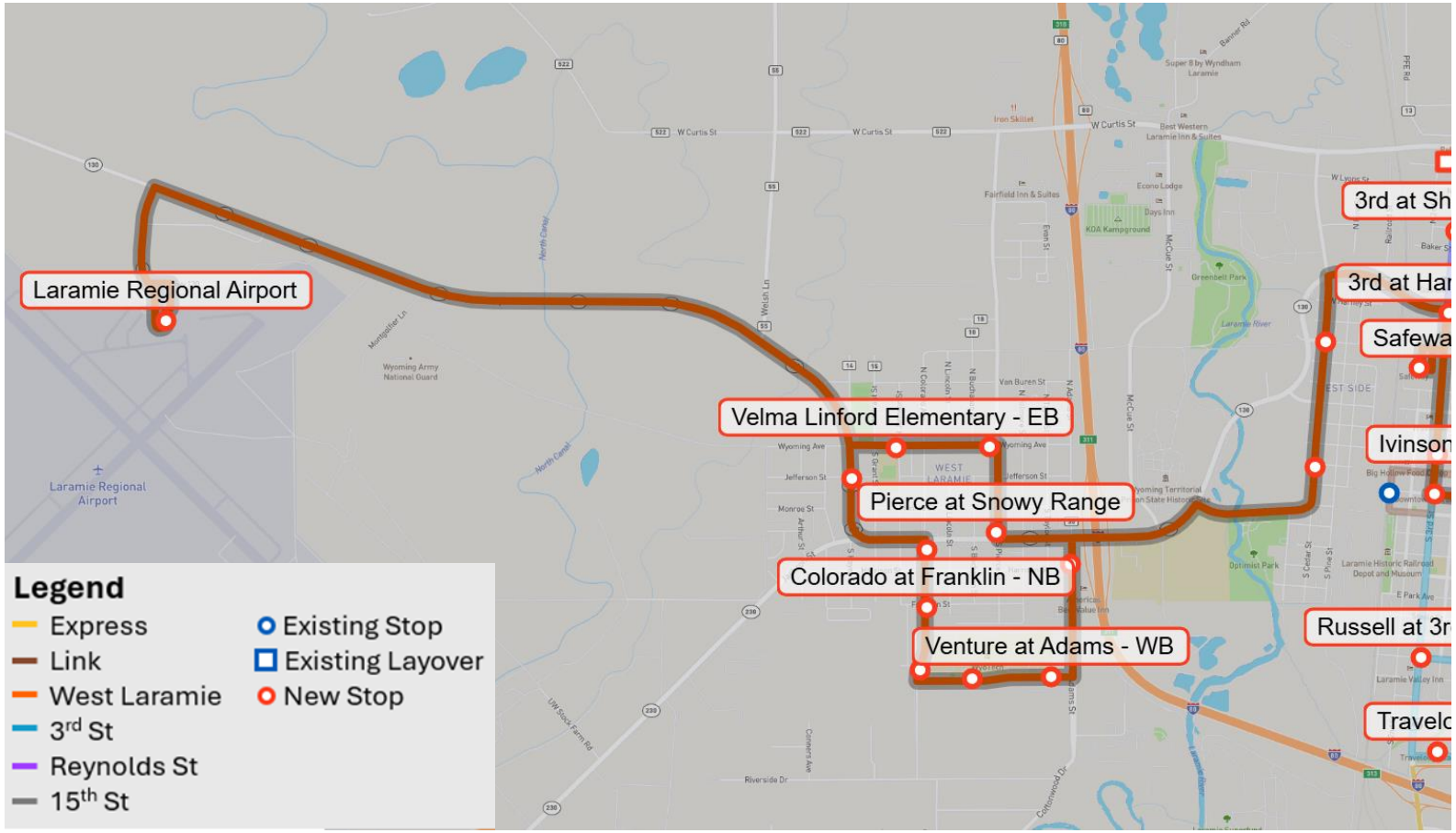


Figure 18: Alternative routing for an extension of the West Laramie route to the Airport.

2.8 Recreational and Intercity Routes

During the 10-Year Public Transportation Plan's public engagement, many participants requested public transportation to popular regional recreational areas and employment opportunities in Cheyenne.

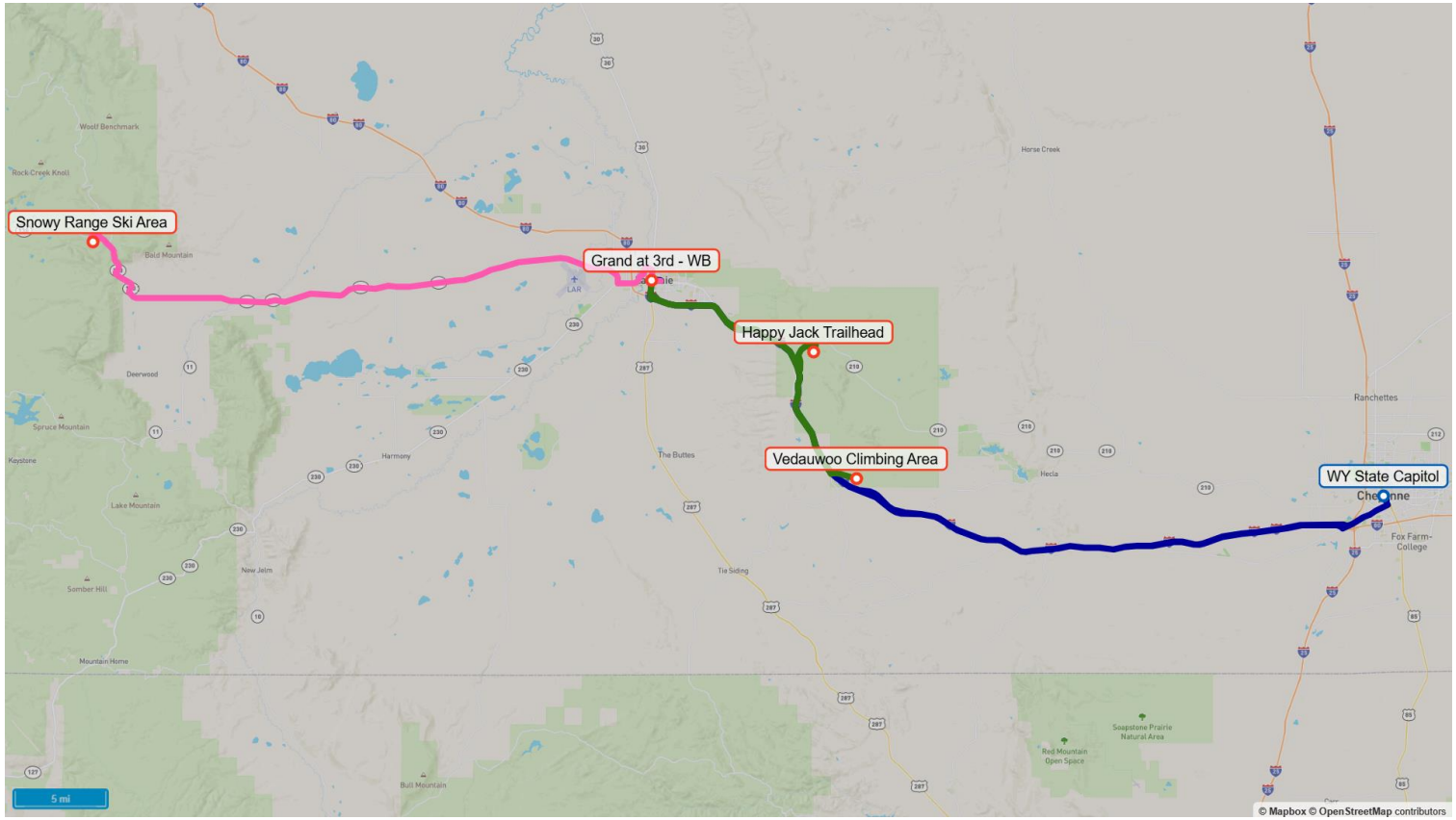


Figure 19: Map of proposed recreational and intercity routes.

2.8.1 Recreational

During the 10-Year Public Transportation Plan's public engagement, many participants requested better transit to recreational spots like Happy Jack and Snowy Range. Feedback from surveys and outreach stressed the need for accessible, reliable transportation to these valued outdoor destinations.

Snowy Range Ski Area

Located west of Laramie in the Medicine Bow-Routt National Forest, Snowy Range Ski Area offers a range of recreational opportunities, including skiing in the winter and hiking, biking, and other sports during the summer. In previous years, the ski resort operated an employee shuttle service specifically designed to reduce parking demand at the base area. This shuttle helped minimize congestion by transporting staff directly to the resort, lessening the need for individual employee parking and supporting more efficient use of parking facilities.



Figure 20: Snowy Range Ski Area.

Service to Snowy Range Ski Area is proposed for weekends only and may be sponsored by the resort. This service would accommodate both visitors and employees, with three scheduled trips to Snowy Range and three return trips to Laramie. Operations would require two vehicles. To better serve the needs of both skiers and cyclists, it is recommended that vehicles servicing recreational resorts be equipped with ski racks during the winter and bike racks in the summer. These features will enhance the convenience for passengers carrying sports equipment and help promote transit ridership among recreation enthusiasts. A proposed schedule is detailed in Table 7.

Table 7: Proposed schedule for seasonal transit to/from Snowy Range Ski Area.

Direction	Departure Time	Arrival Time
To Snowy Range	7:00 AM	7:45 AM
	8:00 AM	8:45 AM
	9:00 AM	9:45 AM
To Laramie	3:30 PM	4:15 PM
	4:30 PM	5:15 PM
	5:30 PM	6:15 PM

Happy Jack & Vedauwoo

Transit service to Happy Jack and Vedauwoo would provide transportation to these popular hiking and rock climbing destinations during specific times of the year, typically operating on Fridays, Saturdays, and Sundays. The service would run with a single vehicle and feature an approximately 75-minute headway, meaning a bus would depart approximately every hour and fifteen minutes. This schedule allows outdoor enthusiasts convenient access to the trails and climbing areas without needing personal transportation, supporting recreational use while reducing parking demand and environmental impacts in the area. This service could also be sponsored by Transit to the Parks programs run by the Federal Highway Administration such as the **Federal Lands Transportation Program (FLTP)** and the **Federal Lands Access Program (FLAP)**.



Figure 21: Vedauwoo photo

Table 8: Proposed schedule for seasonal transit to /from Happy Jack and Vedauwoo.

Direction	Departure Time	Arrival Time
To Trails	8:00 AM	8:20 AM Happy Jack 8:35 AM Vedauwoo 9:00 AM Ivinson Parking Garage
	9:15 AM	
	10:30 AM	
	Approx. 75-minute headway continues throughout day	
Final Trip	3:30 PM	3:50 PM Happy Jack 4:05 PM Vedauwoo 4:30 PM Ivinson Parking Garage

2.8.2 Cheyenne

During public input on the 10-Year Public Transportation Plan, many people emphasized the need for transit service to Cheyenne. Respondents stressed the value of reliable and frequent connections between Laramie and Cheyenne, seeing this link as essential for improving regional mobility and giving better access to jobs, healthcare, and other important destinations.

Stakeholders and community members said that such a service would help regular commuters and would also benefit students and residents who travel to Cheyenne for different activities and services. It is anticipated that this service would a subscription vanpool type service such as Enterprise's Vanpool program or similar that provides large vans and/or SUVs that seat 8 to 15 persons. This service could be subsidized and cost-shared by major employers, the State of Wyoming, and/or Cheyenne Transit.



Figure 22: Example subscription vanpool vehicle.

Table 9: Proposed schedule for transit to/from Cheyenne.

Direction	Departure Time	Arrival Time
To Cheyenne	7:00 AM	Downtown Cheyenne- 7:50 AM WY State Capitol- 7:54 AM
To Laramie	7:00 AM	Downtown Laramie- 7:51 AM Ivinson Parking Garage- 7:54 AM
To Laramie	5:15 PM	Downtown Laramie- 6:06 PM Ivinson Parking Garage- 6:08 PM
To Cheyenne	5:15 PM	Downtown Cheynne- 6:05 PM WY State Capitol- 6:09 PM

3. Evaluation of Route Concepts

3.1 Fixed-Route Concept Evaluation Methodology

Route concepts were developed using a transit sketch planning tool called Podaris. Podaris consumes General Transit Feed Specification (GTFS) as inputs, allows planners to quickly sketch concepts for alternatives comparison, and produces runtime and vehicle needs estimates. First, a detailed Podaris model of existing service based on UW Transit's GTFS feed was created and validated the model against paper schedules and input from UW Transit operational staff. Based on a synthesis of community feedback, stakeholder input, and existing conditions data analysis, several concepts were developed for fixed routes serving the greater Laramie area using Podaris. Through stakeholder input, four routes were selected for detailed cost and ridership modeling.

Podaris was not used to create a detailed operating schedule; however, it does generate a runtime for each route that drives a calculation of estimated vehicles needed to operate the route. During presentation of initial concepts, stakeholders expressed concern that Podaris runtime estimates were too fast and not realistic based on driving conditions. To address this concern, an additional 10% recovery time was incorporated into all Podaris runtime estimates, as well as a layover time that varied from 7 to 20 minutes based on the optimal cycle time for the route. Vehicle requirements were based upon this updated runtime and layover. Tables throughout this report present ranges for vehicle requirements based upon request by UWYO Transit. The original estimate based on the updated runtime and layover is the

lower end of the range, and an additional vehicle was added for comfort. The narrative may reference the lower end of the range since that was the original estimate. The revenue hours and revenue miles calculations also reflect the service as it would operate using the lower end of the vehicle requirements estimate.

3.2 Route Service Metrics

Table 10: Daily and annual service metrics by route.

Route	Daily Trips	Daily Revenue Hours	Daily Revenue Miles	Annual Revenue Hours	Annual Revenue Miles
Link	48	64	466	19,136 (~ 45% increase over existing)	139,214 (~ 28% increase over existing)
Express	106	88	721	19,528 (~20% increase over existing)	151,762 (~6% increase over existing)
West Laramie	32	32	288	9,568	86,112
15th/9th	64	64	389	19,136	116,251
Hospital-Safeway	56	56	451	16,744	134,705

Table 10 summarizes the service provided in the ultimate Phase III fixed-route transit network. Operated with an approximately 8-minute headway during the academic year in the daytime, the Express has the highest trips, revenue hours, and revenue miles of any route. As a long route with an approximately 20-minute headway, the Link would host the second most revenue miles and hours. The 15th/9th route would share the same annual revenue hours as the Link (since they both use four (4) vehicles throughout the service day) and host slightly fewer miles since it is a shorter route. The West Laramie route only requires two (2) vehicles throughout the day to maintain its approximately 30-minute headway, so it would produce substantially fewer annual revenue hours than the other routes. The Hospital Safeway Loop is a longer route that would use four (4) vehicles during the day and two (2) vehicles in the evening, so its annual revenue hours and miles fall between those of the Link and West Laramie route.

These service levels would reflect a substantial increase compared to current service for the Link and Express. For example, there is an increase of 45% for annual revenue hours on the Link and an increase of 20% for annual revenue hours on the Express. This increase stems from the introduction of evening service on these routes. Both routes currently terminate at 6:30 PM, when they are replaced with

the Evening. This plan recommends continued service on the Link and Express until the span of service end time of 10:30 PM to provide better connectivity throughout Laramie at night. The increase in revenue hours and miles is primarily influenced by the additional hours of evening service rather than longer routes or additional vehicles needed to serve them (there is a slight increase in distance on the Express but no increase in vehicles).

Table 10 on the previous page also expresses daily values for the Express according to its daytime academic year schedule. However, annual values reflect the seasonality of the route, with an approximately 15-minute headway operated throughout the service day during the summer and school breaks. The service calendar in this plan also assumes no service on any route on the 14 days observed as holidays for UW transit in 2024.

3.3 Capital Costs

3.3.1 Methodology

Capital costs needed to start service on each route were estimated based on two components: new stops and new vehicles.

New Stops

Stops in this plan are directional. If an intersection would receive new service in both directions, then two stops would be required. At locations with existing service in only one direction, such as Classroom, a single stop was added. Some streets would receive service in only one direction, such as the loop in West Laramie, in which case only one stop was added at each intersection.

Table 11: Estimated cost of stop amenities.

Stop Feature	Cost Estimate
Sign	$600
Bench	$1,500
ADA Landing Pad	$3,500
Lighting	$4,000
Shelter	*$15,000*

All new stops were assumed to receive the same amenities: a sign, bench, ADA landing pad, and lighting. These amenities may not be preset at all existing stops. For example, the current downtown stop lacks a bench and an ADA landing pad. However, this plan does not address infrastructure upgrades at existing stops, only the new stops proposed in this



Figure 23: Example of typical new stop amenities: ADA landing pad in front of sidewalk, bench, sign, light from nearby streetlight. Concrete bus pad not included in this plan. No shelter at most stops.

plan. The estimated cost for each stop amenity is shown in Table 11. These costs are based on recent estimates from several rural transit agencies in Colorado and Wyoming.

The level of street lighting varied throughout Laramie, so lighting needs were estimated on by route basis. Roughly 50% of new stops on the Link, Express, and West Laramie routes would need additional lighting since streets such as Beech and Garfield have limited lighting, while 3rd St. and Grand Ave have better lighting. Lighting needs were more limited on 15th/9th and Hospital-Safeway loops because the streets served, such as Reynolds, 3rd St., and 15th St., offer more consistent lighting at intersections. For these two routes, 15% of stops were estimated to need additional lighting.

The plan also does not incorporate any additional infrastructure upgrades, such as crosswalks or pedestrian signals. Stops were sited at intersections with pedestrian amenities wherever possible. However, certain proposed bus stops lacked intersection control, such as Beech at Glacier and Reynolds at 19th, and would require essential safety and access investments such as new stop signs, lighting or crosswalks with pedestrian flashing beacons.



Figure 24: Intersection of Reynolds and 19th. 19th St is a good stop location because it provides access to many apartments and townhomes. However, traffic on Reynolds does not stop. This bus stop would be safest with the addition of a crosswalk.

Shelters were included at only a few locations that would likely receive higher traffic: Ivinson Memorial Hospital, Ivinson at 5th (County Courthouse and City Hall), and WyoTech.

New Vehicles

New vehicle costs were estimated using two types of vehicles for greater flexibility in implementation. Current service in Laramie operates using low-floor transit buses on the Express and high-floor cutaway buses on the Link. The two vehicle types priced out in this analysis provide a similar array of options for future service. A 20% spare ratio was maintained for all new services. This resulted in one spare each for the 15th/9th and Hospital-Safeway routes.



Figure 25: Example 30' low-floor transit bus.

The first vehicle option is a 30' low-floor transit bus with wheelchair accessibility provided by a ramp. An example model would be the El Dorado EZ Rider II, with an estimated price of $500,000 based on recent procurements. The vehicle contains 20—24 seats, two wheelchair spaces, as well as capacity for some standees. This vehicle is operated by agencies in similar Western climates: Colorado Springs, CO and Billings, MT. The ramp would reduce boarding time for passengers in wheelchairs, and the low-floor design would allow for standing room if a route experienced high ridership. The $500,000 price corresponds to the 30' length, but 32' and 35' lengths are also available for this bus if a higher capacity is desired. A typical vehicle life span is 12 years or 500,000 miles.



Figure 26: Example 25' high-floor bus.

The second option is a 25' high-floor cutaway bus with wheelchair accessibility provided by a lift. An example model would be the Ford StarCraft AllStar E350, with an estimated price of $225,000 based on recent procurements. It contains 16 seats and two wheelchair spaces in a transit configuration. This vehicle is similar to the buses currently operated on the Link. It would provide a more affordable option that is also ADA-compliant. This vehicle does not require a commercial driver's license (CDL) to operate, which would increase the pool of potential drivers for staffing purposes. A typical vehicle life span is 12 years or 500,000 miles.

3.4 Capital Cost Estimates

The following tables summarize the capital cost estimates using each type of vehicle. The only difference between these two cost estimates is the type of vehicle used. This plan proposes new stops on the Link and Express, but the schedule can still be achieved with the same vehicle count. Since vehicle cost is much higher than the cost for new stops, using a more expensive vehicle results in approximately 90-100% higher capital costs for the three new routes.

3.4.1 30-Foot Low-Floor Bus with Ramp

Table 12: Capital cost summary if using 30' low-floor buses.

Route	New Stops	Shelters	Cost of New Stops	New Vehicles	Cost of New Vehicles	Total Initial Capital Cost
Link	21	2	$189,600	0	0	$189,600
Express	3	1	$37,800	0	0	$37,800
West Laramie	21	1	$174,600	2-3	$1,000,000-$1,500,000	$1,174,600-$1,574,600
15th/9th	48	1	$297,600	5-6	$2,500,000-$3,000,000	$2,797,600-$3,297,600
Hospital-Safeway	39	1	$241,800	5-6	$2,500,000-$3,000,000	$2,741,800-$3,241,800
Grand Total	**132**	**6**	**$941,400**	**12-15**	**$6,000,000-$7,500,000**	**$3,972,200-$5,472,000**

3.4.2 25-Foot High-Floor Bus with Lift

Table 13: Capital cost summary if using 25' high-floor buses.

Route	New Stops	Shelters	Cost of New Stops	New Vehicles	Cost of New Vehicles	Total Initial Capital Cost
Link	21	2	$189,600	0	0	$189,600
Express	3	1	$37,800	0	0	$37,800
West Laramie	21	1	$174,600	2-3	$450,000-$675,000	$624,600-$849,600
15th/9th	48	1	$297,600	5-6	$1,125,000-$1,350,000	$1,422,600-$1,647,600
Hospital-Safeway	39	1	$241,800	5-6	$1,125,000-$1,350,000	$1,366,800-$1,591,800
Grand Total	**132**	**6**	**$941,400**	**12-15**	**$2,700,000-$3,375,000**	**$3,641,400-$4,316,400**

3.5 Operating Costs

Operating costs were estimated for each route based on the costs reported to the National Transit Database (NTD) for UW Transit fixed routes in FY24. The costs were inflated to 2026 dollars to reflect the FY26 operating year. As a Reduced Rural Reporter, UW Transit does not provide separate cost reporting to the NTD for different types of operating costs, such as vehicle operations or maintenance. The agency reports a single annual value for operating expenses that encapsulates all operating costs. Working from this base data, operating costs were estimated using a flat rate of $87.82 per revenue hour. An additional $35 per revenue hour was added for new routes to cover the cost of administering new service, such as personnel and facilities, which may include concessionaire fees.

The operating costs are summarized for each route in Table 14 on the next page. The West Laramie route would be the cheapest to operate due to its low vehicle requirements, while 15th/9th would be the most expensive to operate since it requires four (4) peak vehicles throughout the entire service span and includes the administrative fee for new services. To reduce the operating cost for 15th/9th, one could reduce the evening headway to approximately 60 min. With offset scheduling on the two patterns, this would continue to provide

N/S service in that area twice an hour (e.g., northbound on 9th at the top of each hour, northbound on 15th at half past each hour) and would reduce the operating cost estimate to be equivalent to the Hospital-Safeway route.

The daily and annual operating costs include evening service span for all routes until 10:30 PM. In case a shorter evening service span is desired for a certain route, the table provides the cost to serve each route for one hour at the evening headway (the Express and Hospital-Safeway route have a reduced headway in the evening).

Table 14: Daily and annual operating cost by route.

Route	Daily Operating Cost	Annual Operating Cost	Annual Operating Cost per Hour of Evening Service Span
Link	$ 5,395	$1,332,536	$ 83,284
Express	$ 7,418	$1,646,114	$ 83,284
West Laramie	$ 3,817	$942,908	$ 58,932
15th/9th	$ 7,635	$1,885,816	$117,864
Hospital-Safeway	$ 6,681	$1,650,089	$ 58,932
Grand Total	**$30,946**	**$7,457,463**	**$343,364**

3.6 Ridership

3.6.1 Initial Estimate Using Transit Capture Rate

Ridership estimates for new services generally rely on a baseline provided by an existing service within the same city. The baseline route should have similar characteristics to the new route. For example, a route connecting downtown to a suburban shopping plaza would be best predicted based on another route with a similar purpose. Current fixed-route transit service in Laramie is primarily focused on the university. Most stops are on university-owned property, with very few opportunities for anyone residing in private residences to board the bus. However, the routes proposed in this plan are meant to serve the rest of Laramie and Albany County and will not necessarily have the same ridership profile as the current campus-oriented routes. The bygone Gem City Grand serves as a stronger baseline for predicting ridership for the proposed routes. It offered more stops off-campus and achieved higher ridership (66,839 FY12 annual trips) than the successor service provided by the University of Wyoming - the Link (58,339 FY24 annual trips).



Figure 27: Gem City Grand

Ridership was estiamted for each route based on the transit trip capture rate along path of the route. The methodology uses the following steps to calculate the transit rate for the Gem City Grand:

1) Calculate the population within ½ mile buffer of stops on the previous Gem City Grand route using the 2010 Decennial Census.
2) Calculate the annual service dates of the Gem City Grand based on the 2012 Gem City Grand Plan.
3) Find a value for trips per person per day: 3.77 trips per resident per day, the average for Wyoming residents in the National Household Travel Survey[1].
4) Multiply 3.77 x population in the corridor x total days of service for Gem City Grand = total trips taken by residents along the Gem City Grand on days the route was operating
5) Divide the annual trips on the Gem City Grand by the total trips calculated above to get the transit rate.

[1] Bureau of Transportation Statistics. (2020). *Wyoming transportation profile*. U.S. Department of Transportation. https://www.bts.gov/sites/bts.dot.gov/files/states2020/Wyoming.pdf

This methodology estimates the percentage of trips taken by the population residing within ½ mile of the Gem City Grand that utilized the route. This calculation yielded a **transit capture rate of 0.6% for the Gem City Grand**. This transit capture rate was then applied the following proposed routes: New Link, West Laramie, and 15th/9th using the calculation described below.

There were two instances in which a different transit capture rate was appropriate: the Express and Hospital-Safeway route. The Express experiences much higher ridership than any other route in Laramie, so FY24 Express ridership and 2020 Decennial Census population was used as the baseline for projecting ridership for the New Express. The same calculation described above yielded a **transit capture rate of 1.7% for the Express**. As the third route added to the network and the only one that does not serve the university directly, the Hospital-Safeway route was not expected to generate ridership at the same rate as the other proposed routes. The Gem City Grand's transit capture rate was therefore reduced by 50%, using a **transit capture rate of 0.3% for the Hospital-Safeway route**.

To apply the transit capture rate to proposed routes, the following calculations were utilized:

1) Estimate the population within ½ mile dissolved buffer of all stops on each route.
    a. The dissolved buffer ensures that residents were not double counted within a particular route. However, the same residents might fall within the ½ mile buffer for more than one bus route. Since the routes serve different destinations and meet different purposes, it was determined as plausible that new routes could capture an additional 0.3-0.6% of a resident's total trips.
2) Calculate the annual service dates in 2026 based on the calendar proposed in this plan (assumed same 14 holidays, continued operation of all routes during school breaks, and the addition of Saturday service).
3) Multiply 3.77 (see assumption #3 on the previous page) x population along the route x annual service dates in 2026 = total trips taken by residents along a proposed route on days transit is operating
4) Multiply the total trips by the transit capture rate to calculate the estimated ridership on an annual basis.

3.6.2 Modifying the Initial Estimate using Service Elasticities

The process described above yielded an annual estimated ridership for each proposed route. Elasticities were then applied to account for differences in headway and span compared to the Gem City Grand. The elasticities were sourced from Transit Cooperative Research Program (TRCP) Report #95: Traveler Response to Transportation System Changes Handbook[2].

[2] Transportation Research Board. (2004). *Traveler response to transportation system changes: Handbook* (TCRP Report 95). Washington, DC: National Academies Press. https://doi.org/10.17226/21935

The Gem City Grand operated with a 30-minute headway, so a headway elasticity of -0.46 was applied for the Link, which has a 20-minute headway. This means that for every 10% reduction in headway, transit ridership is expected to increase by about 4.6%. Dropping from a 30-minute to 20-minute headway is a 33% reduction, resulting in an expected 15% increase in ridership.

There was also an increase in service span of 1 hour for the Link, West Laramie, 15th/9th, and Hospital-Safeway routes compared to the Gem City Grand. TCRP 95 recommends an elasticity of 0.5 for non-comprehensive service changes. This means that for every 10% increase in span, ridership is expected to increase by 5%. The additional hour is a 6.6% increase in span, resulting in an expected ridership increase of 3.3%. The New Express hosts an additional 4 hours of span compared to 2024 service, a 33% increase. After applying a service elasticity of 0.5, a ridership of increase of 17% is expected.

3.6.3 Quality Control Check

TCRP 95 also provides examples of new transit systems and comprehensive system expansions, with recommended service elasticities for each type of service change. Rather than providing route-level estimates, these approaches estimate system-level ridership based on metrics such as total bus miles or the change in revenue hours. The following case studies were used to conduct two quality assurance checks of the ridership estimates generated using the above methodology.

New Transit Systems Case Studies

TCRP 95 offered several case studies of service elasticities at the time of launching a new transit system. The two smallest cities available as case studies, Chapell Hill, NC and Greenville, NC, serve as good analogues to Laramie. Their transit systems were introduced in the 1970s, at which point their populations were approximately 30,000 and 24,000 respectively, which is similar to Laramie. Chapel Hill is also a university town; also, its new system had a similar service level compared to Laramie's proposed system because it used 21 peak buses (compared to 20 in Phase III of this plan). Greenville had a much lower service level of 3 peak buses in the new system and offers a more conservative case study since it experienced lower system ridership than Chapel Hill. One year into the introduction of their new systems, Chapel Hill experienced 2.09 passengers per bus mile while Greenville experienced only 0.8 passenger per bus mile. To find a value that could be used as a quality control check in Laramie, the two case studies were averaged, resulting in a value of **1.45 passengers per revenue mile** for the Laramie system (bus miles were not reported to NTD).

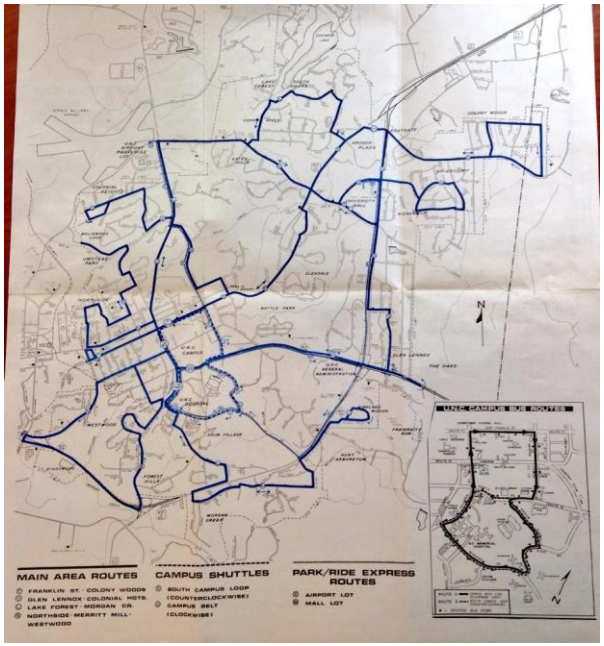


Figure 28: Map of Chapel Hill's bus network when introduced in the 1970s. It contained 4 routes serving the town and 2 serving the campus, similar to Laramie's proposed network.

Applying this ridership estimation method to the proposed routes resulted in a system-level estimate **within 1.2% of the trip capture method**, which suggested plausibility of the original ridership estimate based on transit capture rate.

Comprehensive System Expansion Case Studies

TCRP 95 also offered case studies in which transit system comprehensively expanded their networks with multiple new routes. The report calculated service elasticities for these comprehensive expansions. These are different elasticities than those associated with the moderate changes in headway and span described in the elasticities section above. These cities were not as analogous to Laramie in terms of population. The four smallest cities within these case studies were Eugene OR, Raleigh NC, Bakersfield CA, and Madison WI. However, this plan proposes a comprehensive system expansion more so than a completely new transit system, so this case study was important to test. The lowest two service elasticities were selected to provide a conservative estimate: 0.41 (for Raleigh) and 0.97 (for Bakersfield). Averaging these two case studies resulted in a **service elasticity for comprehensive system expansion of 0.67**.

Applying this ridership estimation methods to the proposed routes resulted in a system-level estimate **within 2% of the trip capture method**.

Since both quality control checks were within a 2% margin of error of the trip capture methodology, this served to corroborate the transit capture methodology and suggests these ridership estimates are consistent with research in the field.

3.6.4 Estimated Ridership by Route

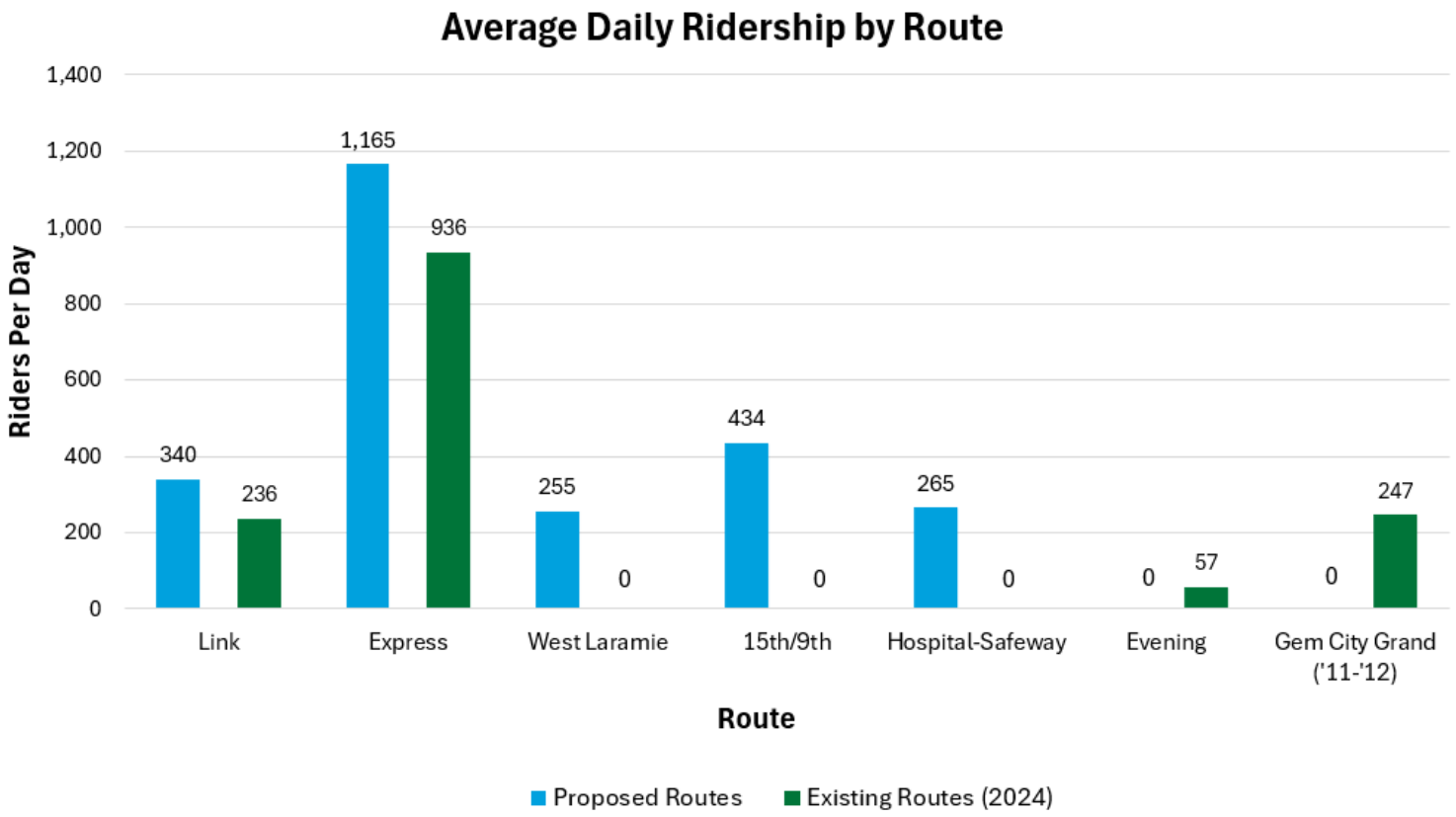


Figure 29: Estimated daily average ridership by route.

The chart above displays the estimated daily ridership for the proposed routes in the 10-Year Public Transportation Plan. The Express route, which already has a higher ridership, is projected to maintain its strong performance with slightly more than 230 additional trips per day. Ridership on the Link is expected to improve beyond Gem City Grand performance and reach approximately 100 additional trips per day compared to current service. The new routes range from 255 to 434 estimated riders per day, which is similar to the ridership estimated for the Link. The West Laramie route and Hospital-Safeway route are anticipated to have a similar moderate level of ridership, at

255 or 265 riders per day each, contributing to the overall system's usage. The 15th/9th Loop route is expected to attract a considerable number of riders, with its ridership estimates indicating a healthy demand at an additional 114 daily riders beyond the proposed Link.

The increase in ridership on existing routes is driven by the expanded evening service hours, as well as additional population served by new stops. The Link also benefits from population growth compared to the 2010 census. Infill development along the route, especially large developments such as the Pointe and Glacier Place, expands the population served.



Figure 30: Infill development, such as the 48-unit affordable housing complex Glacier Place on Beech St, provides more population and new markets for Laramie transit.

4. Operations Plan

4.1 Service Delivery Model

The Laramie and Albany County 10-Year Strategic Public Transportation Plan proposes a comprehensive service delivery model that integrates fixed route, subscription, and on-demand transit services to meet the region's varied mobility needs. This coordinated approach maximizes accessibility and operational efficiency by combining the broad coverage and reliability of fixed routes with the flexibility of subscription and on-demand options, ensuring equitable access and adaptability as travel patterns and community needs evolve. Investments in fleet, technology, and transfer infrastructure further strengthen the system's ability to provide seamless, multimodal journeys and maintain high standards of rider satisfaction for all users.

4.1.1 Fixed-Route Services

Fixed-route transit forms the backbone of the regional public transportation network in Laramie, providing essential connectivity for residents and visitors alike. These services operate on predetermined schedules and stops along established corridors, linking key destinations such as the University of Wyoming, downtown Laramie, major employment centers, healthcare facilities, shopping districts, and residential neighborhoods.

Laramie's fixed-route bus system has historically been effective, particularly in meeting the needs of the University of Wyoming community. The frequent and dependable transportation is essential for students, faculty, and staff as they commute between campus, nearby residences, and popular shopping areas. High student ridership has consistently contributed to strong utilization, with routes scheduled around class times and university events. As Laramie continues to expand and public interest grows, extending fixed-route

services to high-demand destinations—such as downtown and major employment centers—would greatly benefit daily commuters and support local businesses.

Recognizing this ongoing demand, the plan's phased approach prioritizes expanding coverage and frequency. New routes—such as West Laramie, 15th/9th Street, and the Hospital-Safeway Loop—are slated for introduction, while operating hours will be extended to better serve evening and weekend travelers. These enhancements are in response to community feedback indicating gaps in service, particularly for residents living west of the city center and those needing late-night transportation. The success of the fixed-route system is reflected in steady ridership growth, requests for additional stops, and positive rider satisfaction surveys. As the population grows and mobility needs evolve, expanded fixed-route service is essential to maintaining cost-effective, reliable transportation for students, commuters, and frequent riders throughout Laramie.

4.1.2 Subscription and On-Demand MicroTransit Services

Subscription and on-demand transit services provide vital flexibility and accessibility within Laramie's regional transportation network, especially for areas and populations not fully reached by fixed routes. Subscription transit encompasses scheduled, recurring rides tailored for particular groups or purposes—such as older adults, people with disabilities, or employees needing access to worksites outside standard bus corridors. In Laramie, a substantial MicroTransit landscape already exists, including demand-response operations from the Eppson Center for Seniors, Safe Ride's late-night services, 211's community ride coordination, as well as faith-based programs like Laramie Connections. Riders can reserve these pre-arranged or recurring trips in advance, often using weekly or monthly passes, ensuring consistent access to essential destinations such as medical appointments, grocery stores, and social services. These services are designed for flexible scheduling, integration with specialized mobility programs, and cost-effective deployment in low-density neighborhoods or for residents with unique needs.

While MicroTransit is flexible, it usually costs more per trip than fixed-route transit. As such, it's important to focus first on making fixed-route services as effective and widespread as possible, and to use MicroTransit only where fixed routes cannot meet specific or unique mobility needs. Decisions about expanding MicroTransit should be backed by clear ridership data and evidence of service gaps that fixed routes or combined options cannot address. By using a careful, data-driven strategy the region can ensure all types of transit work together to offer reliable, fair, and sustainable transportation for everyone in Laramie. It is recommended at this time to consider subscription services to Cheyenne and the recreational areas of Snowy Range, Happy Jack and Vedauwoo and on-demand MicroTransit service to the Laramie Airport.

As the region moves into the mid-term and long-term phases of the strategic plan, consolidating on-demand services is recommended to improve efficiency, resource allocation, and user experience. By integrating existing MicroTransit providers under a unified platform or management structure, the transit system can streamline scheduling, reduce duplication of services, and make it easier for riders to

access information and book trips. This consolidation would also enable better coordination with fixed-route services, ensuring that on-demand transit complements rather than competes with traditional options.

4.2 Fare Structure

An effective fare structure is critical to the financial sustainability, accessibility, and overall success of public transportation systems. For Laramie and Albany County, the development of a new fare policy should balance the need for revenue generation with goals of equitable access, ridership growth, and administrative simplicity. This section outlines best practices in fare policy, reviews common fare models used by peer transit agencies, and provides recommendations for fare structures that could be implemented as the fixed route, on-demand, and regional services expand in Laramie and Albany County.

4.2.1 Best Practices in Transit Fare Structure

- Simplicity and Clarity: Fares should be straightforward and easily understood by all riders to minimize confusion and encourage use. Agencies often favor flat fares or simple zone-based systems over complex, distance-based pricing for local services.
- Equity and Affordability: Fare policies should ensure affordability for low-income populations, seniors, students, and people with disabilities. Implementation of reduced fare programs or fare capping is common to protect vulnerable riders and promote equitable access.
- Integration and Interoperability: Fares should be coordinated across different services (fixed route, demand response, regional connections) to facilitate seamless transfers and encourage multi-modal journeys, ideally through integrated fare media or mobile ticketing.
- Technology Adoption: Modern fare collection systems, such as contactless payments and mobile ticketing, can improve convenience, reduce boarding times, and support fare capping and flexible pricing strategies.
- Fare-Free or Zero Fare Options: Some communities, especially university towns and small urban areas, have adopted fare-free models to maximize ridership, reduce administrative burden, and support mobility for all. However, this requires dedicated funding to offset farebox revenue loss.

4.2.2 Potential Fare Structures for Laramie and Albany County

Given the current mix of fare-free university services and new fixed route, demand response, and regional connections proposed in the 10-Year Strategic Plan, several fare structure options are appropriate for consideration:

- Flat Fare: A single, low-cost fare for all local fixed-route services (e.g., $1.00 per ride) simplifies payment, is easy to communicate, and supports equitable access. This could be extended to on-demand or demand response services, with possible surcharges for premium offerings.

- Reduced and Zero Fare Programs: Offer free or discounted fares for specific groups such as University of Wyoming students (continuing the current model), seniors, youth, persons with disabilities, and low-income residents. Partnerships with the university, social service agencies, and local governments can provide funding for these programs.
- Fare Capping: Using electronic fare payment, implement a daily or monthly cap so that riders never pay more than a maximum amount within a set period, promoting affordability and encouraging frequent use.
- Regional/Zonal Fares: For intercity and regional routes (e.g., Laramie–Cheyenne), consider a higher fare reflecting longer distances and higher operating costs. A simple two-zone system (local vs. regional) can be used to distinguish fares.
- Passes and Multi-Ride Discounts: Offer unlimited ride passes (daily, weekly, monthly) or stored-value cards with bonus rides to incentivize regular use and support working commuters.
- Fare-Free Pilot: Consider piloting fare-free service on new or low-ridership routes (such as seasonal recreation shuttles) to promote adoption, reduce administrative costs, and collect data on ridership impacts.

4.2.3 Fare Collection Technologies

To support flexible fare structures and efficient operations, Laramie and Albany County are encouraged to adopt modern fare collection solutions, such as:

- Mobile ticketing apps
- Contactless smartcards
- Onboard validators for cashless payments
- Online account management for fare capping and pass purchases

These systems facilitate fare integration, improve data collection, and offer riders greater convenience, while also enabling targeted programs for different user groups. For senior populations that may not be technologically savvy, cash payments or coupon books should be considered.

4.2.4 Recommendations

1) Adopt a simple, flat fare for local fixed-route and on-demand services, with clear communication and signage at all stops and on vehicles.
2) Maintain fare-free access for University of Wyoming students and explore expanded partnerships to subsidize fares for other priority groups.
3) Introduce fare capping and mobile payment options to maximize affordability and encourage frequent ridership.
4) Implement a higher regional fare for intercity connections, ensuring fares remain competitive with the cost of driving and parking.

5) Pilot fare-free service on recreation or low-density routes, funded by sponsors or grants, to boost mobility and evaluate system impacts.

By following these best practices and tailoring fare structures to local needs, Laramie and Albany County can create a fare system that expands access, supports financial sustainability, and encourages increased use of public transportation. It is anticipated that with a nominal $1.00 to $2.00 per day the estimated farebox recovery could be between 10% to 20% of operating costs.

4.3 Fleet Assessment

A comprehensive fleet assessment is essential for the successful phased expansion of transit services in Laramie and Albany County, as it ensures strategic management of vehicle procurement and deployment to support increased service frequency, expanded coverage, and new routes over a 10-year period. This process involves evaluating and potentially integrating vehicles operated by partners such as the University of Wyoming, the Eppson Center, and Laramie Connections, creating a unified inventory to analyze deployment patterns, capacities, and service overlaps. By adopting a system-wide approach, Laramie and Albany County can identify opportunities for vehicle sharing, coordinated scheduling, and joint procurement, which helps reduce unnecessary investments, optimize maintenance resources, and enhance service delivery. Considering options for fleet expansion, such as leasing for short-term flexibility or purchasing for long-term needs, further supports efficient resource allocation and cost-effective solutions.

4.3.1 Fleet Needs

Phase I:

During Phase I, enhancements to the Link and Express routes, along with the introduction of the West Laramie route, will necessitate additional vehicles to support extended operating hours, increased service frequency, and weekend operations. The West Laramie route, in particular, will require two (2) new vehicles to maintain headways and reliable service. These vehicles should be ADA-compliant and equipped with features such as wheelchair accessibility, lighting, and seating suitable for both peak and off-peak periods. The Link and Express routes, based on current schedules and vehicle availability, will not require immediate additional vehicles but will benefit from upgrades and possible replacements as the system grows.

Phase II:

Phase II introduces the 15th/9th Street route—Laramie's first north-south fixed route—which will require four (4) vehicles during peak periods and a total of five (5) new vehicles (including one spare) to ensure operational reliability and maintenance flexibility. These vehicles should be selected based on expected ridership, route length, and accessibility needs, with options for both low-floor and high-floor buses. The expansion in Phase II may also require reassessment of the existing fleet to ensure sufficient spare vehicles are available to cover routine maintenance and unexpected service disruptions.

Phase III:

The launch of the Hospital-Safeway Loop in Phase III will require five (5) new vehicles, including one spare, to provide consistent service and accommodate projected ridership. By this stage, the transit system will operate a comprehensive network with increased vehicle demands, necessitating a robust maintenance program and ongoing fleet assessment to maintain service reliability. All new vehicles should be equipped with modern amenities, ADA accessibility, and energy-efficient technologies where possible.

4.3.2 Fleet Expansion Options: Lease vs. Purchase

To meet growing fleet needs, agencies may consider two primary options: leasing or purchasing buses. Leasing buses provides a faster and more flexible solution, with a lead time of approximately six months and annual costs ranging from $10,000 to $15,000 per bus. This option is ideal for meeting short-term demand spikes, piloting new routes, or filling gaps while awaiting delivery of purchased vehicles.

Purchasing buses, while requiring a longer lead time of 18 to 24 months, offers greater customization and long-term cost efficiency. Standard buses typically cost between $300,000 and $900,000, with higher prices for customized models featuring enhanced accessibility, increased seating capacity, or alternative fuel technologies. Purchased vehicles also provide agencies with greater control over specifications, branding, and lifecycle maintenance.

4.4 Maintenance Facilities

As Laramie and Albany County embark on an ambitious 10-year strategic public transportation plan, the expansion and modernization of the transit network will significantly increase the number of vehicles in operation, the variety of vehicle types, and the intensity of daily operations. With new routes—such as the West Laramie, 15th/9th Street, and Hospital-Safeway Loops—being added and service hours extended, the demand for reliable, safe, and efficient transit service will grow accordingly.

A dedicated maintenance facility is essential to supporting this expanded network.

Key reasons for establishing a maintenance facility include:

- **Fleet Reliability and Safety**: Regular preventive and corrective maintenance performed in a dedicated facility helps keep vehicles in optimal condition, reducing the risk of breakdowns and enhancing passenger safety.
- **Operational Efficiency**: Centralized maintenance streamlines workflows, consolidates parts and tools, and allows for more effective scheduling of vehicle servicing, which supports higher on-time performance and service reliability.
- **Cost Control**: A purpose-built facility can reduce outsourced maintenance costs and improve inventory management, resulting in long-term savings.

- **Support for Fleet Expansion**: As the system transitions to a larger fleet, including both low-floor and high-floor buses, the facility can be designed to accommodate different vehicle types, charging infrastructure for future electric vehicles, and additional storage needs.
- **Workforce Development**: A modern facility provides a safe and efficient workspace for maintenance staff, supporting recruitment, retention, and ongoing training as technology evolves.

It is recommended that the City and County evaluate maintenance facility locations adjacent to other existing public works facilities where additional administrative functions such as dispatch could be sited.

4.5 First/Last Mile Connections

The success of advancing public transportation in Laramie and Albany County relies not only on route design and service frequency but also on ensuring seamless, safe, and convenient first/last mile connections for all users. First/last mile connections refer to the journey segments between a transit stop and a rider's origin or destination. Addressing these segments is essential for maximizing transit access, promoting equity, and boosting ridership across the region.

4.5.1 Safe Bike and Pedestrian Infrastructure

A robust network of safe and accessible pedestrian and bicycle infrastructure is foundational to successful first/last mile connections. Many residents in Laramie and Albany County live or work within walking or biking distance of transit stops, but gaps in sidewalks, crosswalks, bike lanes, and lighting can create barriers—especially for seniors, people with disabilities, and families with children. To address these challenges:

- Sidewalks and crosswalks should be present and well-maintained at all transit stops, prioritizing ADA compliance and universal design principles.
- Protected or buffered bike lanes along major corridors and leading to key stops can enhance safety and encourage active transportation.
- Connections to the regional Greenbelt trail network.
- Improved intersection controls, such as pedestrian signals and flashing beacons at high-traffic crossings, can reduce conflicts and increase safety for all users.
- Strategic lighting improvements at and around transit stops will further promote security, particularly during early morning and evening hours.



Figure 32: Bicycle Racks on UWYO bus.

These strategies would be prioritized along wide arterials and other high risk locations without designated pedestrian crossings.

4.5.2 Bicycle Racks and On-Board Bike Accommodation

For many riders, bicycling is a preferred first/last mile mode, particularly in a community with Laramie's strong biking culture. To facilitate bike-transit integration:

- Install secure, high-capacity bicycle racks at all major transit stops, transfer points, and mobility hubs.
- Ensure that all transit vehicles are equipped with front-mounted or interior bike racks, accommodating a minimum of two bicycles per vehicle.
- Coordinate with local bike shops, advocacy groups such as BikeNet, and the University of Wyoming to promote safe cycling and provide educational programs on using bike racks and sharing the road with buses.
- Ski racks should also be affixed to transit vehicles serving the recreational areas.

4.5.3 Mobility Hubs and Multimodal Integration

Mobility hubs—well-designed transfer locations that consolidate multiple transportation options—are critical for connecting public transit with other mobility services. These hubs should provide:

- Weather-protected waiting areas, real-time transit information, and clear wayfinding signage.
- Designated zones for ride-hailing, car-sharing, and micromobility devices such as e-scooters or shared bikes.
- Secure bike storage, lockers, and charging stations for e-bikes and scooters.
- Seamless connections to pedestrian and bicycle networks, including direct, accessible paths to nearby destinations.

Recommended locations for potential mobility hubs include:

1. **Ivinson Parking Garage**: This location is strategically positioned to serve key destinations such as the Albany County Courthouse and Laramie City Hall. It also acts as a crucial transfer point for other routes, enhancing connectivity and accessibility for residents and visitors alike.

2. **Downtown Laramie near the Rail Depot**: The downtown area near the Rail Depot is a prime location for a mobility hub due to its central position and accessibility. This area is well-connected to various parts of the city, making it an ideal spot for a transit hub that can facilitate easy transfers and access to different routes.

3. **East Lot**: The East Lot also serves as a strategic spot for a mobility hub. Its position makes it convenient for people living in the northern and eastern areas of Laramie, including both residents and students, to access public transportation. Thanks to its

location, the East Lot works well as a transfer point that links different transit routes and improves the system's overall efficiency. Additionally, it offers plenty of room for various mobility hub facilities.

4.5.4 First/Last Mile Equity and Accessibility

Ensuring equitable access to first/last mile connections is essential for underserved populations, including those without access to private vehicles, people with disabilities, and residents of lower-income or outlying neighborhoods. Key strategies include:

- Prioritizing infrastructure investments in areas currently lacking safe pedestrian and bicycle facilities, particularly in West Laramie and neighborhoods identified through community engagement as having high unmet mobility needs.
- Partnering with local organizations to offer subsidized or free bike-share memberships and on-demand microtransit services for those with mobility or financial barriers.
- Coordinating with schools, employers, and community centers to develop "safe routes to transit" programs, building confidence and skills among new users.

By investing in comprehensive first/last mile solutions—including safe and accessible bike and pedestrian infrastructure, abundant bicycle parking, and integrated mobility hubs—Laramie and Albany County can create a public transportation system that is convenient, equitable, and attractive for all residents. These connections will play a pivotal role in supporting sustainable growth, reducing reliance on single-occupancy vehicles, and advancing the community's long-term transit vision.

5. Governance Plan

Effective transit governance is essential to realizing the vision of a robust, equitable, and sustainable public transportation system for Laramie and Albany County. As the 10-Year Strategic Public Transportation Plan advances through its three implementation phases, governance structures must ensure operational continuity, foster intergovernmental collaboration, and provide the flexibility needed to expand and adapt services. This section outlines recommended governance pathways, addressing options for each phase and providing guidance for a transition toward a unified transit authority.

5.1 Overview of Transit Governance Models

Across the United States, public transit systems are managed through a variety of governance models, each reflecting local needs, funding sources, and institutional capacity. Each model has distinct advantages and challenges related to funding flexibility, operational control, regional coordination, and stakeholder engagement:

- **City or County Departments:** Transit services are operated as part of a city's public works or transportation department, with oversight provided by city councils or designated commissions.
    - **Advantages:** Direct control by local elected officials enables rapid response to city-specific needs and priorities. Integration with other municipal services can lead to operational efficiencies and streamlined decision-making.
    - **Challenges:** Limited funding sources may restrict service improvements or expansion. Political cycles can affect long-term planning and stability. Coordination with neighboring jurisdictions can be difficult when service needs cross city boundaries.
- **Transit Authorities:** Independent legal entities established by state or local legislation, governed by appointed boards and vested with powers to levy taxes, issue bonds, and enter contracts. Multi-jurisdictional entities manage transit across broader geographic areas through interlocal agreements.
    - **Advantages:** Dedicated funding powers (e.g., levying taxes or issuing bonds) provide greater financial stability and flexibility. Regional scope fosters coordinated planning and service delivery across multiple communities. Broader geographic coverage enables more comprehensive regional transit solutions, and pooling resources can enhance funding capacity and service integration.
    - **Challenges:** Establishing a transit authority requires complex legal processes and intergovernmental agreements. Appointed boards may reduce direct accountability to voters, and aligning the interests of participating jurisdictions can be difficult. Balancing diverse priorities may also lead to conflicts over resource allocation.
- **Universities and Educational Institutions:** Universities frequently manage transit systems directly, especially in college towns, to accommodate both students and the broader community. **For example, the University of Wyoming presently operates the fixed-route public transit system in Laramie**.
    - **Advantages:** University-operated systems are highly responsive to campus needs and have established expertise in serving concentrated ridership. These systems often benefit from stable institutional funding and strong community relationships. In Laramie, a key advantage is that the University already operates most transit service, including all fixed-route service, providing established infrastructure, fleet resources, and operational experience.
    - **Challenges:** Service may be focused primarily on university populations, limiting coverage or responsiveness to broader community needs. Expansion beyond campus boundaries can strain operational resources and require new funding partnerships.

5.2 Service Delivery

Within any governance model, service may be delivered directly by the responsible entity, meaning it owns and operates the fleet using its own employees. Alternatively, transit services can be delivered through contracts with private operators under public oversight and funding.

Contracting with private operators can increase efficiency, introduce innovation, and reduce public-sector costs. Contracted services offer flexibility to scale operations and leverage private investment. However, oversight and quality control may be more challenging, requiring robust contract management. Profit motives can conflict with public service goals, and long-term contracts may limit the public sector's ability to adjust services as needs change.

5.3 Phase I: Governance Option: University of Wyoming as Transit Operator

For Phase I (Years 1–3), it is recommended that the University of Wyoming continue to operate the fixed-route transit system, provided it is willing and able. The University currently manages core services such as the Link, Express, and SafeRide, offering established operational capacity, experienced staff, and strong community relationships. Maintaining the University as operator during this phase ensures service continuity, minimizes disruptions during early expansion, and leverages institutional expertise. This arrangement is particularly suitable in the near term, as the majority of ridership is university-based and operational resources are already in place. Alternatively, the City could considering taking over Phase I or running it jointly with the University.

5.4 Phase II: Transition Planning - Exploring a Legal Transit Authority

As the transit system expands in Phases II and III, the complexity and geographic scope of operations will increase, requiring broader governance and funding mechanisms. It is recommended that the City of Laramie, Albany County, the State of Wyoming, and the University of Wyoming jointly explore forming a legal transit authority. A transit authority would provide a regionally representative structure with legal authority to plan, fund, and operate public transportation across jurisdictions. The exploration process should include:

- Assessment of legal pathways for authority formation under Wyoming State law
- Evaluation of governance structures in peer communities
- Stakeholder and public consultation to ensure alignment with community needs
- Development of an intergovernmental agreement outlining roles, funding, and transition timelines

5.5 Phase III: Governance Option: Transit Authority

A typical regional transit authority is established as an independent public entity governed by a board of directors appointed by participating jurisdictions. Its structure and responsibilities include:

- **Board of Directors**: Comprised of representatives from the city, county, university, and/or state, responsible for strategic oversight, policy direction, and fiscal stewardship.
- **Executive Leadership:** A chief executive officer or general manager oversees day-to-day management, supported by professional staff in operations, planning, finance, and customer service.
- **Funding and Budgeting:** The authority is responsible for developing annual budgets, securing federal, state, and local funding, and managing fare and revenue collection.
- **Operations and Service Delivery:** The authority plans and operates fixed route, on-demand, and regional services, either directly or through contracts with public or private providers.
- **Policy and Program Development:** The authority establishes fare policies, service standards, and capital improvement plans, ensuring alignment with adopted goals and community needs.

5.6 Transit Authority Decision-Making, Accountability, and Transparency

To ensure effective governance, a transit authority should adopt clear decision-making processes and accountability measures:

- **Board Composition and Meetings:** Board members are appointed to reflect the interests of all partner entities. Meetings are held regularly, open to the public, and conducted in accordance with state open meetings laws.
- **Reporting and Oversight:** The authority publishes annual reports, financial statements, and performance metrics. Independent audits and regular performance reviews strengthen fiscal responsibility.
- **Performance Monitoring:** Service quality, ridership, cost-effectiveness, and community impacts are tracked against established benchmarks with findings reported to the board and public.
- **Continued Stakeholder Engagement:** Ongoing feedback from riders, community groups, and partner agencies ensures transit planning and operations stay inclusive, transparent, and responsive to community needs.

5.7 Conclusion: Recommended Governance Pathway and Next Steps

The recommended governance pathway for the Laramie and Albany County 10-Year Strategic Public Transportation Plan is to maintain the University of Wyoming as the transit operator in Phase I, leveraging its operational strengths for near-term expansion. Concurrently and into Phase II, the City, County, State, and University should initiate a collaborative process to explore and, if feasible, establish a legal

transit authority for Phase III. This transition will provide the regional coordination, funding flexibility, and stakeholder representation necessary for a sustainable, high-performing transit system. Next steps include stakeholder engagement, legal and policy analysis, and the development of a phased implementation plan for governance transition.

6. Funding Plan

Accessible public transportation is vital for Laramie and Albany County's economy, environment, and social equity. As the community grows and transportation demands increase, it's important to have sustainable and diverse funding to support and enhance public transit. These funds can originate from a combination of federal, state, and local (City/ County) government direct backing, funding programs and revenue sources, and can cover numerous capital, operating and lifecycle costs as outlined here.

6.1 Innovative Financing Mechanisms

To address funding shortfalls and improve transit quality, a range of innovative mechanisms may be employed:

- **Employer Contributions:** Organizations can subsidize employee transit passes, allocate payroll taxes specifically for transit purposes, sponsor routes or stations, and invest directly in transit infrastructure. These strategies broaden revenue streams and encourage greater public transportation usage by incentivizing employees.
- **Public-Private Partnerships (P3s):** Government entities may collaborate with the private sector to finance, construct, and operate transit assets such as park-and-ride facilities and transit hubs. Such partnerships distribute risks and leverage private investment to deliver substantial public benefits.
- **Value Capture Financing:** Tools like tax increment financing (TIF) districts and development impact fees enable authorities to reinvest a portion of the increased property values generated by transit enhancements directly into further transit projects, thereby supporting route expansion and the development of intermodal centers.
- **Mobility-as-a-Service (MaaS) Subscription Models:** By integrating varied transportation options within a single digital platform, MaaS allows residents to access bundled transit services for a monthly subscription fee. This model produces predictable revenue streams and attracts a broader ridership base.

6.2 Federal, State, and Local Funding Sources

6.2.1 Federal Funding Programs

Federal funding provided through the Federal Transit Administration is a crucial revenue source for both operating and capital projects administered by transit and human services agencies across Wyoming, especially in rural areas. Of particular significance is the Formula Grants for Rural Areas (Section 5311) program, which delivers federal funding to communities with populations under 50,000. These funds support public transportation by covering eligible operating costs, maintenance, capital improvements, and the expansion of mobility options for rural residents. In addition to Section 5311, a range of other federal programs—distributed through formula funding and competitive grants—offer resources for training, facility development, innovative mobility solutions, and vehicle upgrades, thereby broadening transit opportunities for Wyoming's rural communities. A summary of federal transit formula funds and competitive grant programs by eligible program elements is included in Table 15 on the following page:

- **Capital Investment Grant - 5309:** Funds major transit capital investments including rapid rail, light rail, bus rapid transit, and ferries.
- **Enhanced Mobility of Seniors and Individuals with Disabilities - 5310:** Improves mobility for seniors and individuals with disabilities by removing barriers to transportation services.
- **Human Resources & Training - 5314:** Provides funding for training and workforce development for public transportation employees.
- **Bus and Bus Facility Program – 5339(a,b):** Provides funding to support the purchase, rehabilitation, and construction of bus-related facilities and equipment.
- **Low or No Emission Vehicle Program – 5339(c):** Supports the purchase or lease of low or no emission vehicles and related facilities.
- **Mobility on Demand (MOD) Sandbox Demonstration Program - 5312:** Tests new mobility on demand solutions through real-world demonstrations.
- **Integrated Mobility Innovation Grant:** Provides funding to test and implement innovative mobility solutions including microtransit that improve the efficiency and effectiveness of public transportation systems.
- **Pilot Program for Transit-Oriented Development Planning 20005(b):** Supports planning for transit-oriented development to enhance access to public transportation.
- **State of Good Repair Grants - 5337:** Ensures public transportation systems are in a state of good repair by providing capital funding for maintenance and upgrades.

- **Better Utilized Investments to Leverage Development (BUILD):** Provides funding for a wide range of transit improvements, including infrastructure enhancements, safety upgrades, and the development of innovative transportation solutions.
- **Reconnecting Communities Grant Program (RCP):** Funds transit improvements aimed at reconnecting neighborhoods divided by infrastructure, including enhancements for public transportation, pedestrian pathways, and bike routes.
- **Safe Streets and Roads for All (SS4A):** Funds transit improvements that enhance safety and accessibility for all users, including upgrades to public transportation infrastructure, pedestrian pathways, and bike routes.
- **Reconnecting Communities:** Can address remediation of barriers to community connectivity, including barriers to mobility, access, or economic development.

Table 15: Federal Formula Funding Program by Element

Eligible Activities	5310 - Enhanced Mobility for Seniors and People with Disabilities	5339 (a,b)- Bus and Bus Facilities Program	5339 - Low or No Emission Grant Program	5309 - Capital Investment Grants	5312 - Mobility on Demand (MOD) Sandbox Demonstration Program	5337 - State of Good Repair Grants	5314 - Human Resources, Training, Technical Assistance	Pilot Program for Transit-Oriented Development Planning 20005(b)	(BUILD) Better Utilizing Investments to Leverage Development	Reconnecting Disadvantaged Communities (RCN)	Safe Streets and Roads for All (SS4A)
Buses and Vans	☑	☑	☑	☑	☐	☑	☐	☐	☐	☐	☐
Wheelchair Lifts, Ramps, and Securement Devices	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Transit-related Information Technology Systems	☑	☐	☑	☐	☑	☑	☐	☐	☐	☐	☐
ADA/Pedestrian Access	☑	☐	☐	☑	☐	☐	☐	☐	☑	☑	☑
Way-finding and Signage	☑	☐	☐	☐	☐	☐	☐	☐	☑	☑	☑
Facilities	☐	☑	☐	☑	☐	☑	☐	☐	☑	☑	☐
Workforce Development Training and/or Technical Assistance	☐	☑	☐	☐	☐	☐	☑	☐	☐	☐	☐
Property Acquisition	☐	☐	☐	☑	☐	☐	☐	☐	☐	☐	☐
Demonstration Projects	☐	☐	☐	☐	☑	☐	☐	☐	☐	☐	☑
Transit-Oriented Development	☐	☐	☐	☑	☐	☐	☐	☑	☑	☑	☐

6.3 Flex Programs

Flexible funding for transit investments allows broad authority granted to State DOTs and MPOs to transfer transportation funds from several Federal-Aid Highway programs to FTA for support of transit activities. Eligible Programs to be Flexed to FTA for Transit Improvements are described below:

- **Promoting Resilient Operating and Cost-Saving Transportation Grant Program (PROTECT):** Provides funding for transit systems to develop and implement resilient operating strategies and cost-saving measures.

- **Surface Transportation Block Grants (STBG):** Supports a variety of transit improvement projects, such as infrastructure enhancements, safety upgrades, and transit system expansions.
- **Transportation Alternatives Program (TA):** Funds projects for non-motorized transportation options, including pedestrian and bicycle infrastructure improvements.
- **National Highway Performance Program (NHPP):** Provides funding to maintain and improve the performance of the National Highway System, including transit facilities connected to it.
- **Highway Safety Improvement Program (HSIP):** Funds projects that improve safety for all road users, including public transportation enhancements.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** Supports transit projects aimed at reducing congestion and improving air quality.
- **Carbon Reduction Program (CRP):** Funds transit projects that contribute to the reduction of carbon emissions.

6.4 State Programs

The State of Wyoming primarily funds public transit in rural communities through a combination of state and federal grants. The Wyoming Department of Transportation (WYDOT) administers federal programs such as the Federal Transit Administration's Section 5311 Rural Area Formula Grants, which support operating and capital expenses for rural transit providers. State-level funding may be provided through appropriations that supplement federal dollars, helping to cover local match requirements and specific transit initiatives.

7. Local Funding Sources

Local governments play a vital role in sustaining transit operations through grants, subsidies, and dedicated revenue streams. Common mechanisms include:

- Sales/use taxes
- Tourism taxes
- Lodging taxes
- General funds
- Property taxes
- Sponsorships/donations

- Utility fees/taxes
- Parking fees

Two recommended local funding strategies are utilizing the City of Laramie Sales Tax and implementing the ACTA Mill Levy Property Tax.

7.1 City of Laramie Sales Tax

Sales tax revenues collected by the City of Laramie can be strategically allocated to transit projects, including operating costs, vehicle procurement, infrastructure improvements, and fare subsidies. As sales tax is linked to local consumer spending, it offers a steady and growing funding source that aligns with economic development. Dedicating a portion of sales tax to public transportation would require municipal policy changes, including budget amendments and stakeholder consensus to prioritize transit within city spending plans.

7.2 ACTA Mill Levy Property Tax

The Albany County Transportation Authority (ACTA) possesses the authority to levy property taxes through a mill rate based on real estate values. Revenue from this levy can be earmarked for public transportation initiatives, ensuring shared community investment. Implementing or adjusting the mill levy for transit would require county-level legislative action, public engagement, and transparent communication about the benefits of improved mobility and equitable cost distribution.

It is recommended that Laramie and Albany County pursue a **combination of funding sources** including additional formula funds, federal and state grant funding, City and County sales tax, public private partnerships with major employers, property taxes and development impact fees to expand transit services.

8. Policy Considerations

To facilitate the introduction of new funding sources, including the City of Laramie sales tax allocation and the ACTA mill levy, the following policy measures are advised:

- **Stakeholder Engagement:** Engage systematically with residents, businesses, and community organizations to foster support and thoughtfully address stakeholder concerns.
- **Legislative Action:** Amend municipal and county budgets to allocate resources for transit, and enact ordinances or resolutions to authorize the distribution of sales and property tax revenues.
- **Transparency and Accountability:** Implement robust reporting protocols and performance benchmarks for all transit investments supported by these new funding streams.

- **Intergovernmental Coordination:** Ensure alignment between city and county objectives and state and federal initiatives to optimize opportunities for matching funds and collaborative ventures.
- **Periodic Review:** Conduct regular assessments of both the funding mechanisms and associated transit outcomes to ensure ongoing effectiveness and responsiveness to evolving community needs.

9. Implementation Plan

In summary, this report presents a staged plan for the development of a robust public transportation system for the City of Laramie and Albany County. Public input was supportive of enhanced local transit service span, coverage and frequency. Three unique transit expansion phases were developed in this report. The transit expansion alternatives ranged in capital costs between $4 to $5.5 million and $7 million in operating costs. Estimated ridership is up to 2,000 daily boardings.

It is recommended that the City of Laramie and Albany County should proceed with the following steps.

1) **Share findings:** Share the final results of this study with all elected /administrative bodies including the Council, University and ACTA as well as the public or stakeholders interested in transit solutions.
2) **Secure additional funding:** Work with internal City and County budgets, pursue Section 5310 funding, and seek additional grants.
3) **Determine Service Delivery:** Assess City operation or 3rd party concessionaire.
4) **Obtain Rolling Stock:** Assess optimal vehicle size (seating capacity vs. peak loads), power (diesel versus electric) and purchase or lease new fleet vehicles.
5) **Assess the increase in maintenance obligations:** In order to service new routes and vehicle fleet determine maintenance staff and additional manhour needs. Determine if any new maintenance facilities are needed.
6) **Construct new bus stop infrastructure:** Finalize new bus stop locations, Construct new landing pads and signage.
7) **Implement Phase I:** Begin service on West Laramie Route in 2026.
8) **Marketing:** Communicate new service to new and existing riders.
9) **Monitor:** Following launch, continue to monitor and adjust the service based on performance, rider feedback, demand patterns, and budget.

Note about City, County and State Coordination for Transit Supporting Infrastructure
Additional future coordination, review, and approval is anticipated for transit supporting improvements located within public right of way, particularly those involving traffic control and roadway infrastructure.

This plan identifies or implies potential transit stop amenities and supporting improvements such as ADA landing pads, sidewalks, benches, shelters, signage, lighting, and first and last mile connections. It also discusses locations where additional traffic control measures such as crosswalks, pedestrian signals, flashing beacons, stop signs, or other intersection or roadway modifications may be desirable to improve safety. Many of these elements affect City or State roadway infrastructure and carry long term operational and maintenance implications.

All traffic control measures, recommendations, and assumptions identified in future implementation designs or project descriptions are conceptual in nature and are subject to verification through detailed engineering analysis. Final design and implementation of traffic control devices, intersection control, and roadway modifications should be determined based on appropriate warrant analyses conducted in accordance with the Manual on Uniform Traffic Control Devices and other applicable federal, state, and local engineering design standards,

Any construction, installation, or modification within City right of way will be coordinated with and reviewed by City Engineering, and if directed, potentially the City's Traffic Safety Committee. All required right-of-way and traffic control permits must be obtained prior to construction. Final stop locations and amenity designs should be identified as contingent upon Engineering feasibility review including ADA compliance, drainage and grading, utility coordination, pedestrian clear width, sight distance, traffic operations, snow removal, and long-term maintenance considerations.

For improvements located on or affecting Albany County and Wyoming Department of Transportation facilities including County or state highways or intersections under County or WYDOT jurisdiction, the plan should note that review and approval by the County's Road and Bridge Department, WYDOT will also be required in coordination with the City Engineer prior to implementation.

City of Laramie
City Manager's Office
P.O. Box C
Laramie, WY 82073
(307) 721-5226

LARAMIE PLANNING COMMISSION
January 12, 2026
STAFF REPORT

FILE:	**10-Year Public Transportation Plan**
APPLICANT:	City of Laramie & Albany County Transportation Authority
PURPOSE:	Presenting the 10-Year Public Transportation Plan, acknowledging receipt of the plan and certification to the City Council for final adoption.
PREPARED BY:	Mary Bork, MPA, Project Manager

STAFF RECOMMENDATION:

Move to recommend that the Planning Commission **acknowledge receipt** of the 10-Yr Public Transportation Plan and **adopt** Planning Commission Resolution 2026-13 which would certify the 2025 City of Laramie and Albany County 10-Yr Public Transportation Plan in its entirety, included as Attachment A of the Resolution, based on the recommendations contained wherein, and certifies it to the City Council for final adoption.

APPLICABLE CODE SECTION(S):

Wyoming State Statute § 16-1-101 endorses joint planning efforts like the 10-Yr Public Transportation Plan with the following language: "In exercising, performing or carrying out any power, privilege, authority, duty or function legally vested in any one (1) or more of them by Wyoming law, the state of Wyoming, and any one (1) or more of it counties, municipal corporations, school districts, special districts, public institutions, agencies, boards, commissions and political subdivisions, and any officer or legal representative of any one (1) or more of them, may cooperate with and assist each other, and like entities or authorities of other states, the United States and the Eastern Shoshone and Northern Arapaho Tribes of the Wind River Reservation. Cooperation may be informal or subject to resolution, ordinance or other appropriate action, and may be embodied in a written agreement specifying purposes, duration, means of financing, methods of operations, termination, acquisition and disposition of property, employment of executive and subordinate agents, reciprocation of governmental immunity protections or other limitations of liability pursuant to W.S. 16-1-104(f) and other appropriate provisions."

Wyoming State Statute § 18-14-101, et seq provides the authority and requirement for the board of county commissioners to establish a regional transportation authority by resolution.

The Albany County Transportation Authority (ACTA) is following the County's approved process for adopting the 10-Yr Public Transportation Plan. This plan is being carried out congruently with the City's process of adopting the 10-Yr Public Transportation Plan.

The City of Laramie is an equal opportunity provider and employer.

ADMINISTRATIVE OR POLICY GOAL(S):

City of Laramie Comprehensive Plan, Chapter 8 – Public Transportation Goal 2 – Prepare a transit study to evaluate the current performance of the fixed route and establish service performance standards. Potential new routes, coordination opportunities, feasibility of commuter roues, fuel alternatives, vehicle types and specifications, infrastructure improvements, future funding, revenue options, and funding strategies should also be examined.

City of Laramie, Council Resolution 2023-22A, Goal 1, Milestone D – Ensure non-motorized and alternative transportation options are integrated comprehensively into municipal and regional transportation systems.

City of Laramie, Council Resolution 2024-10, Goal 1, Milestone D – Ensure non-motorized and alternative transportation options are integrated comprehensively into municipal and regional transportation systems.

City of Laramie, Council Resolution 2025-13, Public Transportation & Accessibility, Goal 1 – Evaluate feasibility, availability and accessibility of public transportation and multi-modal travel throughout the community by completing plans for (re)Connecting West Laramie and Public Transportation.

City of Laramie, Council Resolution 2025-13, Public Transportation & Accessibility, Goal 2 – Collaborate with Albany County Transportation Authority, UW and Eppson Center to expand services public transit services upon completion of the Public Transportation Plan. Improve mobility safety for persons of all ages and abilities through walkability and bikeability of sidewalks and bike lanes.

Background and Summary:

The City of Laramie applied for and was awarded a Transportation Planning Grant in 2023 through the Wyoming Department of Transportation for the purposes of conducting a study that evaluates existing transportation options, identifies gaps in public transportation services, provides strategies for filling those gaps in a non-duplicative manner, assesses financial sustainability, evaluates service options for low-income and disadvantaged populations, provides positive impacts towards the City's environmental and economic development objectives, and community development goals related to low to moderate income, housing, livability, and age friendliness. In March of 2025, the City of Laramie, approved the consulting group of Mead & Hunt Inc to conduct a 10-Year Strategic Plan Transportation Plan.

The Public Transportation Plan (or "the Plan") is a collaborative effort between Albany County through the Albany County Transportation Authority (ACTA) and the City of Laramie that recommends a phased approach towards public transportation routes, provides costs estimates, an operations plan, a governance plan, a funding plan, and an implementation plan. On December 3, 2025, ACTA held a public hearing on the plan and made recommendations. ACTA will act on the final plan early in 2026.

Public Comments:

The 2025 10-Yr Public Transportation Plan was developed based on input received through a series of public engagement activities and the deployment of an online mapping tool and StoryMap that was accessible to the public on both the city and county's websites. Outreach included pop-up booths at local public events, distribution of information to city and county businesses and organizations, and through one-on-one meetings with representatives from a range of local and regional organizations. Engagement efforts were aimed at

identifying key transit markets, evaluating gaps in existing services, identifying unique mobility needs, and providing attention to unserved communities.

During the process, this study and the (re)Connect West Study worked together to share information. Information was also shared with the consultant for the update to the City of Laramie's Comprehensive Plan.

ALTERNATIVES:

1. Approve the 10-Yr Public Transportation Plan based on findings of fact and conclusions of law **(Staff Recommendation).**
2. Approve the 10-Yr Public Transportation Plan based on modifications recommended by the Planning Commission based on findings of fact and conclusions of law**.**
3. Deny the 10-Yr Public Transportation Plan based on findings of fact

RECOMMENDED MOTION:

Move to recommend that the Planning Commission **acknowledge receipt** of the 10-Yr Public Transportation Plan and **adopt** Planning Commission Resolution 2026-13 which would certify the 2025 City of Laramie and Albany County 10-Yr Public Transportation Plan in its entirety, included as Attachment A of the Resolution, based on the recommendations contained wherein, and certifies it to the City Council for final adoption.

ATTACHMENTS:

1. City of Laramie Comprehensive Plan, Chapter – 8
2. City of Laramie Resolution 2023-22A
3. City of Laramie Resolution 2023-28
4. City of Laramie Resolution 2023-85
5. City of Laramie Resolution 2024-10
6. City of Laramie Resolution 2025-13
7. Planning Commission Resolution NO: PC-2026-13
8. 10-Year Public Transportation Plan (4 Chapters – Executive Summary, Existing Conditions, Public Engagement Summary, Recommendations)

CITY OF LARAMIE, WYOMING
RESOLUTION 2023 – 22A

A RESOLUTION ADOPTING POLICY GOALS AND OBJECTIVES FOR THE CITY OF LARAMIE, WYOMING FOR 2023

Whereas, in January 2023, the Governing Body received a report on the State of the City and reviewed the progress made on the goals established for the prior year, 2022; and,

Whereas, the establishment of policy goals and objectives by the Governing Body promotes the overall efficiency and effectiveness of City services and facilitates community building for current and future generations.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LARAMIE, WYOMING:

Section 1. That the foregoing recitals are incorporated in and made a part of this resolution by reference; and,

Section 2. That the public policy goals of the City of Laramie for 2023 are hereby declared to be:

Goal No. 1	**Infrastructure Planning & Investment**
Milestone A	Prioritize planning and construction/reconstruction of public amenities, facilities, and rights-of-way to maximize safe access for persons of all abilities and ages.
Milestone B	Increase public awareness about how property owners support accessibility for persons of all abilities. Work with the Disabilities Commission, Board of Health, and other interagency partners to improve physical access for differently abled persons of all ages.
Milestone C	Improve robustness of the storm water management system.
Milestone D	Ensure non-motorized and alternative transportation options are integrated comprehensively into municipal and regional transportation systems.
Milestone E	Continue grant seeking and aggressive investment in water, sewer, and street systems
Milestone F	Assess community connectivity options in effort to ensure adequate broadband infrastructure to retain workforce and businesses. (re: *Thrive!,* Strategy #10)
Goal No. 2	**Interagency Collaboration**
Milestone A	Continue to participate with the Albany County Mental Health [Interagency] Board to explore and develop community-integrative programs to address mental health needs.
Milestone B	Expand offerings within the drug and alcohol diversion program.
Milestone C	Conclude growth strategy effort with Albany County and adopt a joint intergovernmental agreement for growth management planning.
Milestone D	Review and evaluate current boards and commissions.
Goal No. 3	**City Services & Resident Engagement**
Milestone A	Implement a Police-Community relations board. Consider establishing a Human Rights Commission within an overall streamlined volunteer board and commission structure.
Milestone B	Continue migration to a new Enterprise Resource Planning software platform to modernize municipal business operations and processes for more efficient and effective public services.

Milestone C	Implement strategies to raise community awareness about and participation in matters being considered by the city council.
Milestone D	Establish a municipal volunteer program and consider smart phone apps and other means for making volunteerism with the city easier.
Goal No. 4	**Economic Development**
Milestone A	Evaluate potential to transform the Snowy Range Road corridor to better capture and allow for expansion of the tourism economy stemming from outdoor recreation and to provide essential amenities for the neighborhood/district. (re: *Thrive!*, Strategy #13)
Milestone B	Initiate Urban Renewal redevelopment of City-owned property for housing and business expansion.
Milestone C	Explore housing approaches that provide smaller [affordable] housing within intentional neighborhood planning and design (ex: Senior Village, Family starter homes, low-income small homes)
Milestone D	Develop informational resources for developers about federal, state, and local building requirements, the demand for housing, and direct partnership opportunities with the city. (re: *Thrive!*, Strategy #13)
Milestone E	Improve communication with developers and contractors about changes made to municipal code and ensure Planning and Public Work/Engineering provide information to private sector partners.
Milestone F	Evaluate community needs and potential uses for the available ("7th") penny and the municipal tax options.
Goal No. 5	**Environmental Stewardship**
Milestone A	Continue energy efficiency efforts and explore potential large scale solar projects on city-owned property.
Milestone B	Engage County and School District partners to explore ways to reduce further the waste coming to landfill, including plastic bag reduction program and expanded composting.
Milestone C	Conclude effort with Albany County to update aquifer protection strategy and establish City Ordinances necessary to enforce the plan after it is adopted.
Milestone D	Continue to explore community uses and conservation opportunities on the City's Bath and Monolith Ranch properties.
Milestone E	Initiate consumptive-use focused long-term operational agreements for City-owned Monolith & Bath ranch properties.

PASSED, APPROVED, AND ADOPTED THIS 7th day of March 2023.

Brian Harrington
MAYOR AND PRESIDENT OF COUNCIL

ATTEST:

Nancy Bartholomew
CITY CLERK

CITY OF LARAMIE, WYOMING
RESOLUTION 2023-28

AUTHORIZING THE FILING OF AN APPLICATION WITH THE WYOMING DEPARTMENT OF TRANSPORTATION FOR A GRANT TO SUPPORT PLANNING FOR PUBLIC TRANSPORTATION UNDER SECTION 5305(E) OF THE BIPARTISAN INFRASTRUCTURE LAW

This resolution authorizes the filing of an application for a grant authorized by 49 U.S.C Chapter 53; Title 23, U.S.C. Section 5305(e) – Planning Programs, as amended by The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, and other authorizing legislation to be enacted.

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support Planning Projects for non-urbanized area public transportation systems under Section 5305(e) of The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, as amended; and

WHEREAS, the Wyoming Department of Transportation has been designated by the Governor to administer Section 5305(e); and

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including provisions for the applicant to provide the local share of project costs;

THEREFORE, BE IT RESOLVED on behalf of the Governing Body of the City of Laramie, Wyoming that the Laramie City Manager is authorized to execute and file an application with the Wyoming Department of Transportation to aid the financing of planning assistance for projects pursuant to Section 5305(e) of The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, as amended; and,

That the Laramie City Manager is authorized to furnish such additional information as the Wyoming Department of Transportation may require in connection with the application of the project; and,

That the Governing Body does hereby authorize the undersigned, duly qualified and acting as Mayor and President of the Governing Body of the City of Laramie, Wyoming, to certify that the foregoing is a true and correct statement.

PASSED, APPROVED, AND ADOPTED THIS 4th day of April 2023.

Brian Harrington, Mayor and President of the
Laramie City Council

Attest:

Nancy Bartholomew, CMC, City Clerk

CITY OF LARAMIE, WYOMING
RESOLUTION 2023-85

RESOLUTION ACKNOWLEDGING AND ACCEPTING THE AWARD OF A WYOMING RURAL PUBLIC TRANSIT PROGRAM GRANT THROUGH THE WYOMING DEPARTMENT OF TRANSPORTATION, LOCAL GOVERNMENT COORDINATION OFFICE, IN THE AMOUNT OF $160,000.00, INCLUDING MATCHING FUNDS OF $40,000.00, FOR THE TRANSIT PLANNING PROJECT

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support Planning Projects for nonurbanized area public transportation systems under Section 5305(e) of The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, as amended; and

WHEREAS, the Wyoming Department of Transportation has been designated by the Governor to administer Section 5305(e); and

WHEREAS, the WYTRANS Board reviewed and approved a grant award to the City of Laramie, Wyoming to support the completion of a Transit Plan.

NOW, THEREFORE, THE GOVERNING BODY OF THE CITY OF LARAMIE, WYOMING, DOES HEREBY RESOLVE:

Section 1. To acknowledge and accept the Wyoming Rural Public Transit Program Grant through the Wyoming Department of Transportation, Local Government Coordination Office, in the Amount of $160,000.00, including Matching Funds from the City General Fund in the amount of $40,000.00; and,

Section 2. To authorize the Laramie City Manager to furnish such additional information as the Wyoming Department of Transportation may require in connection with the transit planning project.

PASSED, APPROVED, AND ADOPTED THIS 7th day of November 2023.

Brian Harrington, Mayor and President of the Laramie City Council

Attest:

Nancy Bartholomew, CMC
City Clerk

CITY OF LARAMIE, WYOMING
RESOLUTION 2024-10

A RESOLUTION ADOPTING POLICY GOALS AND OBJECTIVES FOR THE CITY OF LARAMIE, WYOMING FOR 2024

Whereas, in January 2024, the Governing Body received a report on the State of the City and reviewed the progress made on the goals established for the prior year, 2023; and,

Whereas, the establishment of policy goals and objectives by the Governing Body promotes the overall efficiency and effectiveness of City services and facilitates community building for current and future generations.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LARAMIE, WYOMING:

Section 1. That the foregoing recitals are incorporated in and made a part of this resolution by reference; and,

Section 2. That the public policy goals of the City of Laramie for 2024 are hereby declared to be:

Goal No. 1	**Infrastructure Planning & Investment**
Milestone A	Maximize safe access for persons of all abilities and ages to public amenities, facilities and rights-of-way. Engage Laramie Advisory Commission on Disabilities (LACD) in these efforts and complete application for grant funding to expedite needed improvements in high priority areas.
Milestone B	Increase public awareness among property owners about how they can support accessibility on their adjacent sidewalks and driveways. Work with the LACD, Board of Health and other interagency partners to improve physical access for differently abled persons of all ages.
Milestone C	Conclude business plan for stormwater management and implement policies needed to ensure sustainability and functionality of storm water collection system.
Milestone D	Ensure non-motorized and alternative transportation options are integrated comprehensively across municipal and regional transportation system.
Milestone E	Continue grant seeking to maximize financial investment in water, sewer and street systems.
Milestone F	Work with State Broadband initiative to ensure Laramie has sufficient broadband infrastructure to recruit and retain workforce and businesses. (re: *Thrive!,* Strategy #10) in conjunction with the State Broadband Initiative.
Goal No. 2	**Interagency Collaboration**
Milestone A	With Albany County Mental Health [Interagency] Board, explore and develop community-integrative programs to address mental health needs. Monitor and report efficacy of newly implemented mental health response plan.
Milestone B	Expand offerings within the drug and alcohol diversion program.
Milestone C	Reinstate Albany County Transportation Authority and complete a plan for public transportation.
Milestone D	Review and evaluate City's board/commission structure for efficiency and assess the City's obligations for serving on non-city boards. Consider establishment of a Human Right Commission.
Milestone E	Revamp town and gown committee in collaboration with education and governmental partners.
Goal No. 3	**City Services & Resident Engagement**
Milestone A	Determine City-County treatment and prevention objectives to be funded from the opioid settlement.

Milestone B	Continue migration to a new Enterprise Resource Planning software platform to modernize municipal business operations and processes for more efficient and effective public services.
Milestone C	Complete business plan for **a)** E911 Ambulance, and **b)** Medical Interfacility Patient Transfer service. Enter into intergovernmental operational agreement(s) with Ivinson Memorial Hospital, as indicated, and modify LFD ambulance operations accordingly.
Milestone D	Raise community awareness about and participation in matters being considered by the city council. Engage community by providing meaningful and valuable information about city services and programs.
Milestone E	Implement municipal volunteer program app to make volunteerism easier for residents.
Milestone F	Develop benchmarks for the budget transparency.
Milestone G	Complete municipal staffing study.
Goal No. 4	**Economic Development**
Milestone A	In conjunction with WYDOT's planned improvement of Snowy Range Road, plan for the construction of complementary a) multimodal options, and b) infrastructure improvements that will lower the cost of for business to develop along this visible and heavily traveled transportation corridor.
Milestone B	Evaluate concerns reported by residents alleging an increase in predatory practices for mobile homes and rental housing. Measure effectiveness of City's rental housing code.
Milestone C	Investigate how currently unused tools might improve housing supply and attainability: land banking; land trust, sliding municipal fee scales or incentives, and conversion program for vacant residential or office space.
Milestone D	Communicate with developers and contractors about changes to city's development review and permitting requirements and engage private sector partners to assist city with continual improvement of these processes.
Goal No. 5	**Environmental Stewardship**
Milestone A	Adopt the City of Laramie Municipal Emissions Reduction Plan and begin implementing recommendations.
Milestone B	Adopt consumptive use plan for the Heart/Bath and Monolith Ranch operation.
Milestone C	Implement ordinance(s) necessary to enforce the Aquifer Protection Plan.
Milestone D	Investigate feasibility of pilot program for containerized composting to reduce solid waste.

PASSED, APPROVED, AND ADOPTED THIS 16th day of January 2024.

Brian Harrington

MAYOR AND PRESIDENT OF COUNCIL

ATTEST:

Nancy Bartholomew
CITY CLERK

☐ Consent Agenda

☑ Regular Agenda

MEETING AGENDA ITEM COVER SHEET

Meeting Date: 02/20/2024

Title of Item to Appear on Agenda: Present for DISCUSSION and APPROVAL, Resolution to Establish the Albany County Transportation Authority and to Establish Board of Directors.

Contract Term:

Options:

Approve
Deny

Recommended Commission Action:

Included in Existing Budget: ☐ **Yes** ☐ **No** ☐ N/A

If No:

Cost:

Funding Source/Account(s):

Contact for Additional Information: Commissioners

Attachments:

RESOLUTION 2024-006

RESOLUTION ESTABLISHING A REGIONAL TRANSPORTATION AUTHORITY FOR ALBANY COUNTY PURSUANT TO WYOMING STATUTE § 18-14-101, ET SEQ.

WHEREAS, Wyoming Statute § 18-14-101, et seq. provides the authority and requirements for the board of county commissioners to establish a regional transportation authority by resolution.

WHEREAS, on February 11, 2011 the Board of County Commissioners of Albany County, Wyoming ("Commissioners") adopted a resolution supporting the formation of a regional transportation authority for Albany County.

WHEREAS, that previous regional transportation authority was subsequently dissolved by the Commissioners via Resolution 2020-030.

WHEREAS, the Commissioners believe it advantageous for residents of Albany County to re-establish a regional transportation authority to promote and develop regional air and ground transportation.

NOW THEREFORE THE BOARD OF COUNTY COMMISSIONERS OF ALBANY COUNTY, WYOMING, RESOLVE:

Section 1. That the foregoing recitals are incorporated in and made a part of this resolution by this reference.

Section 2. That the regional transportation authority for Albany County shall be designated as the Albany County Transportation Authority ("ACTA") and the same is hereby established by, and subject to, the powers and duties outlined in Wyoming Statute § 18-14-101, et seq.

Section 3. The ACTA board shall consist of five (5) residents of Albany County, of which the Commissioners will provide (3) nominees and the City of Laramie will provide two (2) nominees. All ACTA board nominees will be appointed by the Commissioners.

Section 4. For the initial appointees to the ACTA board, the following term lengths shall apply:

Commissioners Representative #1 – Three Years
Commissioners Representative #2 – Two Years
Commissioners Representative #3 – One Year
City of Laramie Representative #1 – Three Years
City of Laramie Representative #2 – Two Years

Section 5. The ACTA board shall approve by-laws to govern its operation and administration.

PASSED, APPROVED, AND ADOPTED this 20th day of February 2024.

THE BOARD OF COUNTY COMMISSIONERS OF ALBANY COUNTY, WYOMING

Pete Gosar, Chairperson

ATTEST:

Kayla White, Albany County Clerk

CITY OF LARAMIE, WYOMING
RESOLUTION 2025 – 13

A RESOLUTION ADOPTING POLICY GOALS AND OBJECTIVES FOR THE CITY OF LARAMIE, WYOMING FOR 2025

Whereas, in January 2025, the Governing Body received a report on the State of the City and reviewed the progress made on the goals established for the prior year, 2024; and,

Whereas, the establishment of policy goals and objectives by the Governing Body promotes the overall efficiency and effectiveness of City services and facilitates community building for current and future generations.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LARAMIE, WYOMING:

Section 1. That the foregoing recitals are incorporated in and made a part of this resolution by reference; and

Section 2. To adopt these public policy goals for the City of Laramie for 2025.

Engagement and Communication *Civic engagement is a valued part of our municipal decision-making process that maximizes local capacity by building upon varied perspectives. Two-way communication sharing fosters trust between residents and city government and furthers Laramie's values of transparency, accountability and integrity.* *Strategic Milestones*	*Adopted Coaligned Objective(s)*
Continue support for software implementation project that is modernizing municipal business operations and processes for more efficient and transparent public services.	
Foster and participate robustly in action-oriented partnerships with stakeholders, across public and private sector, to address complex community issues like attainable workforce housing, economic development and public transportation.	Laramie Housing Strategy 2020 Thrive, Strategy 13 Action 1 Housing Study
Convert monthly municipal operations and service-level report to a public facing key performance indicator (KPI) graphical dashboard on the city website.	Unified Public Information Strategy
Communicate Laramie's adopted goals to city boards and commissions to align priorities and municipal resources for a whole of city effort.	Unified Public Information Strategy
Implement second phase of unified public information strategy providing consistent, centralized information sharing with focused effort on enhancing digital and visual channels of communication.	Unified Public Information Strategy

Establish newsletter from governing body that will inform and engage residents, State officials and other stakeholders on relevant and meaningful municipal public policy matters.	
Housing *Housing choices and affordability are essential to the overall success of the community and the quality of life and prosperity of residents. Laramie's high cost of both land and construction make it challenging to produce lower priced housing. - Thrive! (2020)* *Strategic Milestones*	*Adopted Coaligned Objective(s)*
Conclude construction of housing-ready infrastructure projects, including North Side Water Tank, North Side Sanitary Sewer, Bill Nye Sewer & Corthell Sewer.	Housing Study for for 2030 Laramie Housing Strategy 2020 Thrive, Strategy 4 & 11
Having last comprehensively audited and modified the unified development code in 2019, continue the annual practice of evaluating/modifying the development code, as it pertains to facilitating housing development. Analyze short and long-range impact of UW student housing on housing stock.	Housing Study for 2030 Laramie Housing Strategy 2020 Thrive, Strategy 13.1
Identify infill opportunities to increase housing diversity within the core area of the city.	Laramie Housing Strategy 2020 Thrive, Strategy 13.4
Establish program to recognize outstanding achievements and professionalism in Laramie's private residential rental market. Consider dedicated staff to support enforcement of LMC 8.80.	Thrive, Strategy 13.4
Identify land that could be acquired through conventional purchasing, land trusts, trades, or development authorities to incentivize housing growth, while maintaining the city's strong financial condition.	Thrive, Strategy 13 Action 4
Continue facilitating special projects that recruit developers in partnership with other regional partners, including redevelopment of city property on N. 4th Street @ LaBonte, Turner Tract neighborhood, and Old Slade School site. Create deed-restricted housing that allows for the preservation of affordability using initial subsidies or other development/ redevelopment cost reductions.	Thrive, Strategy 13 Action 2, 3 Laramie Housing Strategy 2020
Conduct legal review of Wyoming State Statutes outlining the extent of municipal authority for regulation of mobile home community operators; and consider permissible regulations that may reduce harm to those residing in mobile homes while maintaining affordability of mobile home stock.	

Track housing development to ensure diversity of home types available for all residents is increased, including for the elderly, first time homebuyers, renters, families and persons with special needs.	Housing Study for 2030 Laramie Housing Strategy 202 Thrive, Strategy 13

Enabling Resources and Inputs *To achieve the community's needs and vision will require resources and inputs necessary to build capacity and a bridge to the future.* *Strategic Milestones*	*Adopted Coaligned Objective(s)*
Collaborate with Albany County and Rock River to renew specific project capital construction (6th Penny) sales tax.	
Align discretionary funding with policy priorities.	
Maintain continuity of professional staff and leadership by providing fair and competitive market-based compensation, along with working conditions and tools that support and empower staff to be maximally effective and efficient as they perform the work of the public.	Compensation Policies & Practices
Infrastructure that is Housing-Ready & Business-Ready *The community's success builds upon the publicly operated infrastructure that ensures human health and facilitates business and commerce; healthy infrastructure supports a thriving Laramie.*	
Strategic Milestones	*Adopted Coaligned Objective(s)*
Implement the business plan for the storm water management utility as adopted in E.O.1859, L.M.C. 13.80.	Thrive, Strategy 11
Allocate maximum possible investment to restore roads in marginal-fair condition and support preventive maintenance on pavements in good condition.	Pavement Mgmt. Report Thrive, Strategy 13
Develop financial model(s) and paving standards for unpaved roads in West Laramie, including storm drainage infrastructure, with a potential end date of 2035.	
Maintain user fees/rates to sustain critical water and sewer service and business-ready infrastructure and continue grant seeking to augment financial resources.	Utility Master Plans Thrive, Strategy 11
Evaluate options for increasing on-street parking downtown, along with financial options for adding off-street parking facilities.	
Conduct a needs assessment of municipal facilities.	

Safety and Wellbeing *The physical safety and emotional wellbeing of community members and visitors is essential as they go about living, working and playing throughout Laramie and essential for a high quality of life.*	*Adopted Coaligned Objective(s)*
Strategic Milestones	
Complete transition of medical patient transfer services to hospital and implement billing management for Emergency Medical Services Support physical safety and wellbeing of all community members as they live and work throughout the city. Determine how to allocate opioid settlement monies to achieve city's safety and wellbeing objectives. Make permanent the adult diversion and mental health response programs.	
Economic Opportunity and Development An engine of growth for Wyoming, Laramie is a welcoming cultural capital, education hub, and center of economic opportunity. -- *Thrive! Laramie (2020)*	
Strategic Milestones	*Adopted Coaligned Objective(s)*
Having last comprehensively audited and modified the unified development code in 2019, continue the annual practice of evaluating the development code, as it pertains to facilitating small business development.	Thrive, Strategy 1 & 13.1
Complete needs assessment of youth sports facilities focused on supporting community health, economic development and recreation visitation, alongside financial feasibility.	Thrive, Strategy 7 & 9
Consider and evaluate growth opportunities in underutilized areas of north and west Laramie as well as what type of development should occur to attract investment.	Thrive, Strategy 13.4
Continue providing quality information & outreach to the development and building community to facilitate well-planned growth that meets community standards and needs.	Thrive, Strategy 13.1
Public Transportation & Accessibility Public transportation ensures access to jobs, healthcare and education and contributes to overall the quality of life for residents.	
Strategic Milestones	*Adopted Coaligned Objective(s)*
Evaluate feasibility, availability and accessibility of public transportation and multi-modal travel throughout the community by completing plans for (re)Connecting West Laramie and Public	Transportation Grant Agreement (re)Connect Grant Agreement Municipal

Transportation.	Emission Plan
Collaborate with Albany County Transportation Authority, UW and Eppson Center to expand services public transit services upon completion of the Public Transportation Plan. Improve mobility safety for persons of all ages and abilities through walkability and bikeability of sidewalks and bike lanes.	
<u>Environmental</u> Nestled in the sweeping valley of the Snowy Range and Sherman Hills, Laramie treasures our environment and acts as a steward of our lands and natural resources as we pursue a carbon neutral future.	
Strategic Milestones	*Adopted Coaligned Objective*
Develop a waste reduction strategy with diversion goals to reduce landfill waste. Maintain municipal emissions inventory, including estimate of emissions sequestered from greenspaces, as part of continuing work toward the Carbon Neutral by 2050 objective. Continue implementing strategies for protecting the Casper Aquifer as set forth in the adopted plan.	Municipal Emission Plan Thrive, Strategy 12 Casper Aquifer Protection Plan

PASSED, APPROVED, AND ADOPTED THIS 4th day of February 2025.

Sharon Cumbie
MAYOR AND PRESIDENT OF COUNCIL

ATTEST:

Nancy Bartholomew, CMC
CITY CLERK

CITY OF LARAMIE REGULAR COUNCIL MEETING **January 20, 2026**

Agenda Item: Resolution

Title: Resolution 2026-14, supporting Albany County's Submission of an Unmet Housing Grant Application to the State Loan and Investment Board

Recommended Council MOTION:

I move that the Laramie City Council approve Resolution 2026-14, supporting Albany County's submission of an Unmet Housing Grant Application to the State Loan and Investment Board and authorize the mayor and clerk to sign.

Administrative or Policy Goal:

Resolution 2025-13, Housing, identify infill opportunities to increase housing diversity within the core area of the city; identify land that could be acquired through conventional purchasing, land trusts, trades or development authorities to incentivize growth, while maintaining the city's strong financial condition.

Background:

The State Loan and Investment Board has released an Unmet Housing Needs grant. Albany County is applying on behalf of the Albany County Housing Land Trust for the Foundations for Scaling Up: West Side's Workforce Housing Project. This resolution provides support for the application as well a commitment of 50% of the intended, not required, local match of 10%.

The funding if awarded is for the acquisition of land in the West Side generally east of Hodgeman Street, border by Gibbon St. on the north and Bradley Street on the south along with funding associated infrastructure improvement including, but not limited to roads, curb, gutter, sidewalk, water, and sewer related to the development in the area.

Legal/Statutory Authority:

N/A

Budget/Fiscal Information:

Expense

Proposed Project Cost.

Project Budget	Amount	Funds
Project Cost		
Loans on Project		
Grants for Project		
Other/Outside Projects		
City's Amount	$140,000.00	50% of intended local match.
Contingency 0%	$0.00	
Total Amount	$140,000.00	

Responsible Staff:

Todd Feezer, Interim City Manager, tfeezer@cityoflaramie.org, 307.721.5304

Attachments:

Resolution 2026.14 Unmet Housing Need

CITY OF LARAMIE, WYOMING
RESOLUTION 2026-14

A RESOLUTION SUPPORTING ALBANY COUNTY'S SUBMISSION OF AN UNMET HOUSING GRANT APPLICATION TO THE STATE LOAN AND INVESTMENT BOARD

WHEREAS, Albany County will submit an application to the Unmet Housing Grant program to support the Albany County Housing Land Trust with the Foundations for Scaling Up: West Side's Workforce Housing Project; and

WHEREAS, the Foundations for Scaling Up: West Side's Workforce Housing Project includes the acquisition of land in the West Side generally east of Hodgeman Street, border by Gibbon St. on the north and Bradley Street on the south along with funding associated infrastructure improvement including, but not limited to roads, curb, gutter, sidewalk, water, and sewer related to the development in the area, and

WHEREAS, the focus of the Albany County Housing Land Trust is increasing the available stock in Laramie, Wyoming for affordable and work force attainable housing; and,

WHEREAS, the City of Laramie through various initiatives, council goals, and processes is vested and interested in improving housing availability in Laramie, Wyoming; and,

WHEREAS, the City of Laramie desires to participate in the Unmet Housing Grant application by its formal support for the project through this resolution in addition to contributing 50% of the intended local match for the application.

NOW THEREFORE BE IT RESOLVE BY THE CITY COUNCIL OF THE CITY OF LARAMIE, WYOMING:

SECTION 1. That foregoing all recitals are incorporated in and made part of this resolution by this reference.

SECTION 2. That the City of Laramie supports Albany County's application to the Unmet Housing Grant program to support the Albany County Housing Land Trust with the Foundations for Scaling Up: West Side's Workforce Housing Project.

SECTION 3. That the City of Laramie is authorized to provide up to one hundred forty thousand dollars ($140,000) as 50% of the intended local match for the application.

PASSED, APPROVED, AND ADOPTED on this the 20th day of January 2026.

_____

Sharon Cumbie, Mayor and President
City of Laramie, City Council

ATTEST

_____

Nancy Bartholomew, CMC
City of Laramie, City Clerk

FUTURE CITY COUNCIL WORK SESSIONS 1/20/2026

Requested by Council Formal Action:

- Redevelopment Codes (Cumbie/Newman)
- * Contractor Involvement in Code Revisions (Bowling/Newman)(February 10th)
- * Report from Contractor's Meeting on December 12th (Richardson/O'Doherty)(February 10th)
- * Establishing an Emergency Fund (Richardson/Bowling)(February 24th)
- Downtown Parking with Public Input (Lockhart/Cumbie)

Requested by Staff:

- * Progress Update on the Comprehensive Planning Process (February 10th)

* Scheduled, not held.

UPCOMING COUNCIL MEETINGS **January 20, 2026**

All meetings at City Hall, 406 Ivinson Ave, unless noted.

January 20, 2026

6:15 p.m. – Pre-Council
6:30 p.m. – Regular Meeting

January 23, 2026 (Friday, 4-8 pm, Location: Municipal Operations Center, 4373 N 3rd Street)

4:00 p.m.- 8 p.m. – Council Retreat

January 24, 2026 (Saturday, 9 am -3:00 pm, Location: Municipal Operations Center, 4373 N 3rd Street)

9:00 a.m. -3:00 p.m. – Council Retreat

January 27, 2026 (Joint Meeting with the Albany County Board of Commissioners)

6:00 p.m. – Work Session: Public Comments on non-agenda items
6:00 p.m. – Work Session: WYDOT STIP
6:00 p.m. – Work Session: City Council Updates/Council Comments
6:00 p.m. – Work Session: Agenda Review

February 3, 2026

6:15 p.m. – Pre-Council
6:30 p.m. – Regular Meeting

February 10, 2026

6:00 p.m. – Work Session: Public Comments on non-agenda items
6:00 p.m. – Work Session: Life Saving Awards *(tentative)*
6:00 p.m. – Work Session: Contractor Involvement in Code Revisions and Report from Contractor's Meeting on December 12th *(tentative)*
6:00 p.m. – Work Session: Progress Update on the Comprehensive Planning Process *(tentative)*
6:00 p.m. – Work Session: City Council Updates/Council Comments
6:00 p.m. – Work Session: Agenda Review

February 11-13, 2026 – Wyoming Association of Municipalities (WAM) Winter Workshop (Cheyenne)

February 17, 2026

6:15 p.m. – Pre-Council
6:30 p.m. – Regular Meeting

February 24, 2026

6:00 p.m. – Work Session: Public Comments on non-agenda items
6:00 p.m. – Work Session: Auditor's Report to City Council and FY25 Financial Summary *(tentative)*
6:00 p.m. – Work Session: Establishing an Emergency Fund *(tentative)*
6:00 p.m. – Work Session: City Council Updates/Council Comments
6:00 p.m. – Work Session: Agenda Review

March 3, 2026

6:15 p.m. – Pre-Council
6:30 p.m. – Regular Meeting

March 10, 2026

6:00 p.m. – Work Session: Public Comments on non-agenda items
6:00 p.m. – Work Session: Development 101 *(tentative)*

UPCOMING COUNCIL MEETINGS **January 20, 2026**

All meetings at City Hall, 406 Ivinson Ave, unless noted.

6:00 p.m. – Work Session: City Council Updates/Council Comments
6:00 p.m. – Work Session: Agenda Review

March 17, 2026

6:15 p.m. – Pre-Council
6:30 p.m. – Regular Meeting

March 24, 2026

6:00 p.m. – Work Session: Public Comments on non-agenda items
6:00 p.m. – Work Session: City Council Updates/Council Comments
6:00 p.m. – Work Session: Agenda Review