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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.

	<b>Introduction</b>
	<b>Existing Conditions</b>
	<b>Visioning &amp; Public Engagement</b>
	<b>Strategies</b>
	<b>Next Steps</b>

(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

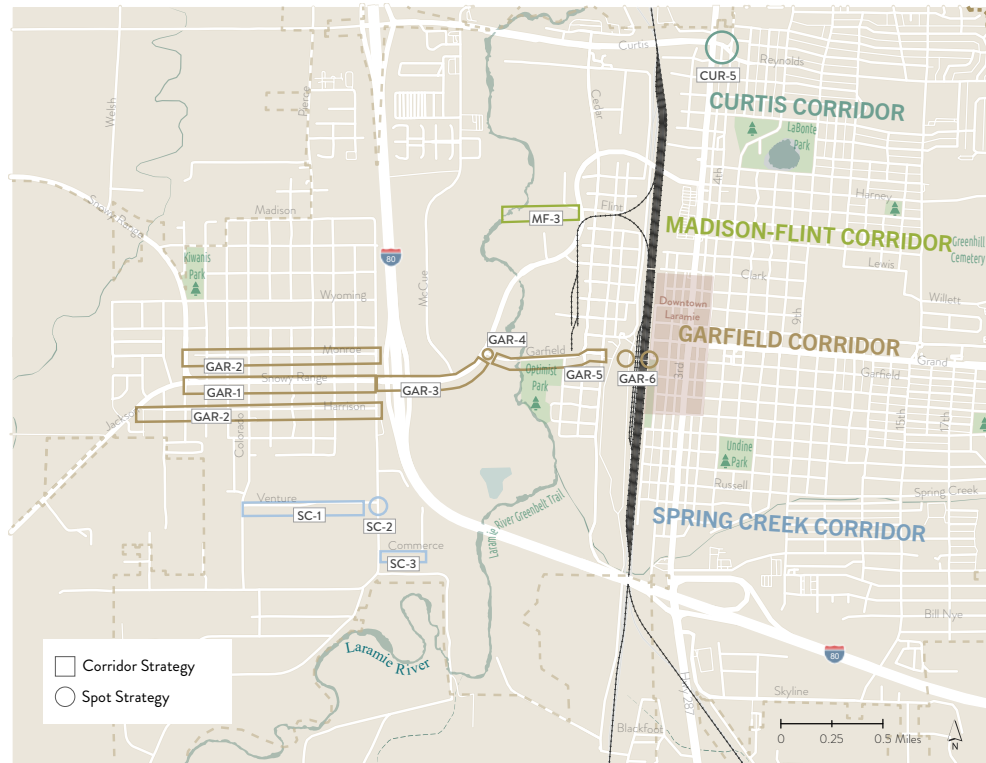
strategies within the Reconnect West Laramie Plan helps bring clarity to the proposed multimodal improvements in the near and long term. With prioritized strategies, the City of Laramie can be competitive in pursuit of local, state, and federal grant funding. City staff may also use the prioritized projects 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.

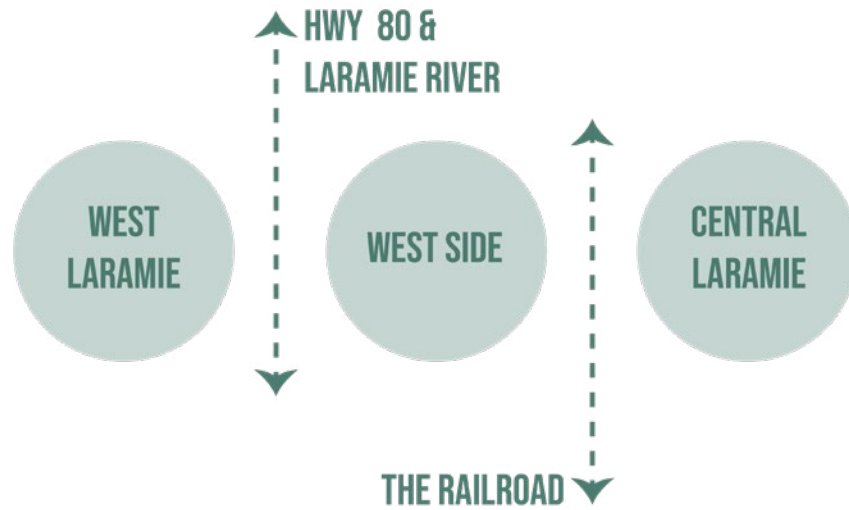


FIGURE 2. BARRIERS DIAGRAM

## 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.



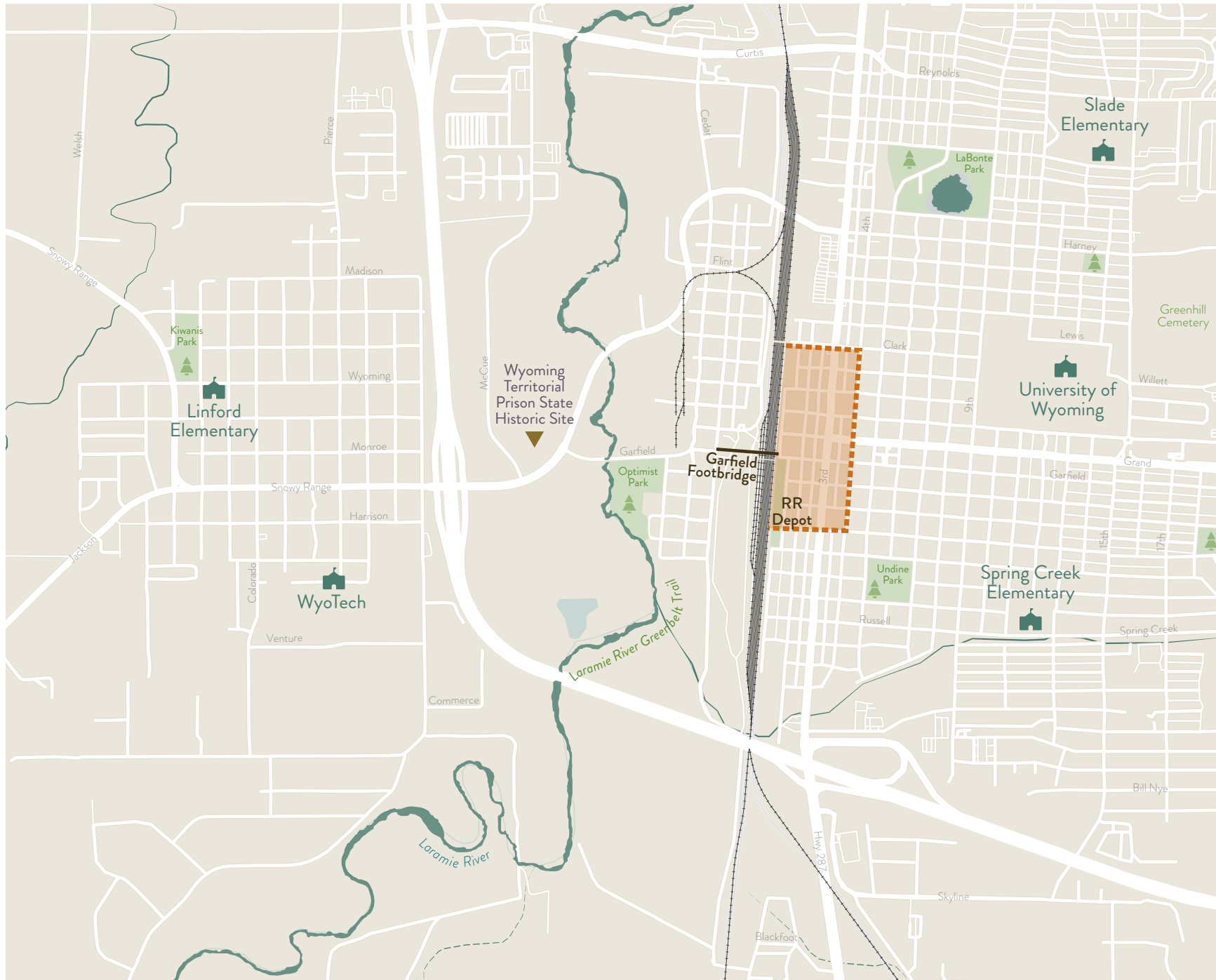


FIGURE 3. PROJECT OVERVIEW MAP



## 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

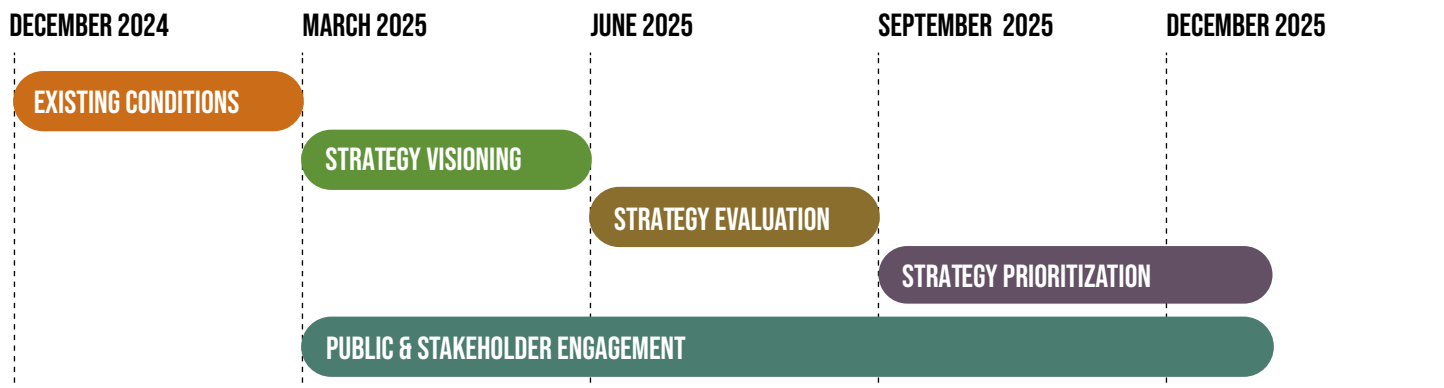
**IMPROVE** safety for pedestrians and bicyclists

**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.

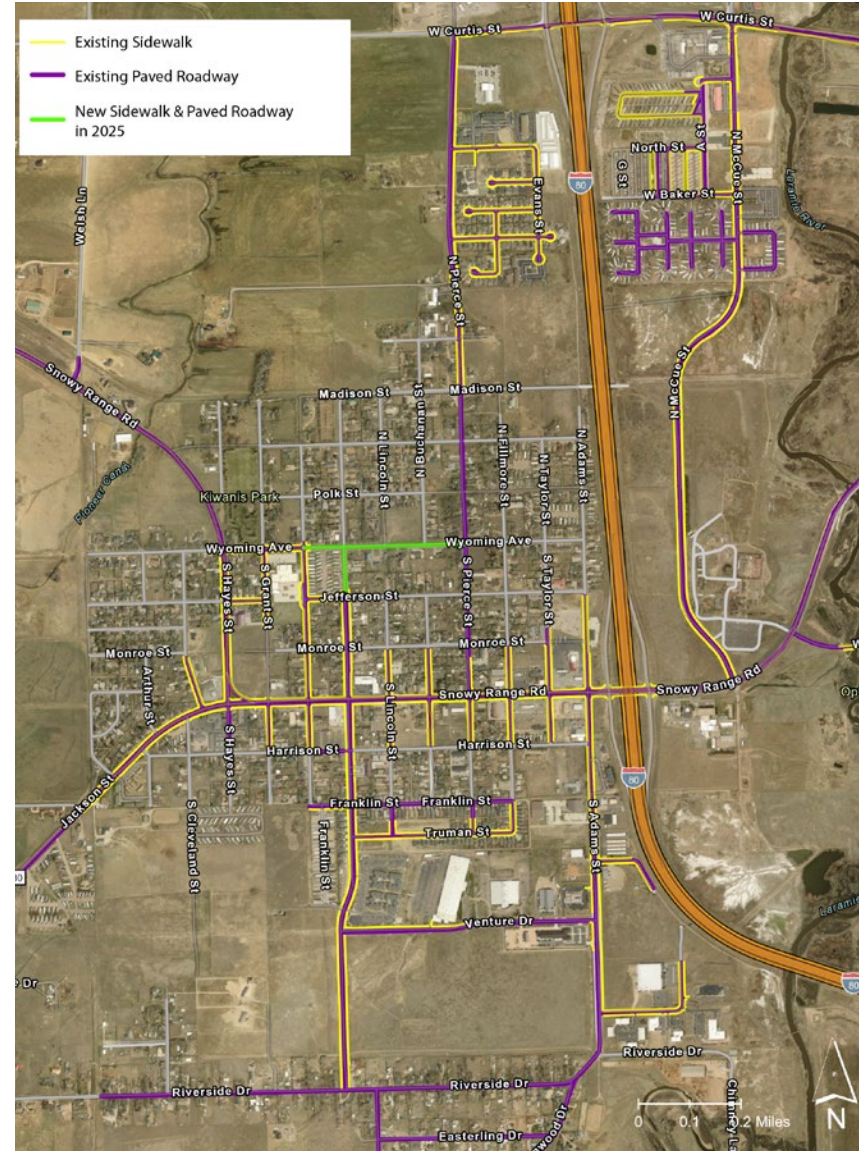


FIGURE 5. EXISTING SIDEWALKS AND PAVED ROADWAYS IN WEST LARAMIE



## 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.



FIGURE 6. WEST LARAMIE TRAIL PROJECT

## 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.

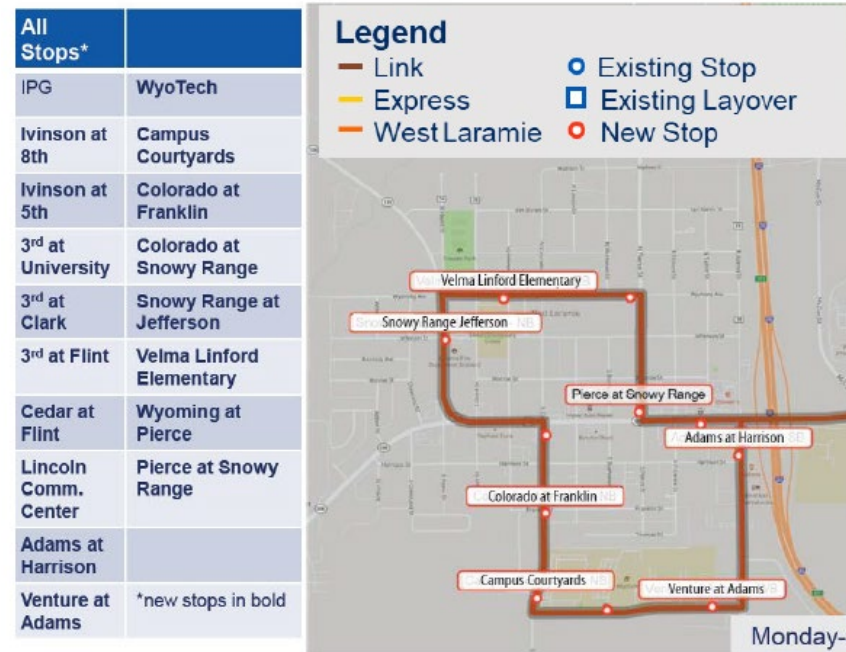


FIGURE 7. TRANSPORTATION STUDY PROPOSED WEST SIDE ROUTE



## 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

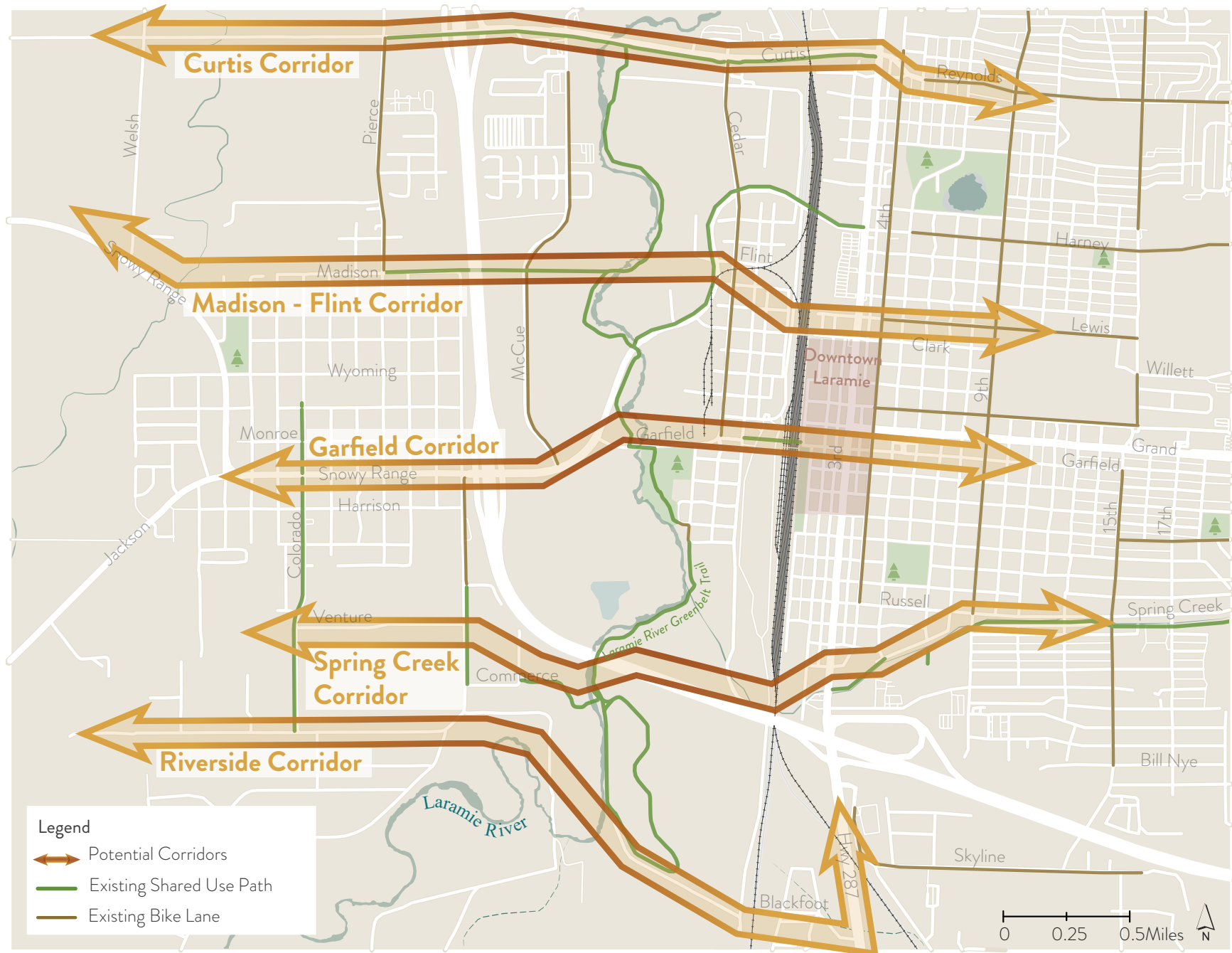
The analysis of the transportation network conditions, assets, and constraints culminated in establishing five Opportunity Corridors presented in [“Figure 8. Opportunity Corridors”](#). These corridors are identified as the most intuitive and direct east-west pathways from West Laramie to other neighborhoods. 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 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.

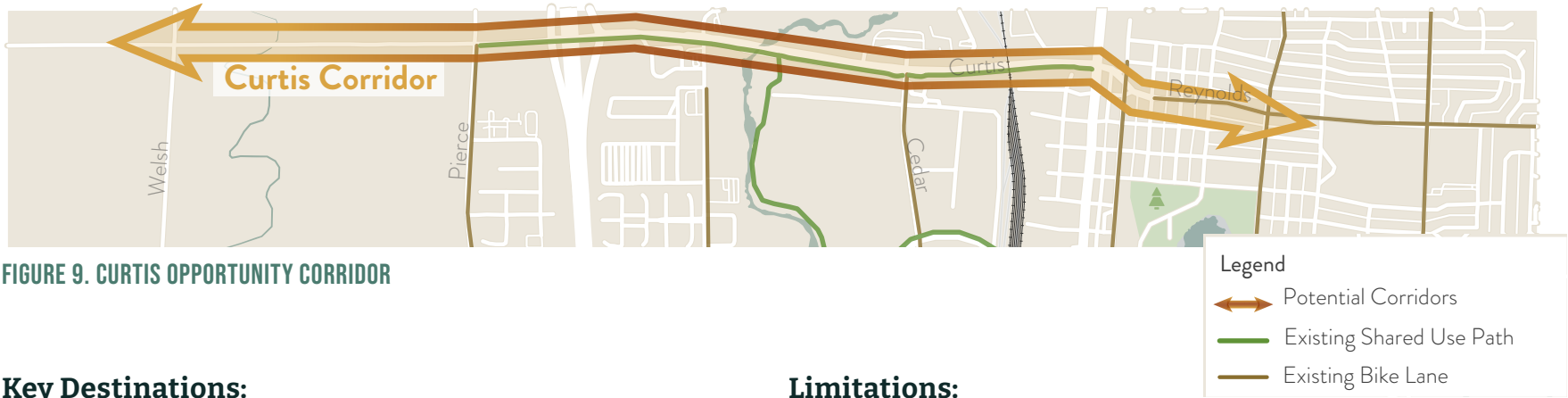


FIGURE 9. CURTIS OPPORTUNITY CORRIDOR

### 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.

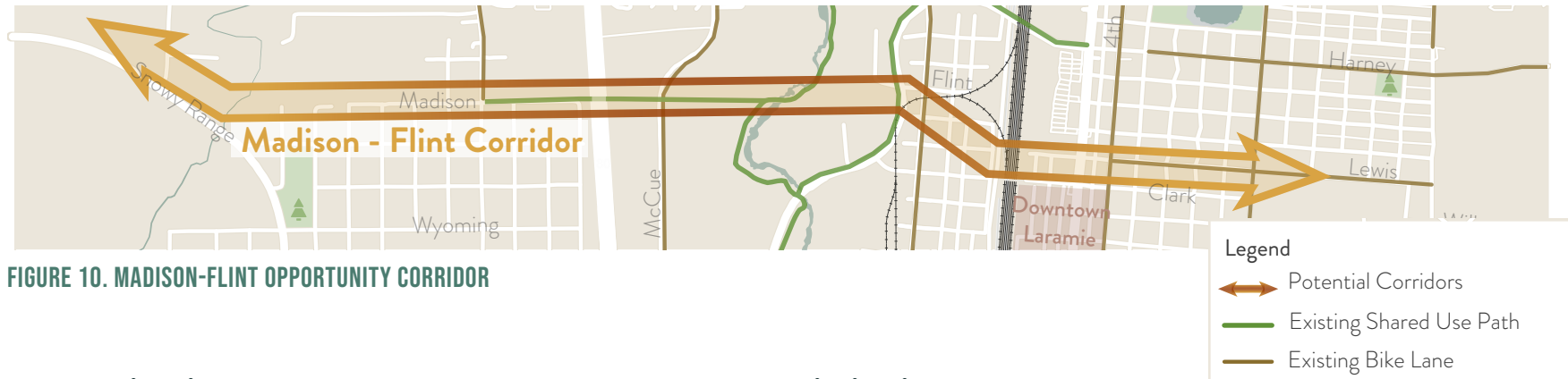


FIGURE 10. MADISON-FLINT OPPORTUNITY CORRIDOR

### 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.

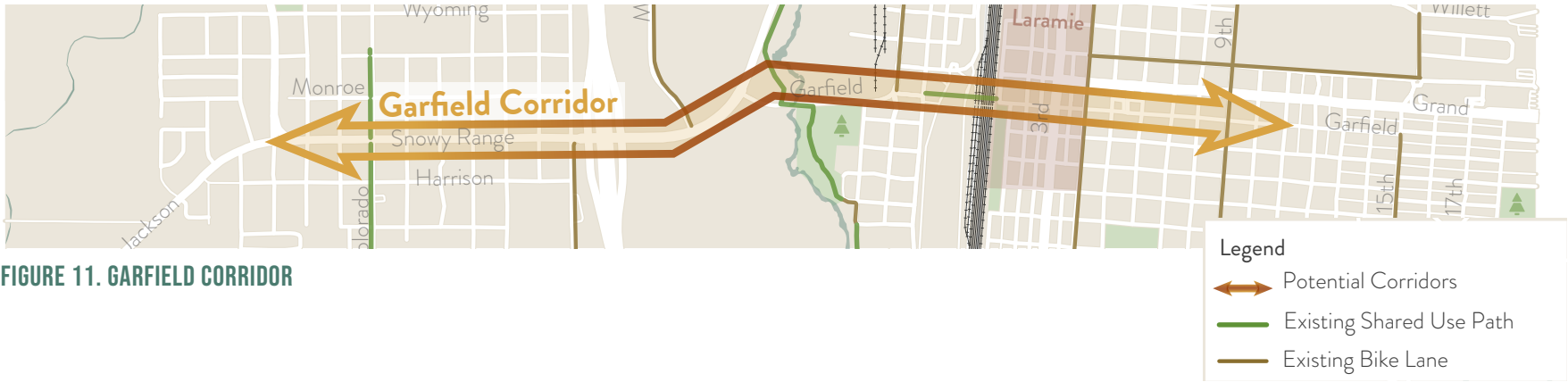


FIGURE 11. GARFIELD CORRIDOR

### 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.

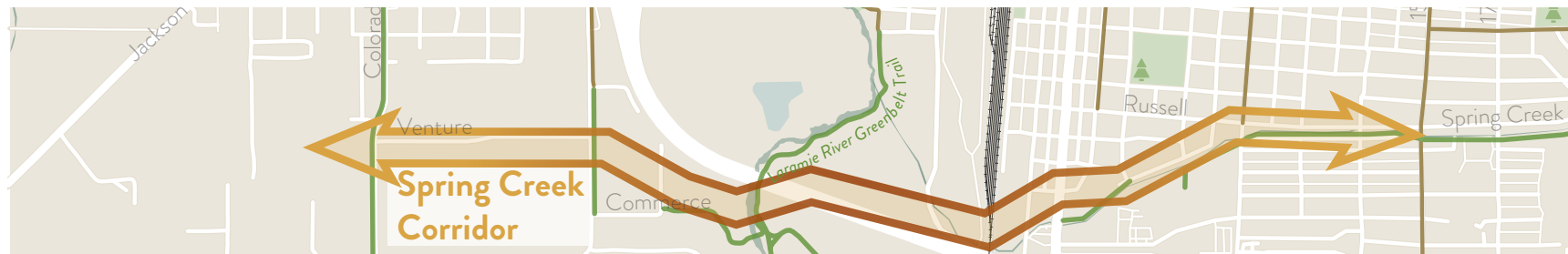


FIGURE 12. SPRING CREEK CORRIDOR

### Legend

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

### 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 through paved roadways with bike lanes and new shared-use trails

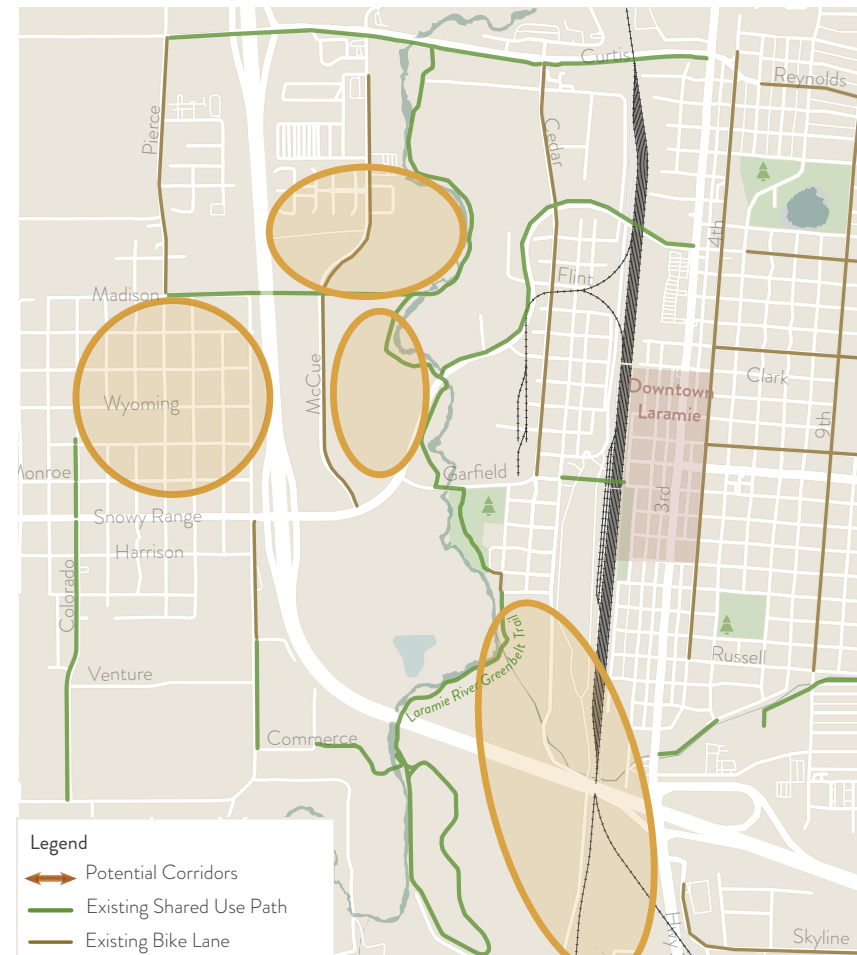


FIGURE 14. OFF-CORRIDOR STRATEGIES



## 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.



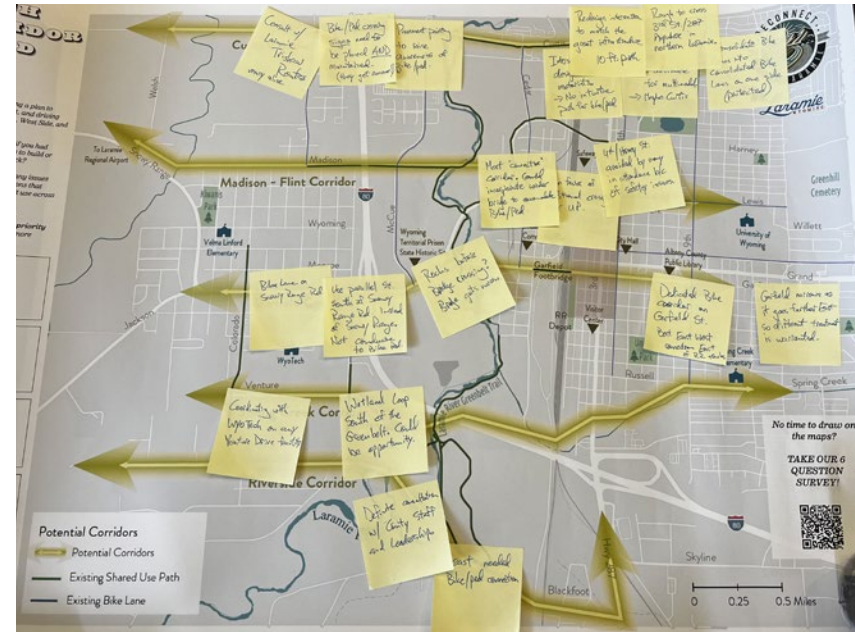
# Stakeholder Engagement

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](#).



# Reconnect WEST LARAMIE



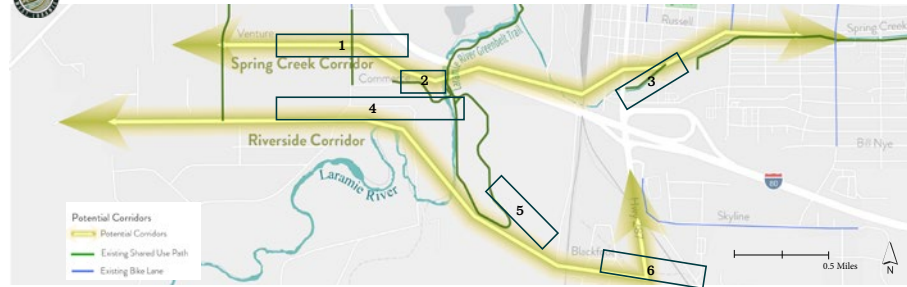
This project is a city-led, grant-funded planning project to help our community prioritize better walking, biking, transit, and driving connections between West Laramie, West Side, and East Laramie.

**SCAN THE QR CODE TO TAKE THE SURVEY, AND THANK YOU FOR SHARING YOUR INPUT!**

For more info, please contact Philipp Gabathuler, Planning Manager, 307-721-5232, [pgabathuler@cityoflaramie.org](mailto:pgabathuler@cityoflaramie.org)



## SPRING CREEK AND RIVERSIDE CORRIDOR



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**  
Add 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**  
Extend 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**  
Explore a new railroad crossing between Venture Dr. and Bill Nye along 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

### 4. TRAIL EXPANSION SOUTH OF WYOTEC



**COST: \$\$** **COMPLEXITY: VERY LOW**  
Formalize and extend the shared-use path south of the Wyotec 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 THE PLANT



**COST: \$\$\$** **COMPLEXITY: VERY HIGH**  
Improve trail access from Chorney Lamp and The Plant Plaza, 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 THE PLANT TO 287



**COST: \$\$\$** **COMPLEXITY: VERY HIGH**  
Extend the existing US 287 path west to The Plant Plaza on Blackfoot St., adding a water-retention crossing to bridge and pedestrianize. This strengthens the connection between US 287 and the Greenbelt Trail and could add an additional memory connection.

**HOW WOULD YOU PRIORITIZE THIS PROJECT? PLEASE PLACE A STICKER.**

Low Priority High Priority



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.





## Bicycle Boulevard/ Sharrows

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



## Pedestrian Bulbout/Curb Extensions

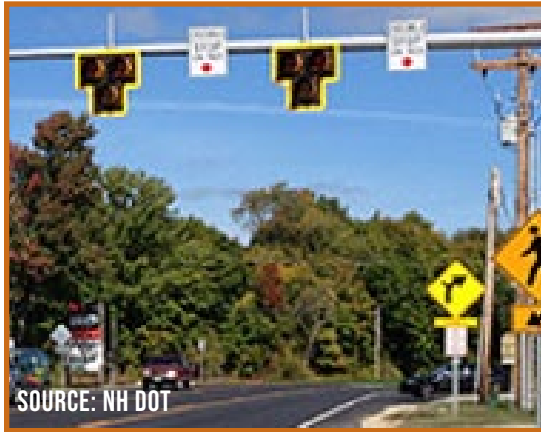
A sidewalk extension into the parking lane at intersections or mid-block crossings. Shortens pedestrian crossing distance, improves visibility between pedestrians and drivers, and can provide space for amenities like seating or landscaping.



## Mid-block Crossing

A pedestrian crossing located between intersections. 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.





## 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.



## 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.



## 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.



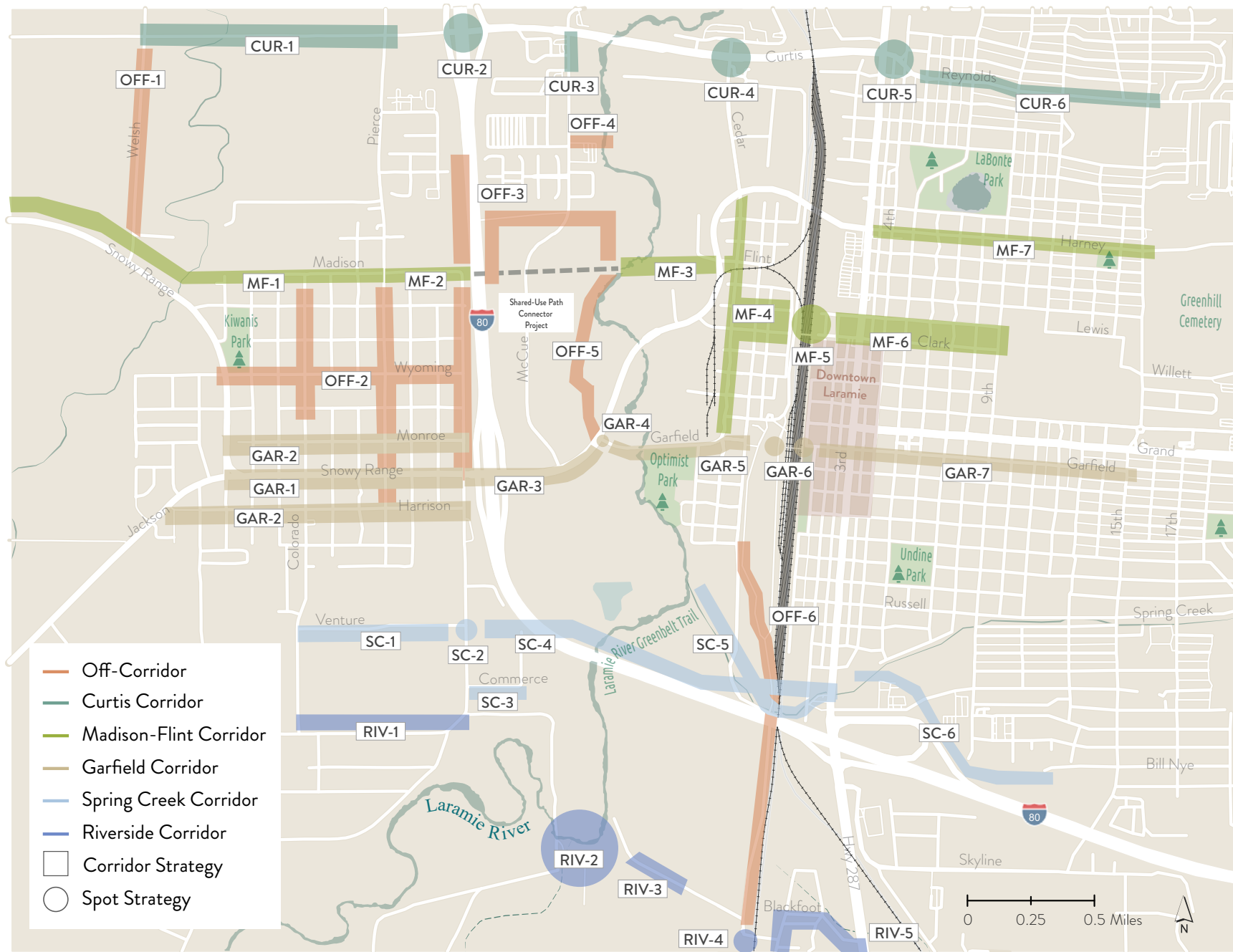
## STRATEGY INTRODUCTION

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.







COMMUNITY MEMBERS EXPLORE LARAMIE AND DISCUSS STRATEGIES TO IMPROVE CONNECTIVITY



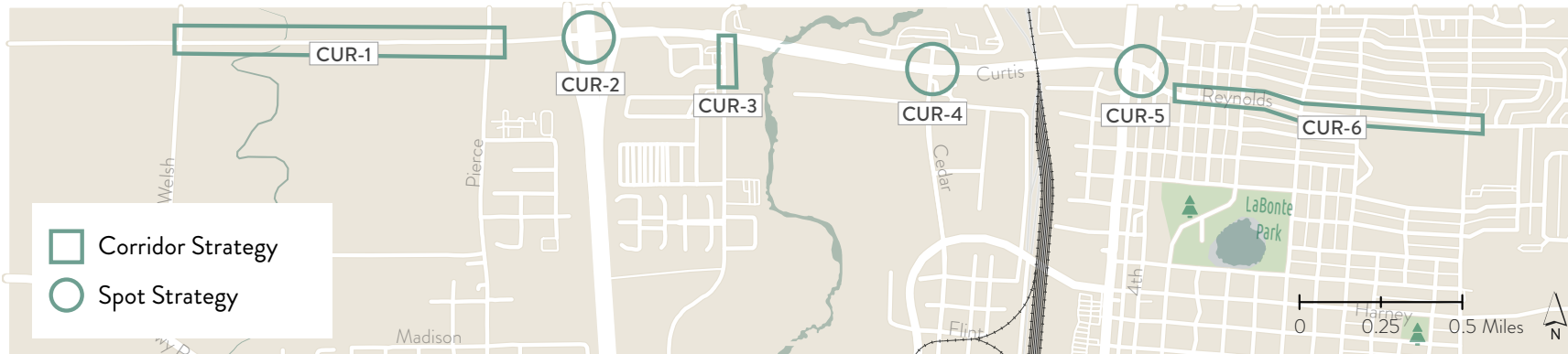
# Curtis Corridor Strategies

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

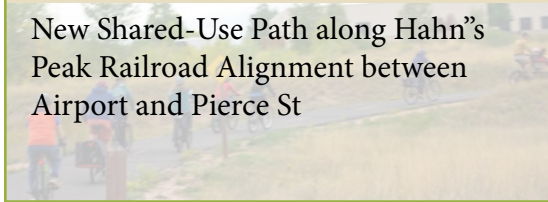


## Madison-Flint Corridor Strategies

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.

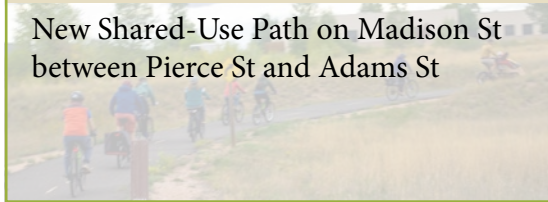
**MF-1**

New Shared-Use Path along Hahn’s Peak Railroad Alignment between Airport and Pierce St



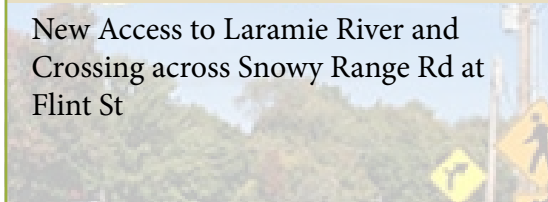
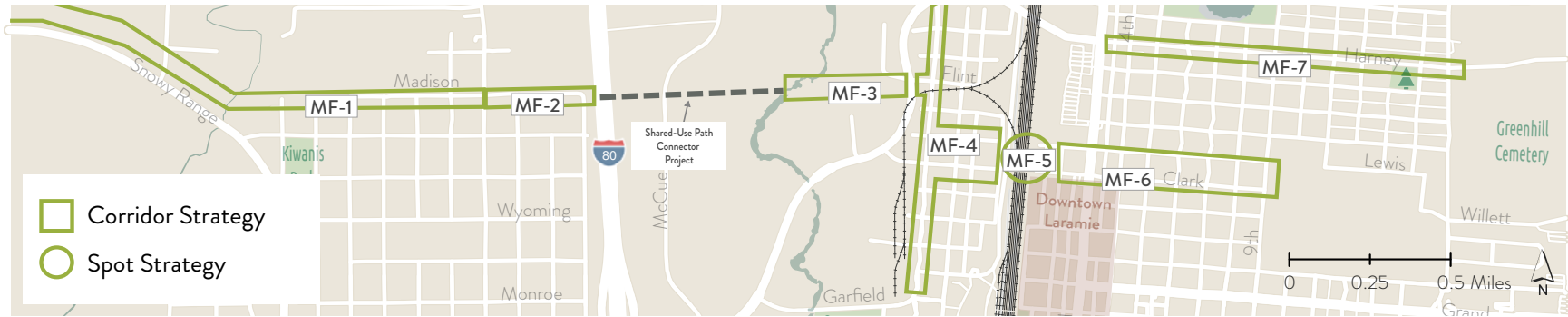
**MF-2**

New Shared-Use Path on Madison St between Pierce St and Adams St



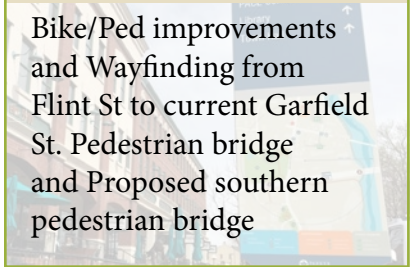
**MF-3**

New Access to Laramie River and Crossing across Snowy Range Rd at Flint St

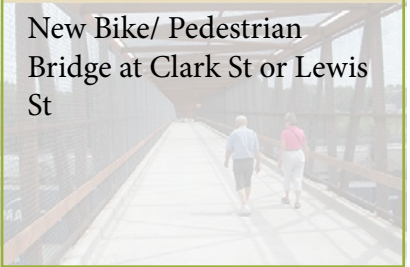
**MF-4**

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



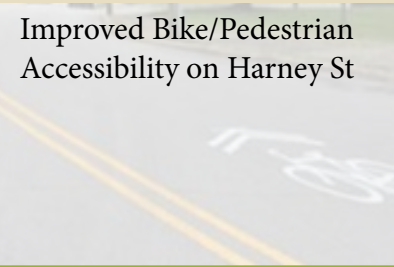
**MF-6**

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.

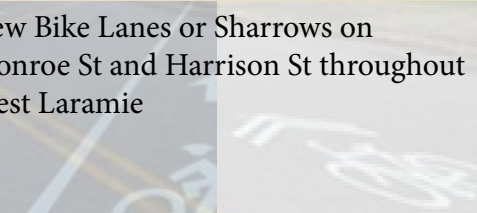
**GAR-1**

New Bike Lanes or Shared-Use Path on Snowy Range Rd between Hayes St and Adams St



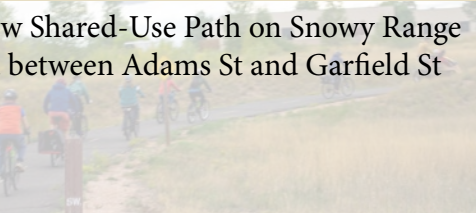
**GAR-2**

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



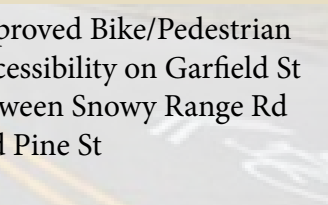

**GAR-4**

New Pedestrian Crossing across Snowy Range Rd at Garfield St



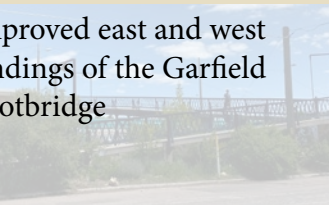
**GAR-5**

Improved Bike/Pedestrian Accessibility on Garfield St between Snowy Range Rd and Pine St



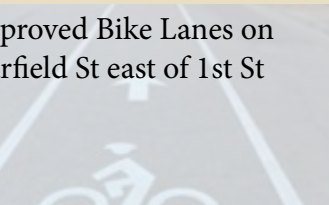
**GAR-6**

Improved east and west landings of the Garfield Footbridge



**GAR-7**

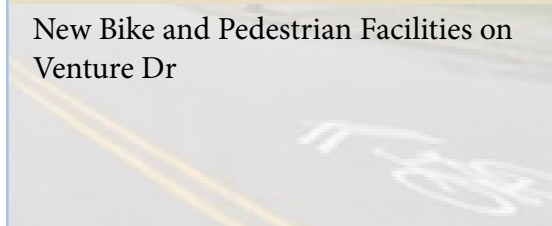
Improved Bike Lanes on Garfield St east of 1st St



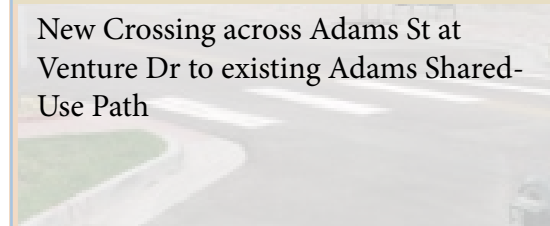

## Spring Creek Corridor Strategies

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.

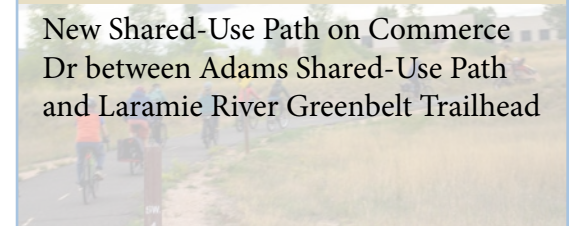
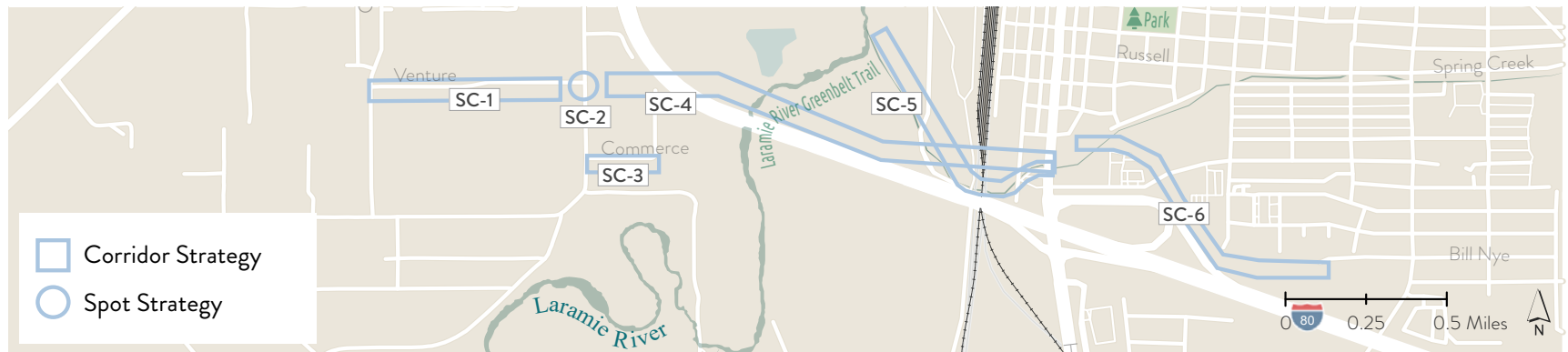
**SC-1**  
 New Bike and Pedestrian Facilities on Venture Dr



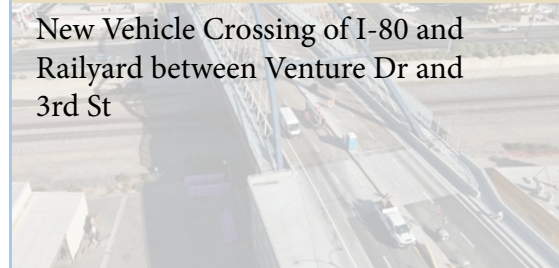
**SC-2**  
 New Crossing across Adams St at Venture Dr to existing Adams Shared-Use Path



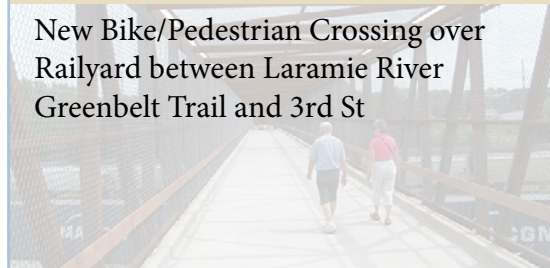
**SC-3**  
 New Shared-Use Path on Commerce Dr between Adams Shared-Use Path and Laramie River Greenbelt Trailhead


**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



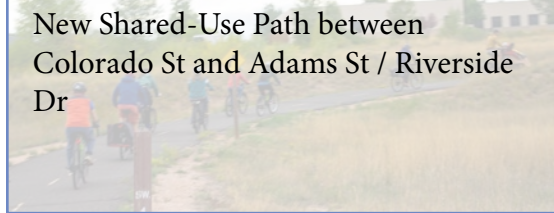
SOURCE: WYDOT



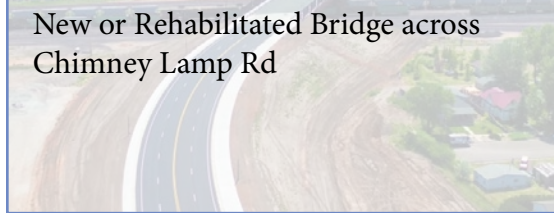
# Riverside Corridor Strategies

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.

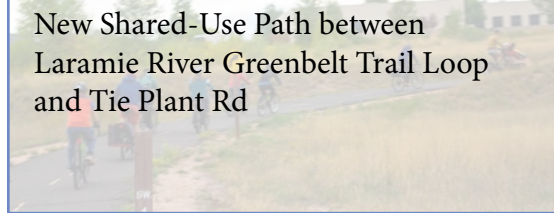
**RIV-1**  
 New Shared-Use Path between Colorado St and Adams St / Riverside Dr



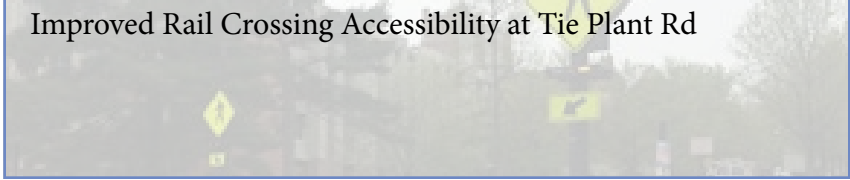
**RIV-2**  
 New or Rehabilitated Bridge across Chimney Lamp Rd



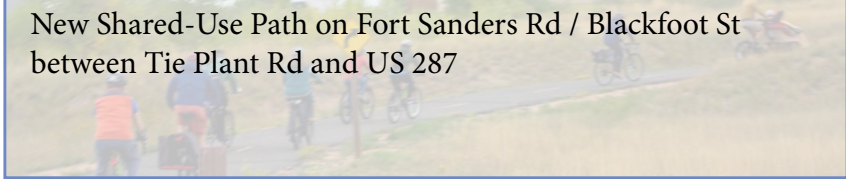
**RIV-3**  
 New Shared-Use Path between Laramie River Greenbelt Trail Loop and Tie Plant Rd




**RIV-4**  
 Improved Rail Crossing Accessibility at Tie Plant Rd

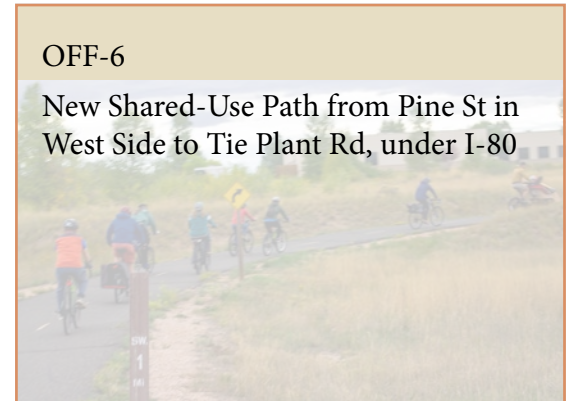
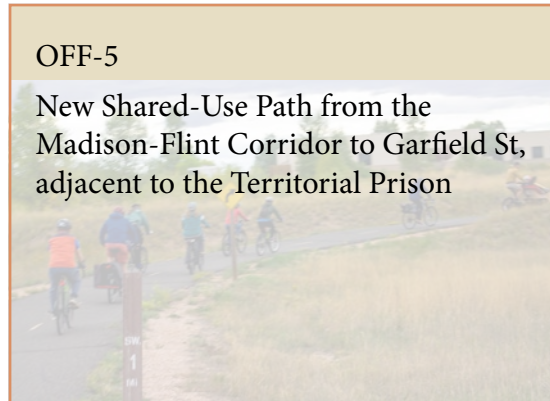
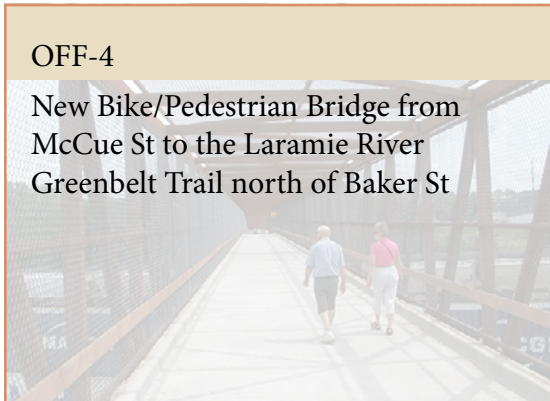
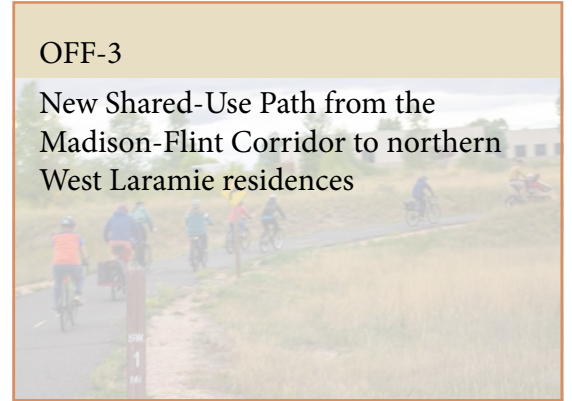
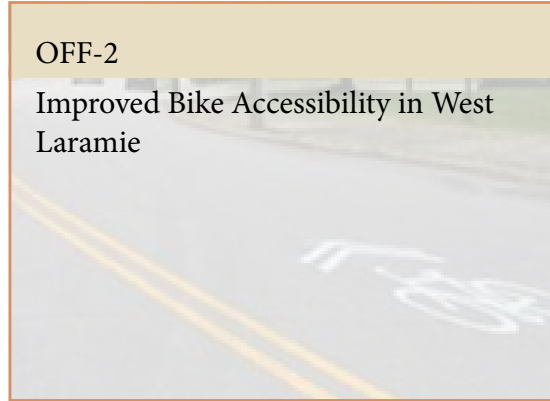


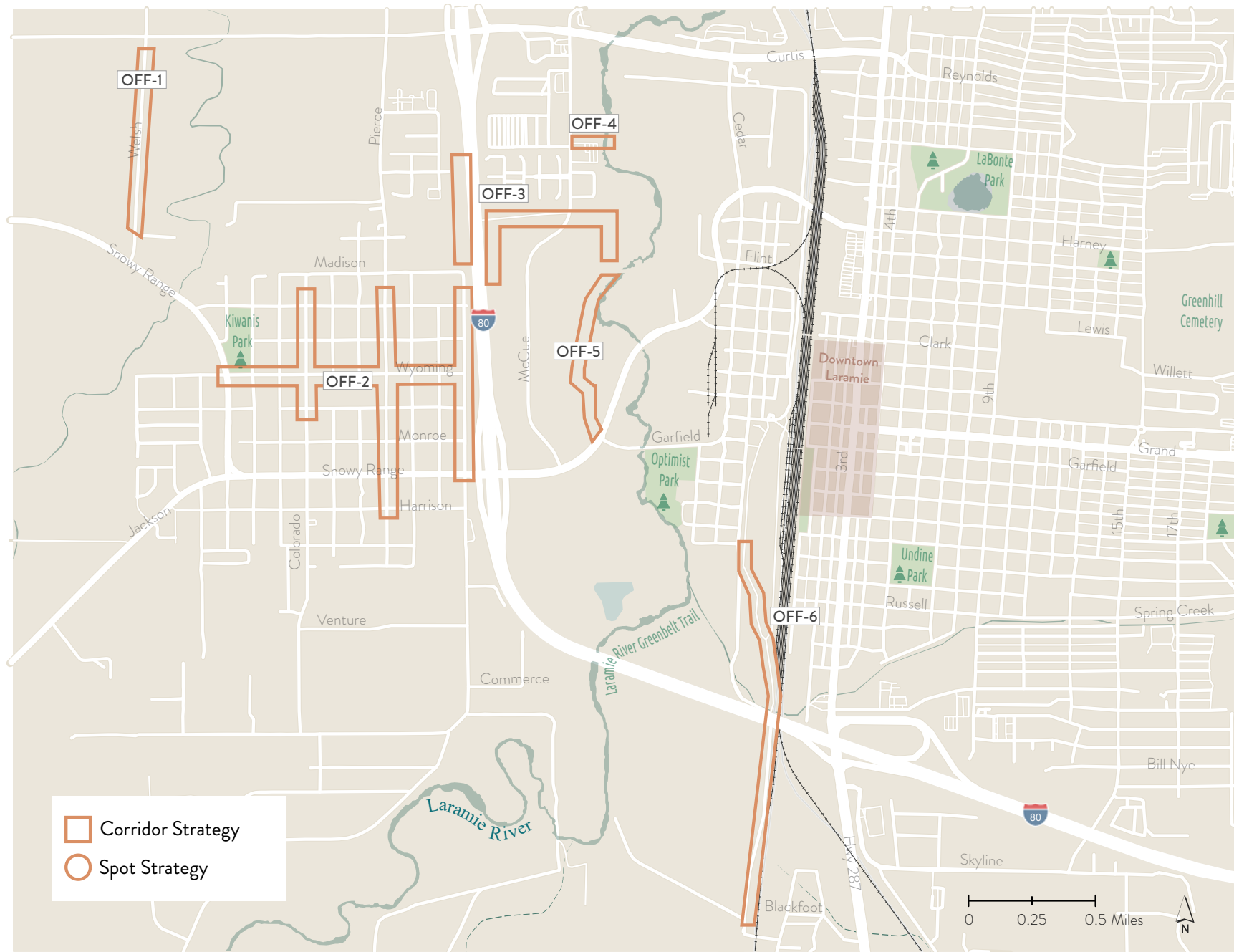
**RIV-5**  
 New Shared-Use Path on Fort Sanders Rd / Blackfoot St between Tie Plant Rd and US 287




## 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.











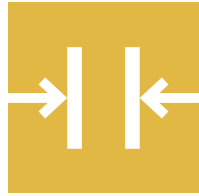
## STRATEGY PRIORITIZATION METHODOLOGY

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.

City of Laramie  
**Parks and Recreation Master Plan**



Adopted February 22, 2016  
Certified March 1, 2016



## 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.

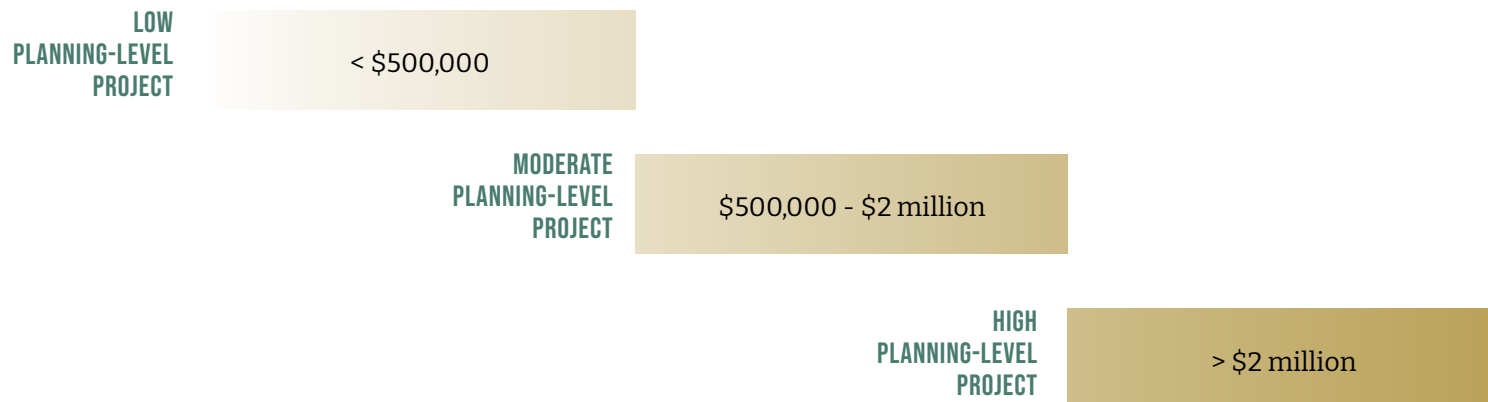
### Design Concepts

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).

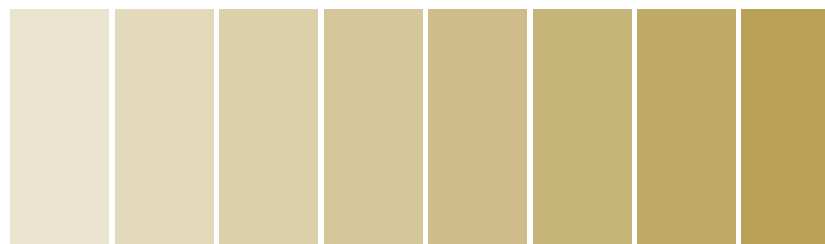
### Tier 2 (Score 4 to 5)

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.

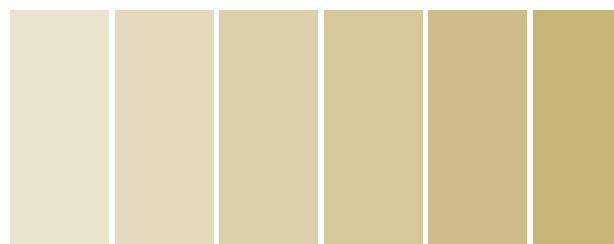
### Tier 3 (Score 0.5 to 3.5)

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.

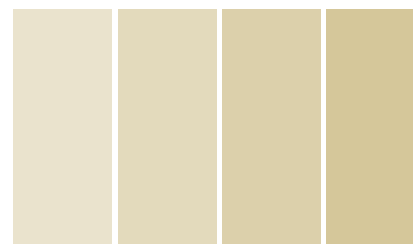
### TIER 1: TOTAL SCORE OF 5.5-6.5



### 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
<b>TIER 1</b>	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
<b>TIER 2</b>	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
<b>TIER 3</b>	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	



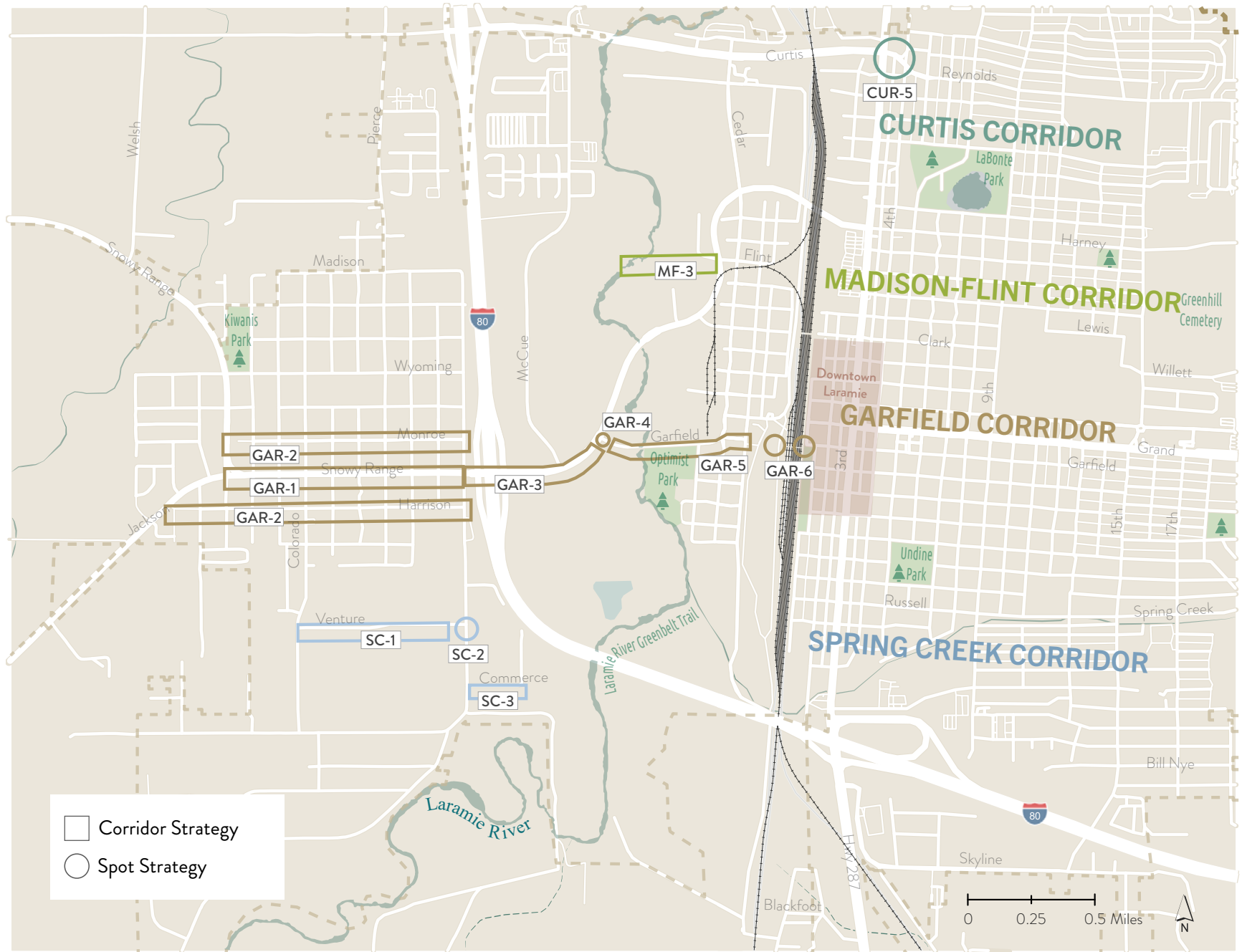


FIGURE 16. TIER 1 STRATEGIES MAP



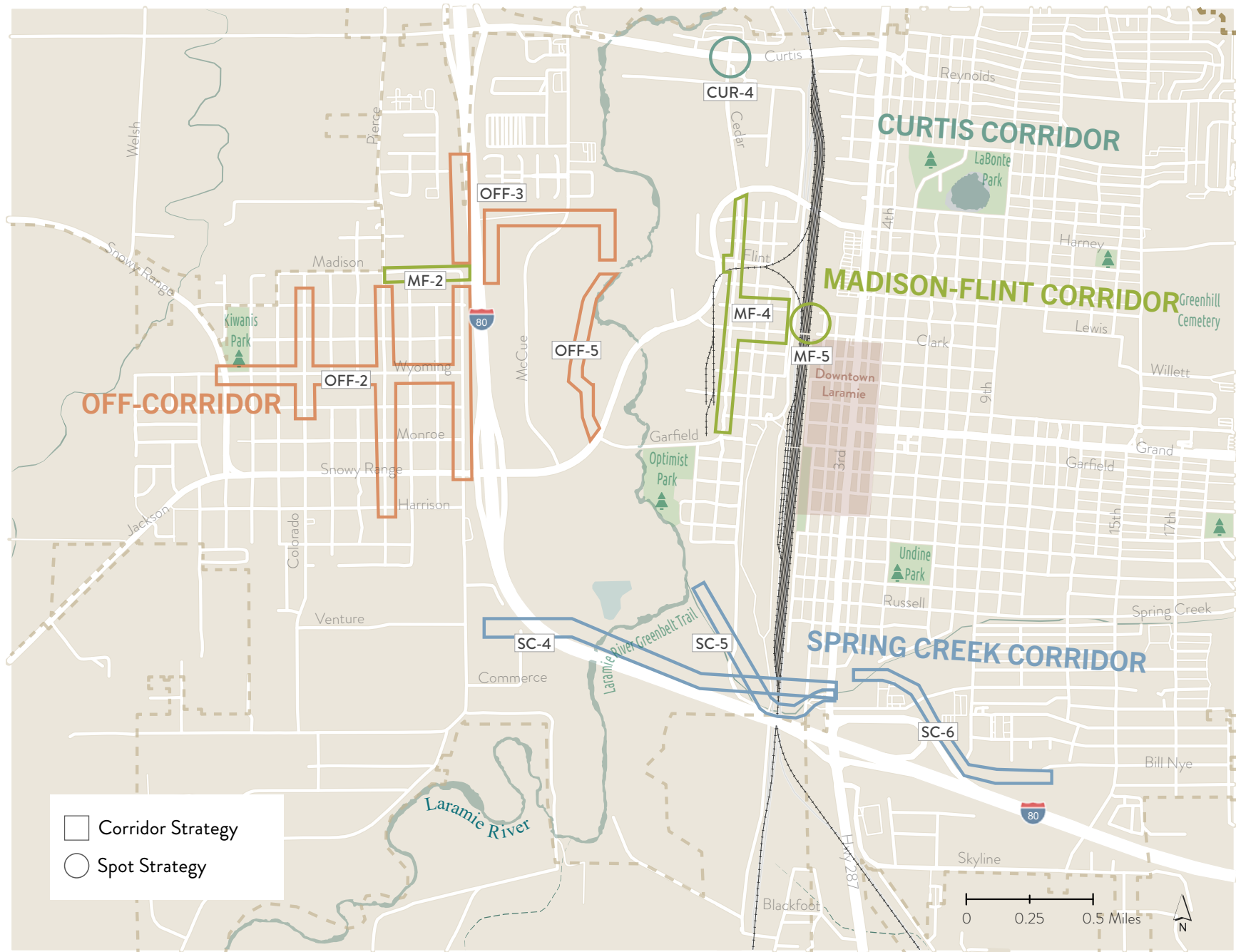


FIGURE 17. TIER 2 STRATEGIES MAP



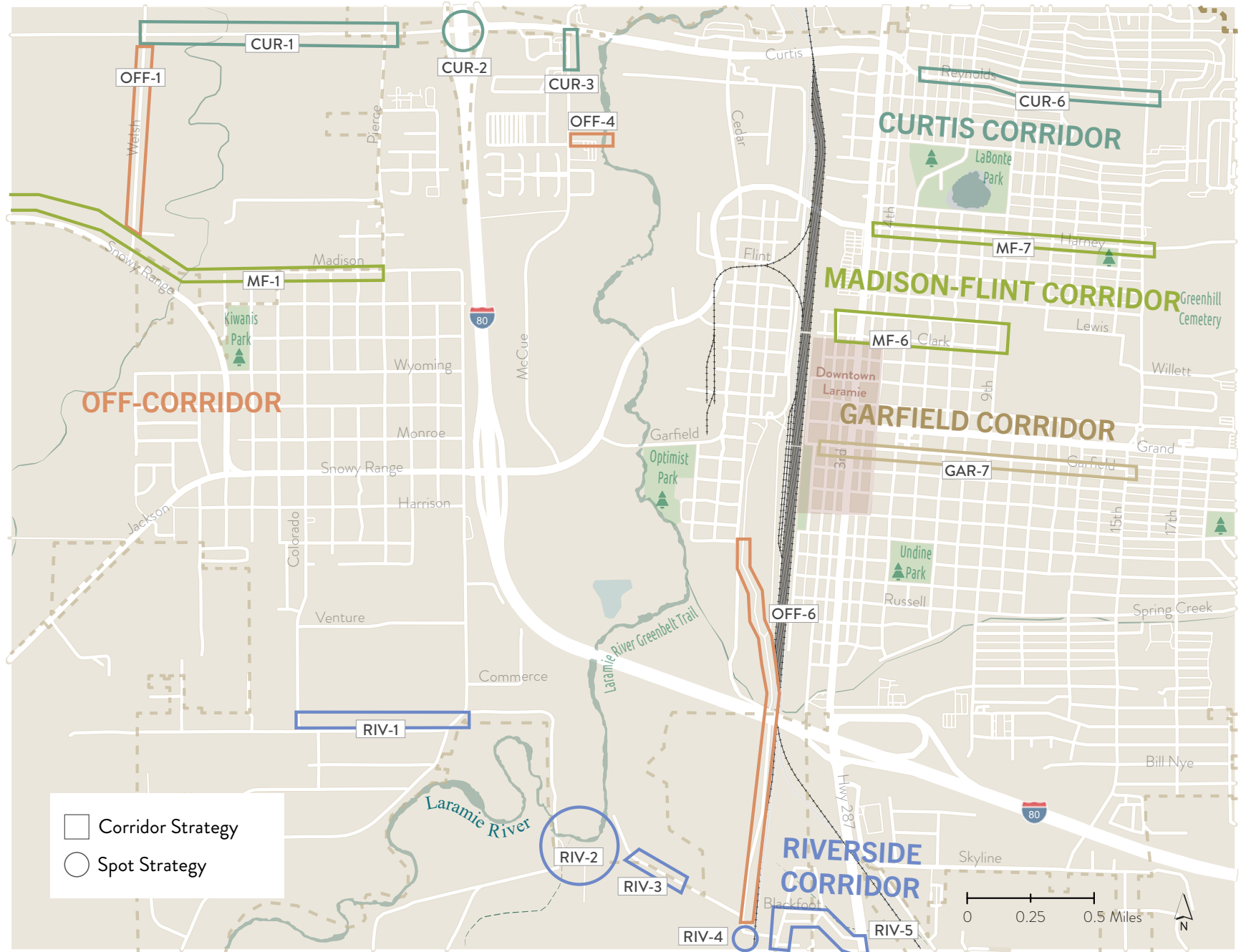


FIGURE 18. TIER 3 STRATEGIES MAP

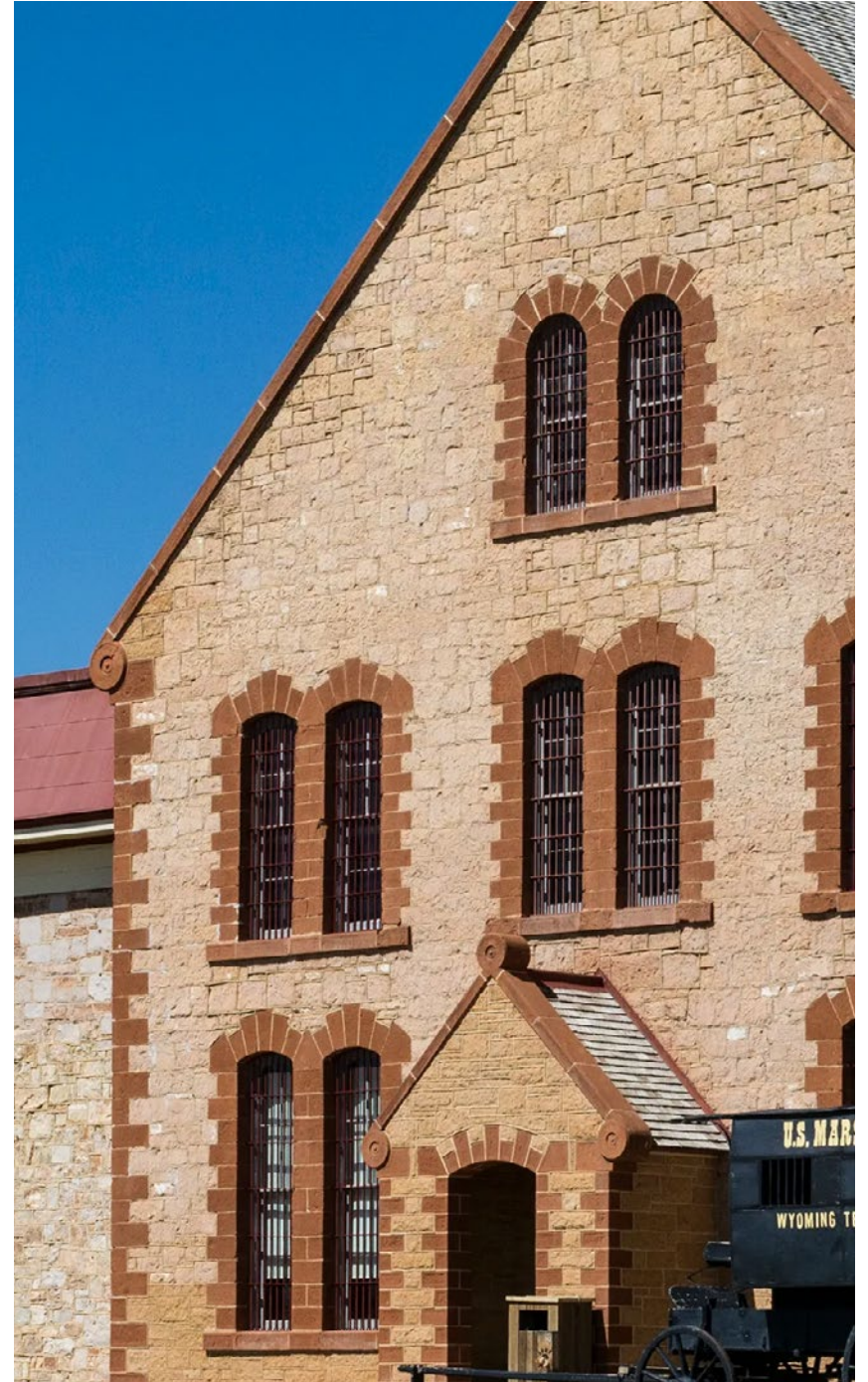




## SELECT CONCEPT DESIGNS & COSTS

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](#).

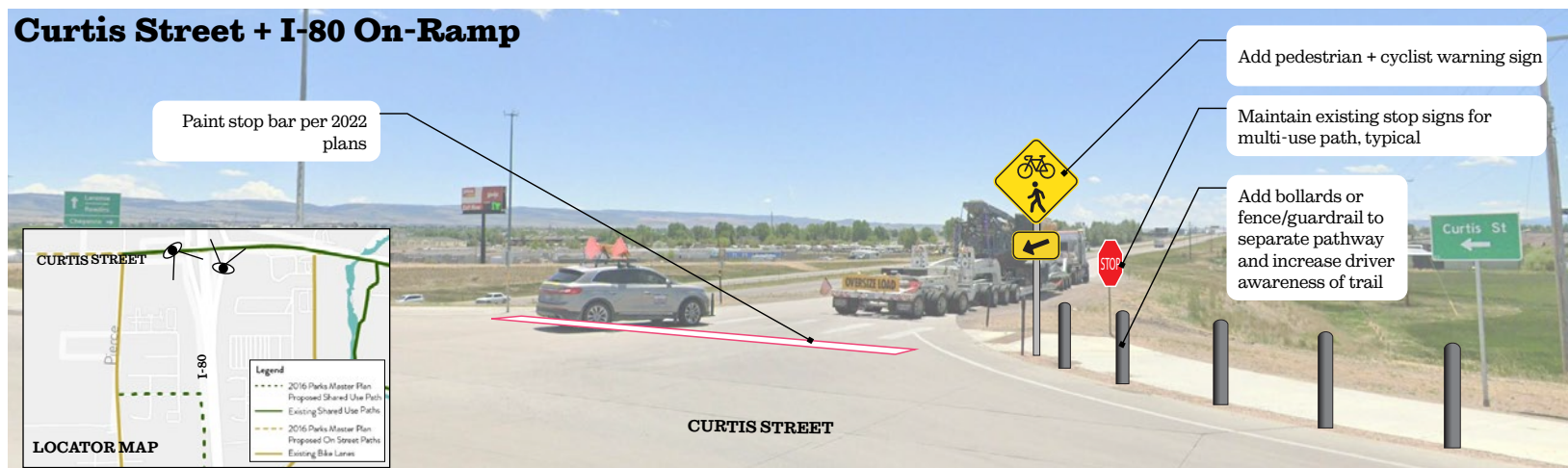
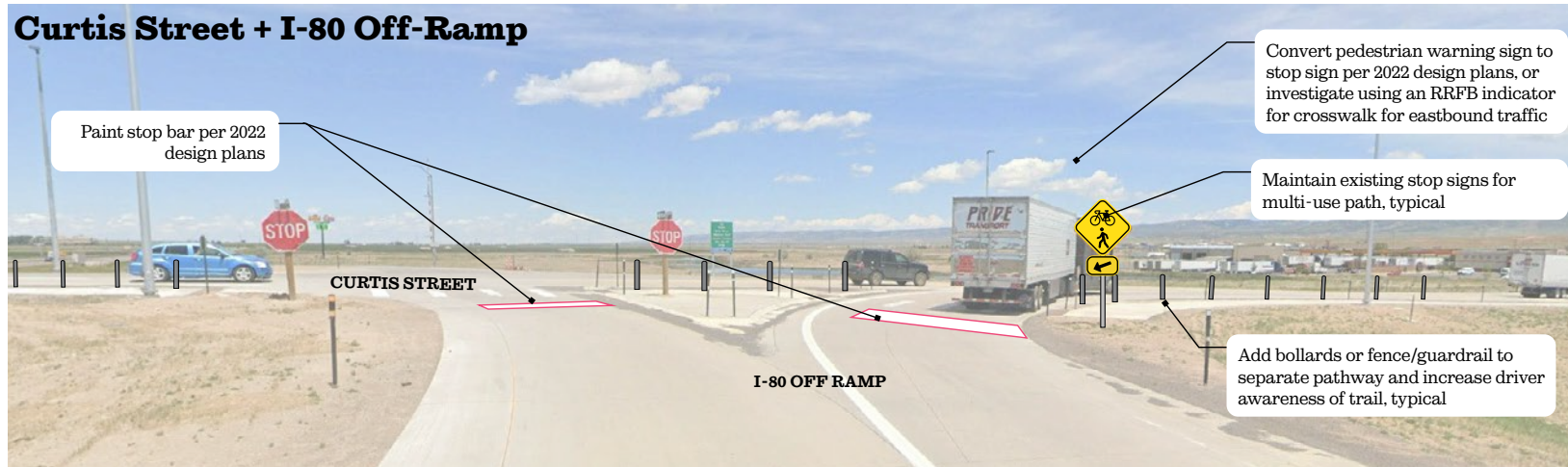
All traffic control measures, recommendations, and assumptions identified in strategy designs and project descriptions are conceptual in nature and subject to verification through detailed engineering analysis. Final design and implementation of traffic control devices, intersection control, and roadway 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

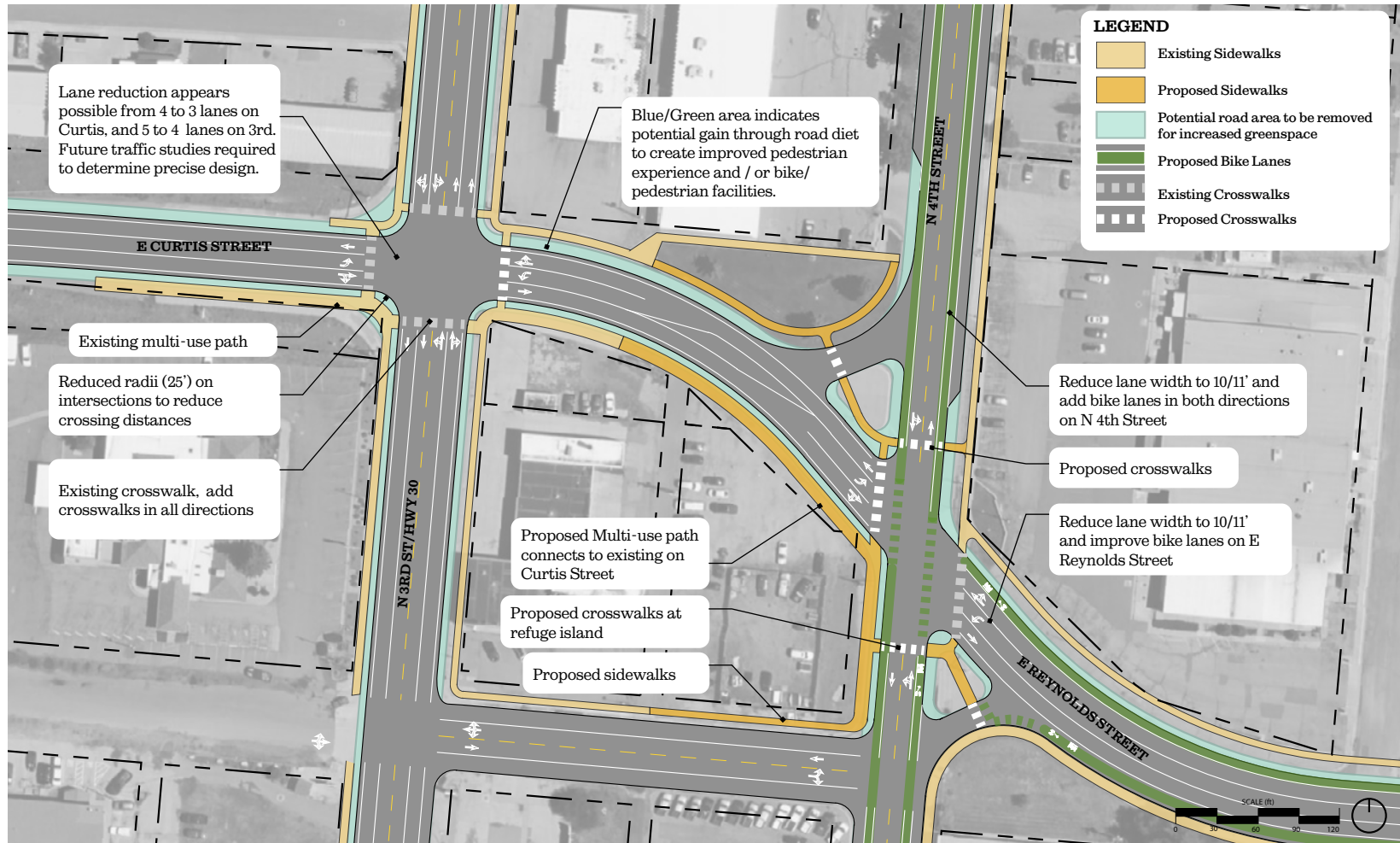
This strategy aims to better define the Curtis Off-Street Multi-Use Pathway through two challenging I-80 ramp crossings. The enhanced crossings would bring clarity of right-of-way between pedestrians, bicyclists, and vehicular traffic.



## CUR-5: New Protected Intersections at 3rd & 4th Streets

Tier 1 | Conceptual Cost: ~\$62,000

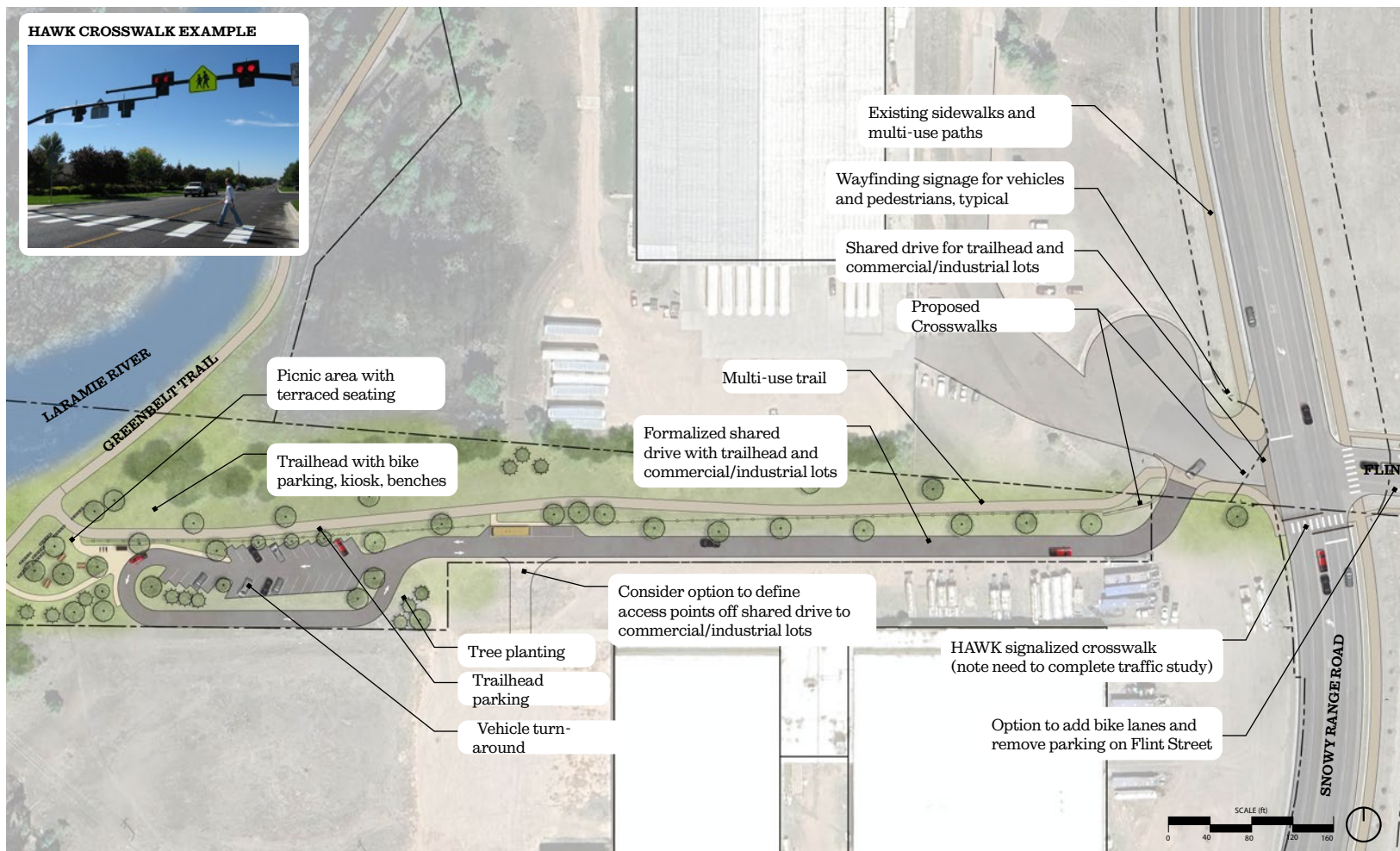
This strategy aims to better define the Curtis Off-Street Multi-Use Pathway through two challenging I-80 ramp crossings. The enhanced crossings would bring clarity of right-of-way between pedestrians, bicyclists, and vehicular traffic.



# MF-3: New Accessibility to Laramie River Across Snowy Range Rd at Flint St

Tier 1 | Conceptual Cost: ~\$1.0m

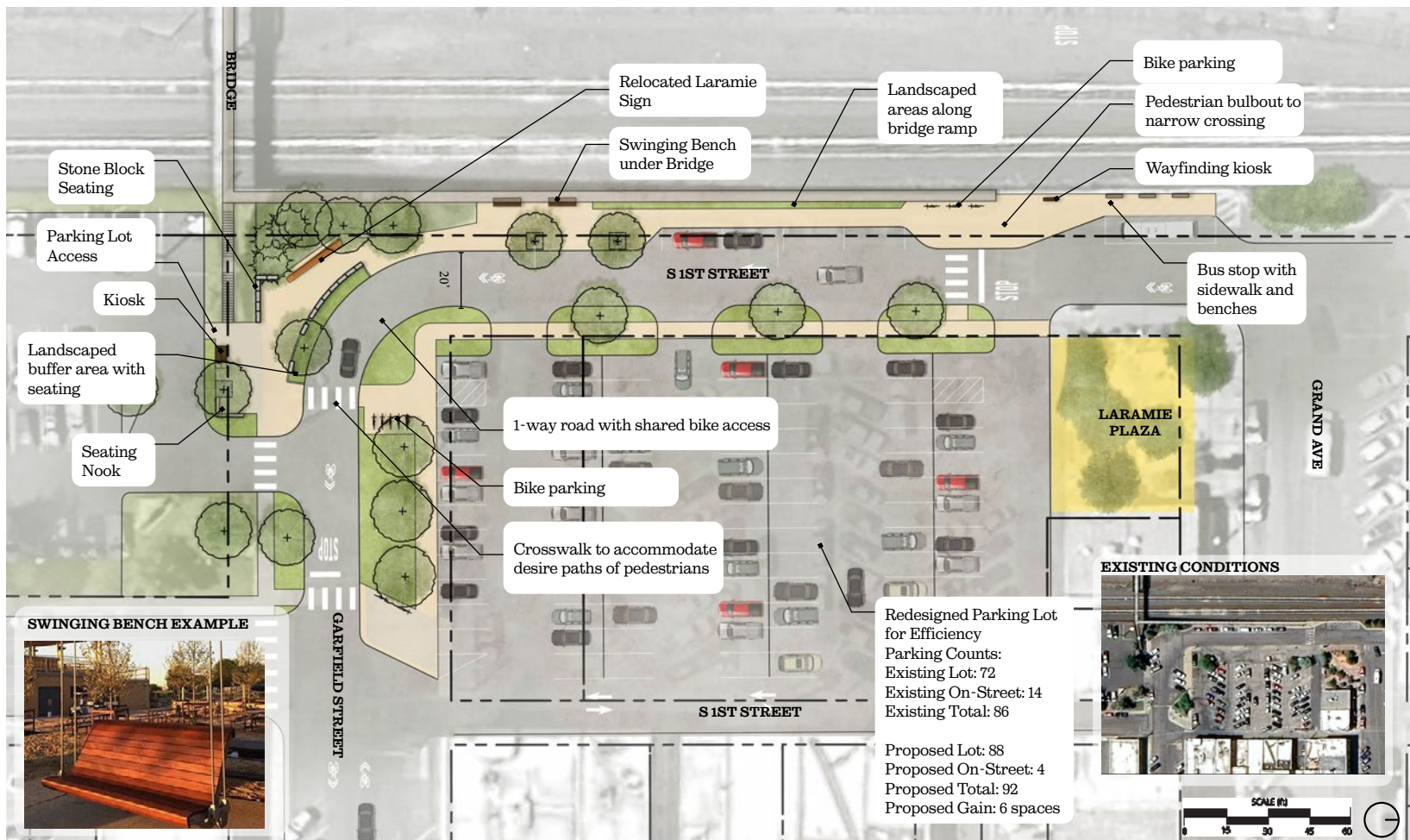
This strategy provides a welcoming new trailhead opportunity to the Laramie River from Snowy Range Road. This trailhead also extends a clear pathway for the connector between West Laramie (Madison Street) and the West Side (Flint Street).



## GAR-6: Improved East Landing of the Garfield Footbridge

Tier 1 | Conceptual Cost: ~\$1.5m

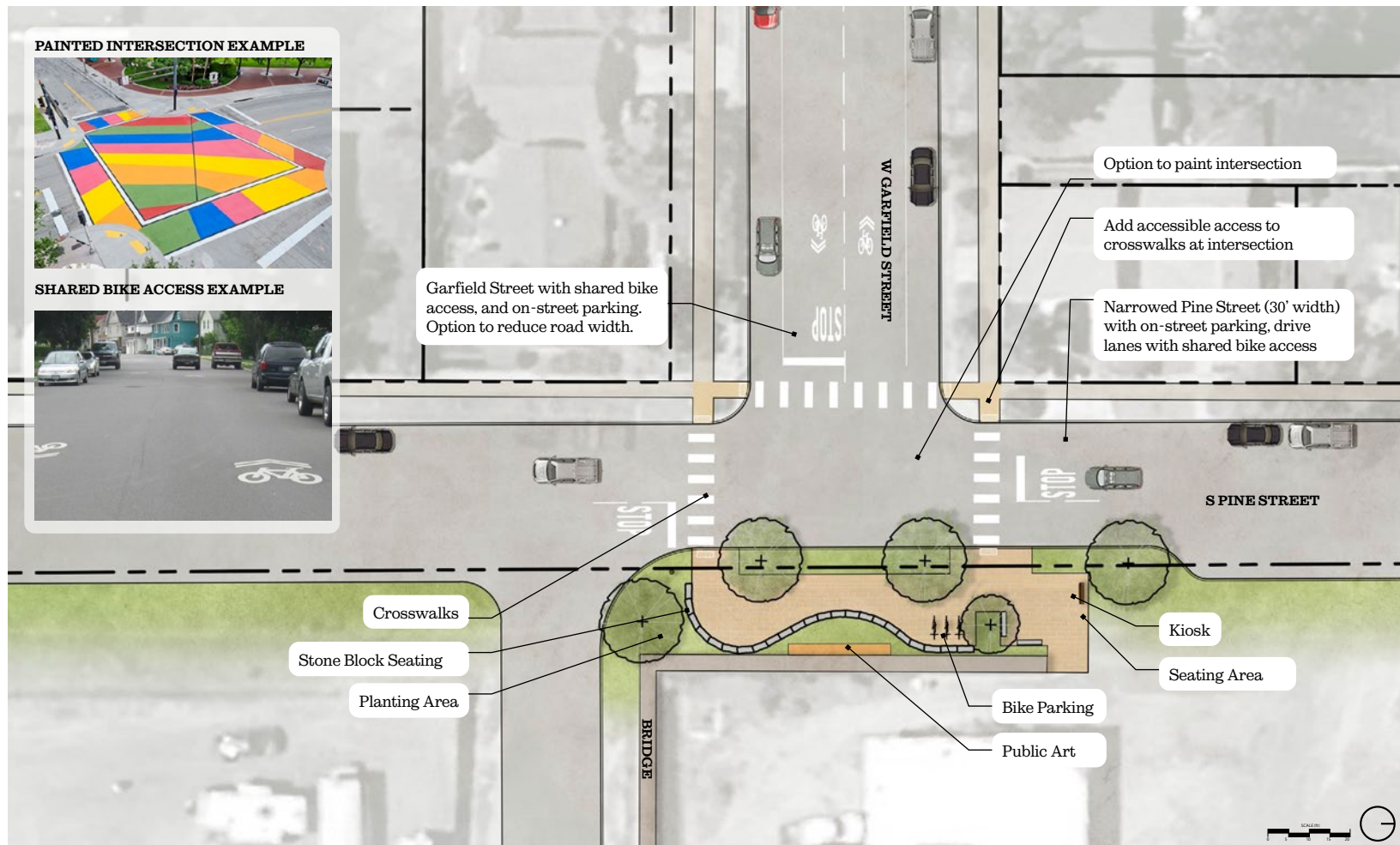
This strategy improves the pedestrian and bicycle access experience at the east landing of the Garfield Footbridge, aiming to draw a greater level of pedestrian and bicycle traffic between Downtown Laramie, the West Side, and West Laramie.



# GAR-6: Improved West Landing of the Garfield Footbridge

Tier 1 | Conceptual Cost: ~\$488,000

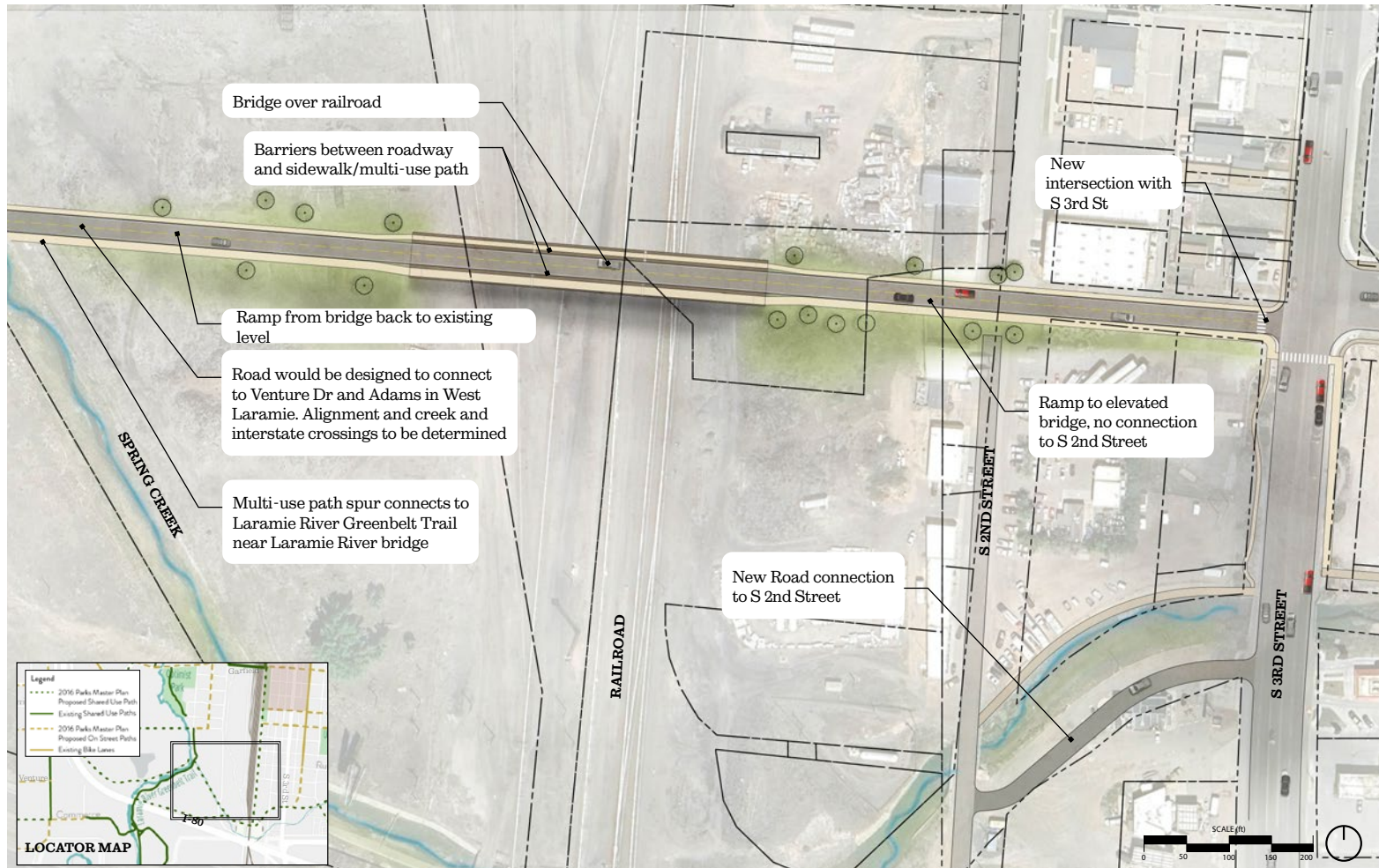
This strategy improves the pedestrian and bicycle access experience at the west landing of the Garfield Footbridge, aiming to draw a greater level of pedestrian and bicycle traffic between Downtown Laramie, the West Side, and West Laramie.



# SC-4: New Roadway Crossing of I-80 and UPRR Corridor Between Venture Dr and 3rd St

Tier 2 | Conceptual Cost: ~\$15.6m

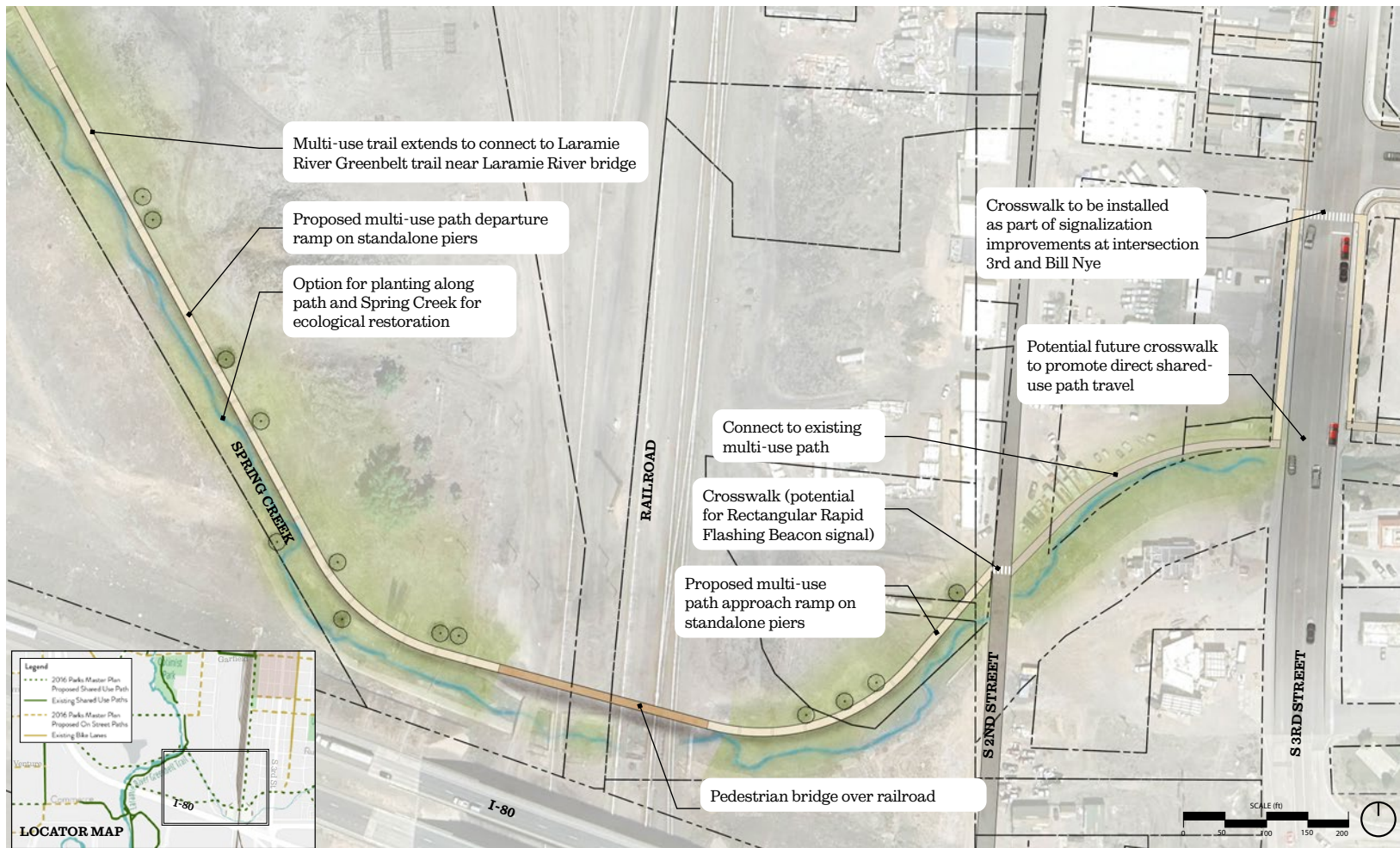
This is a transformational strategy that would connect West Laramie to East Laramie in the southern end of the City, crossing over both the Union Pacific railyard and I-80. This roadway option would allow for vehicle traffic between the two neighborhoods.



# SC-5: New Bike/Pedestrian Crossing Over Railway 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 railway. 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
<a href="#">Rural &amp; Tribal Assistance Pilot</a>	USDOT – Build America Bureau	Planning/design for rural & tribal transportation projects	\$54.2M available; no match; first come first serve	Beginning September 8, 2025
<a href="#">BUILD (formerly TIGER/RAISE)</a>	USDOT / FHWA	Multimodal surface transportation with local/regional impact	TBD	January 30, 2025
<a href="#">INFRA (via Multimodal Project Discretionary Grant MPDG Process)</a>	USDOT / FHWA	Multimodal freight/highway of national importance	TBD	May 6, 2023
<a href="#">Rural Surface Transportation Grant Program (via Multimodal Project Discretionary Grant MPDG Process)</a>	USDOT / FHWA	Projects to improve the surface transportation infrastructure in rural areas, improving connectivity and safety	90% of funding is awarded in amounts of \$25 M or more	May 6, 2024
<a href="#">MEGA Program (via Multimodal Project Discretionary Grant MPDG Process)</a>	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
<a href="#">Safe Streets and Roads for All (SS4A)</a>	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
<a href="#">Promoting Resilient Operations for Transportation Efficient, and Cost-saving Transportation (PROTECT) Program</a>	FHWA	Resilience-focused transportation planning & projects	Up to \$576 M	February 24, 2025
<a href="#">Reconnecting Communities Pilot (RCP) Program</a>	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
<a href="#">Transportation Alternatives (TA)</a>	WYDOT	Community-based projects that expand travel choices	Local match of 9.51%	June 1, 2025
<a href="#">Congestion Mitigation and Air Quality Improvement Program (CMAQ)</a>	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.



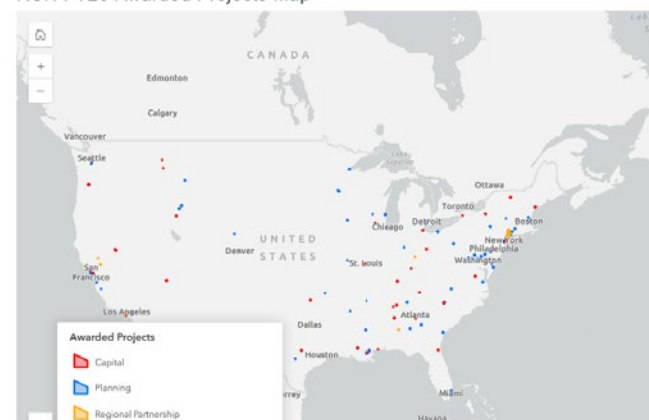
BRICKLINE GREENWAY OVERVIEW MAP

## 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.

RCN FY23 Awarded Projects Map



MAP OF 2023 RECONNECTING COMMUNITIES AWARDED PROJECTS (FHWA)

