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.

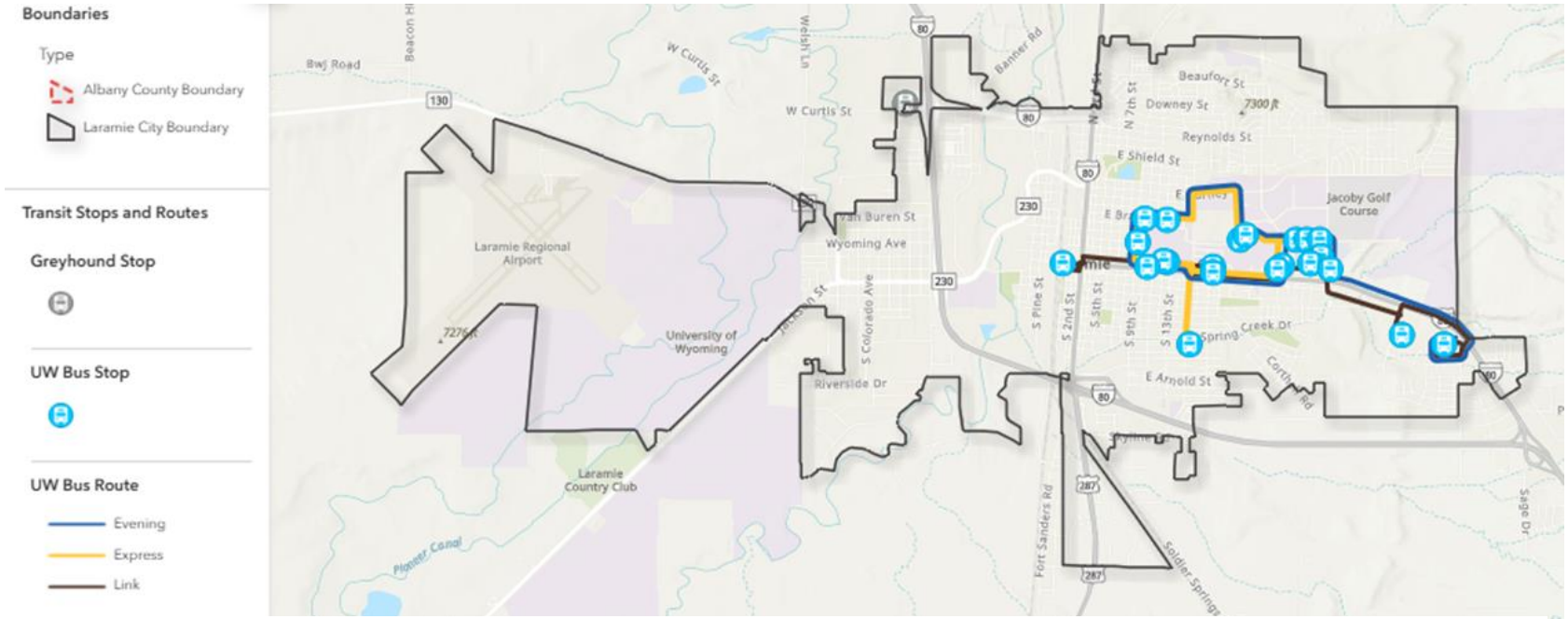

Figure 1: Map of existing transit routes and stops

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.

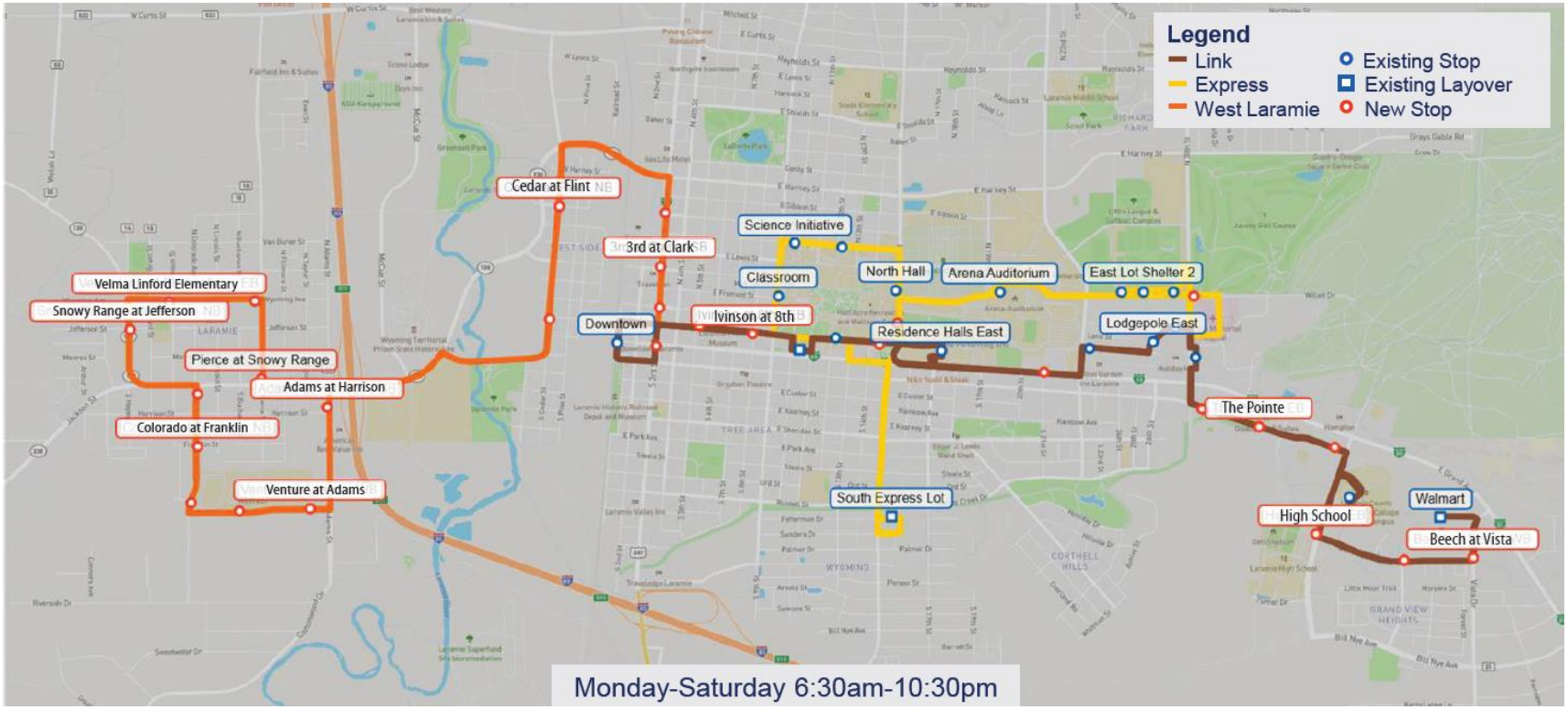

Figure 3: Map of short-term service plan routes

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.

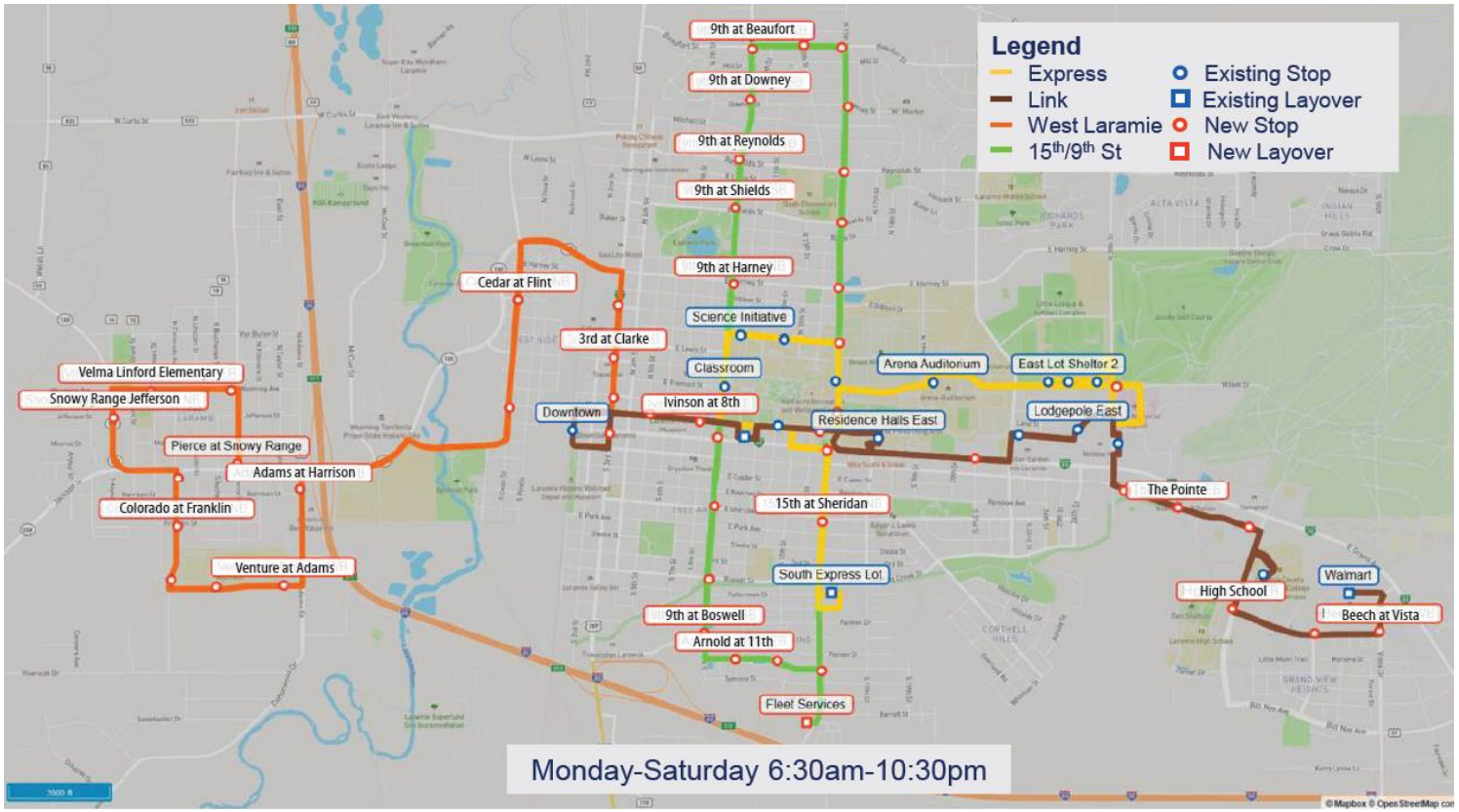

Figure 4: Map of mid-term service plan routes

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.

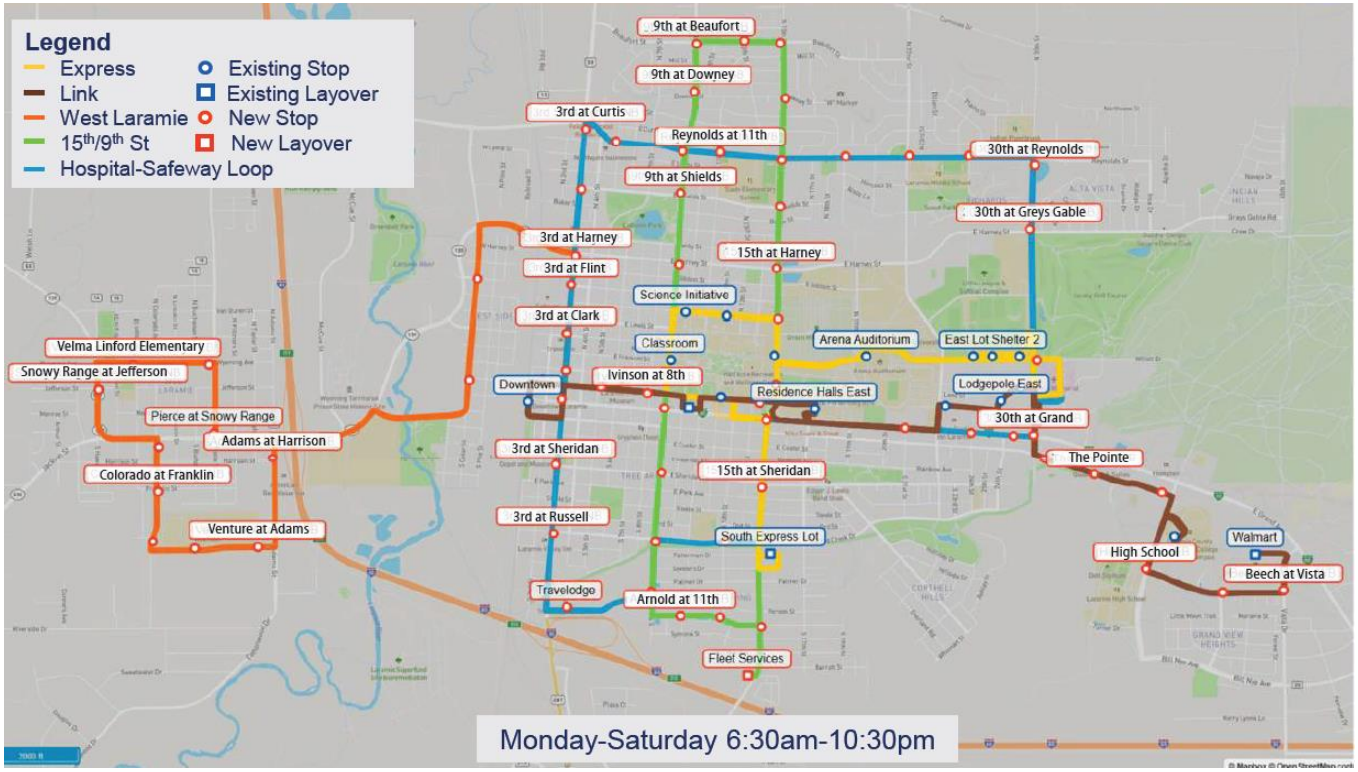

Figure 5: Map of long-term service plan routes

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.

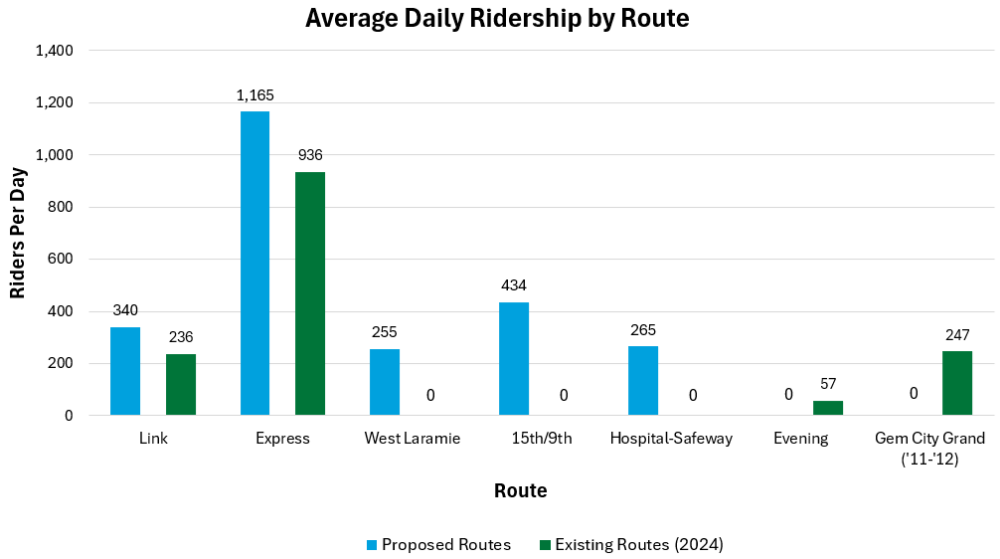

Figure 7: Ridership projections

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

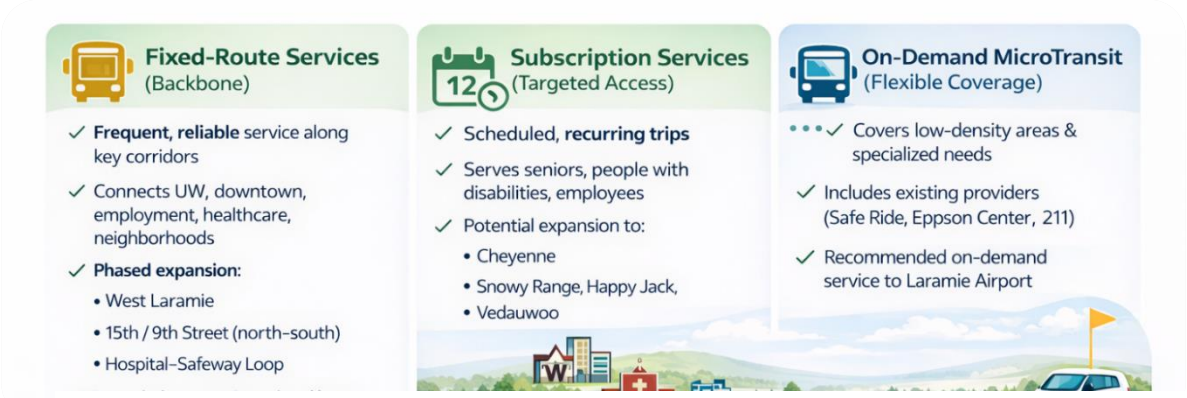

Figure 8: Map of short-term service plan routes

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.

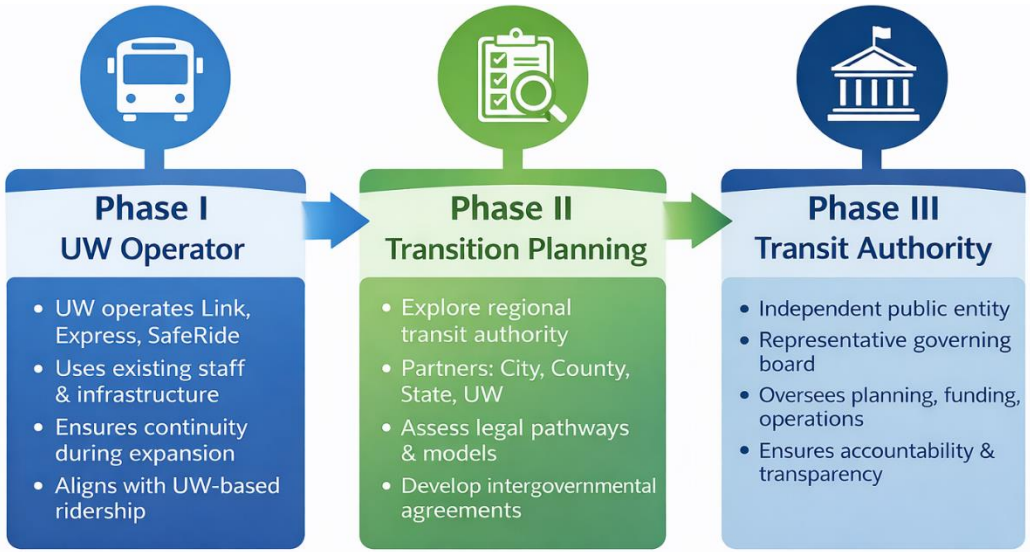

Figure 99: Governance model

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.

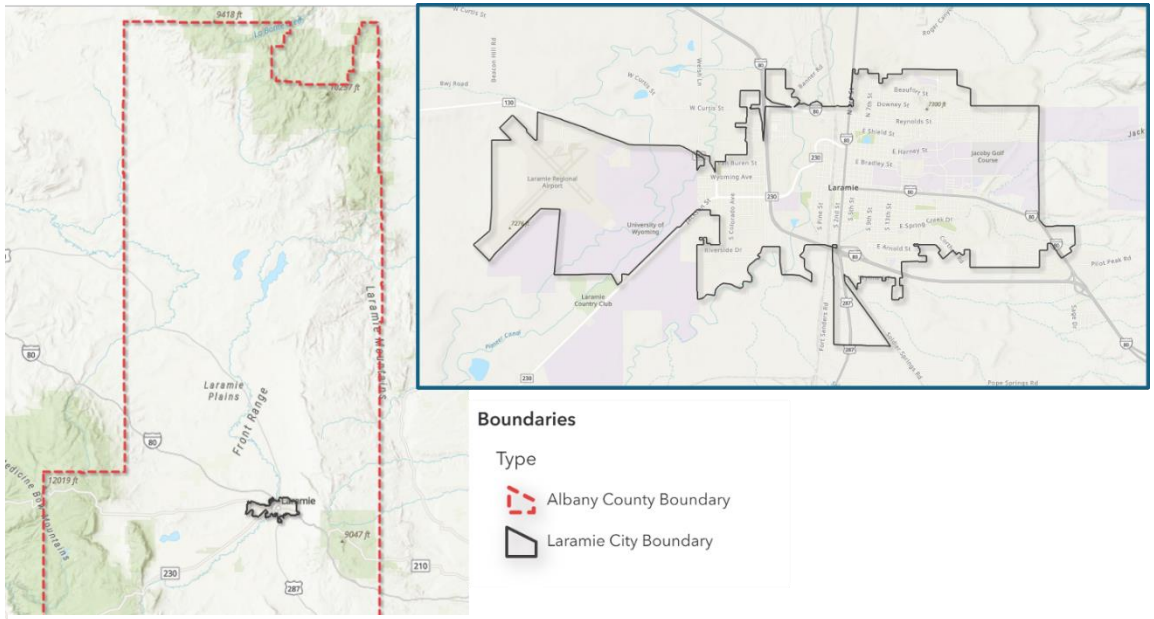


Figure 2: Map of the City of Laramie and Albany County

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

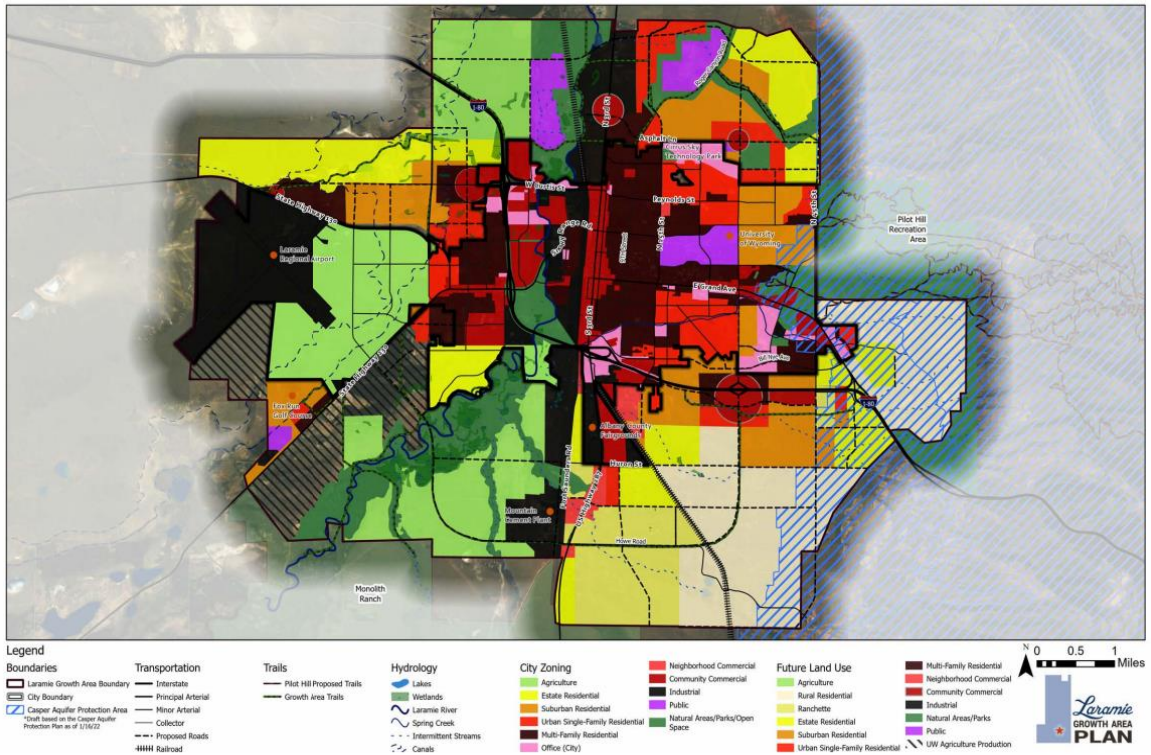


Figure 3: Zoning and future land use within the Laramie Growth Boundary Area

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.

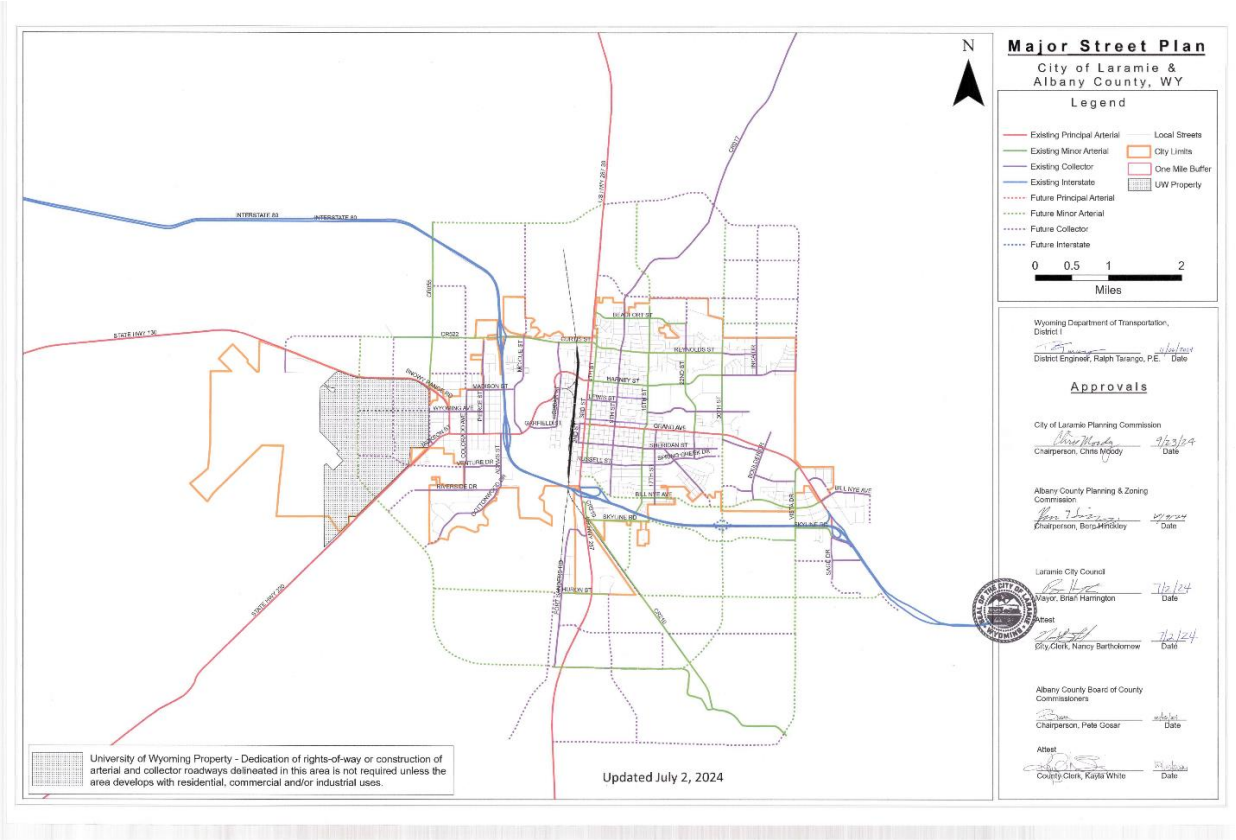


Figure 4: Major Street Plan Map for Laramie, updated in 2024

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.

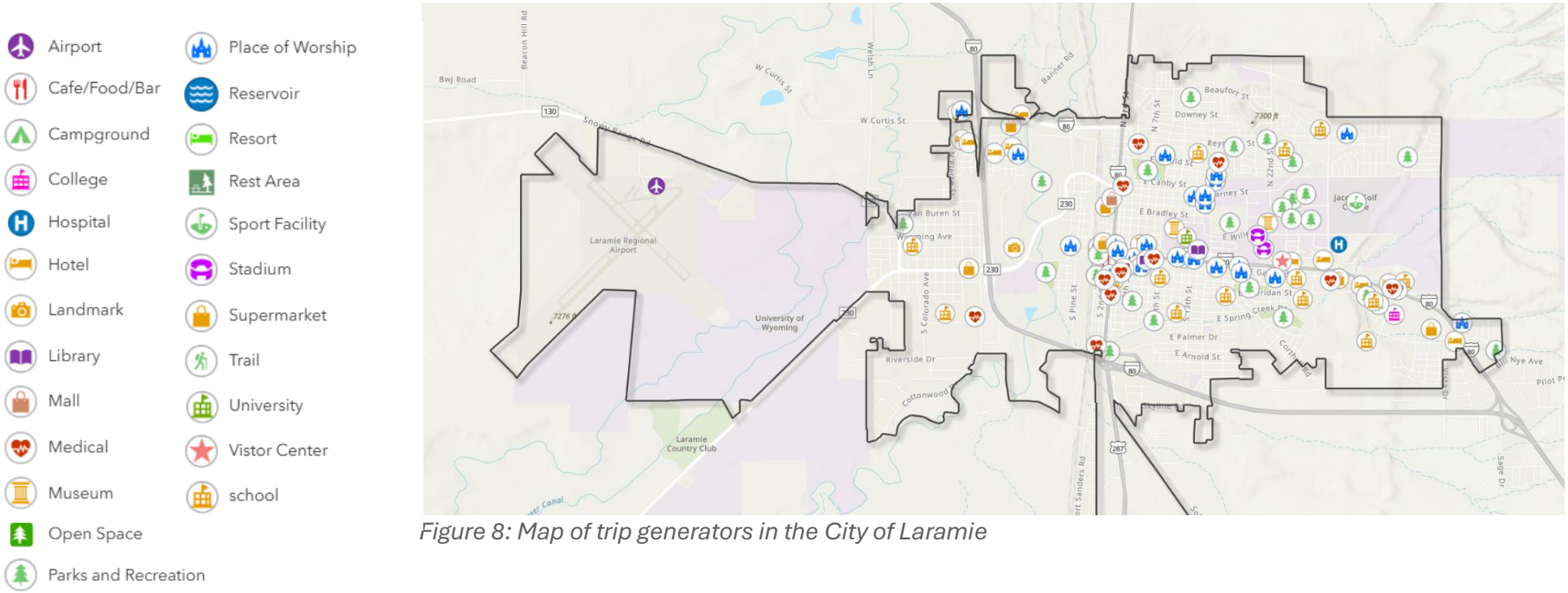


Figure 8: Map of trip generators in the City of Laramie

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.

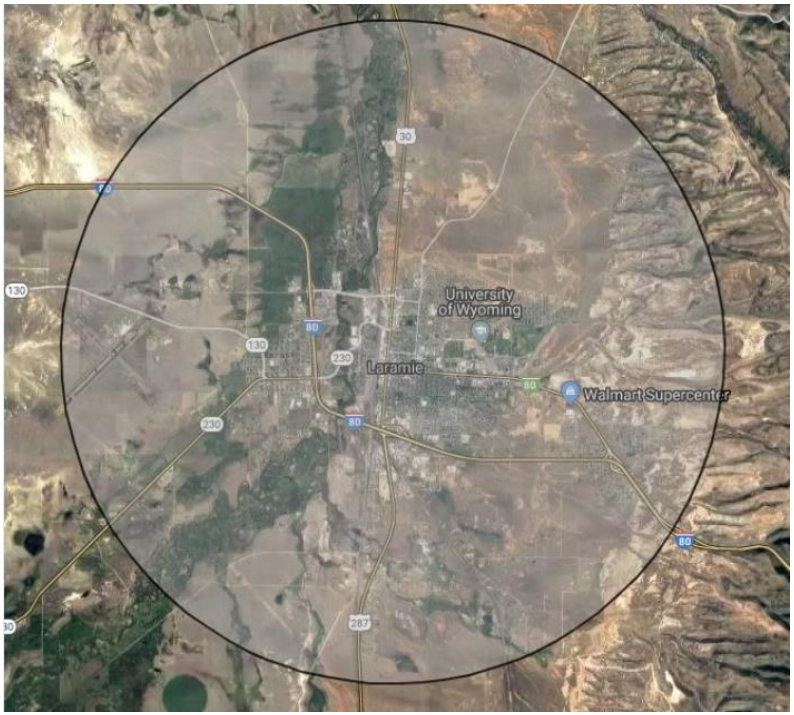


Figure 10: Service area for the Eppson Center Senior Assisted Transportation Service

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.

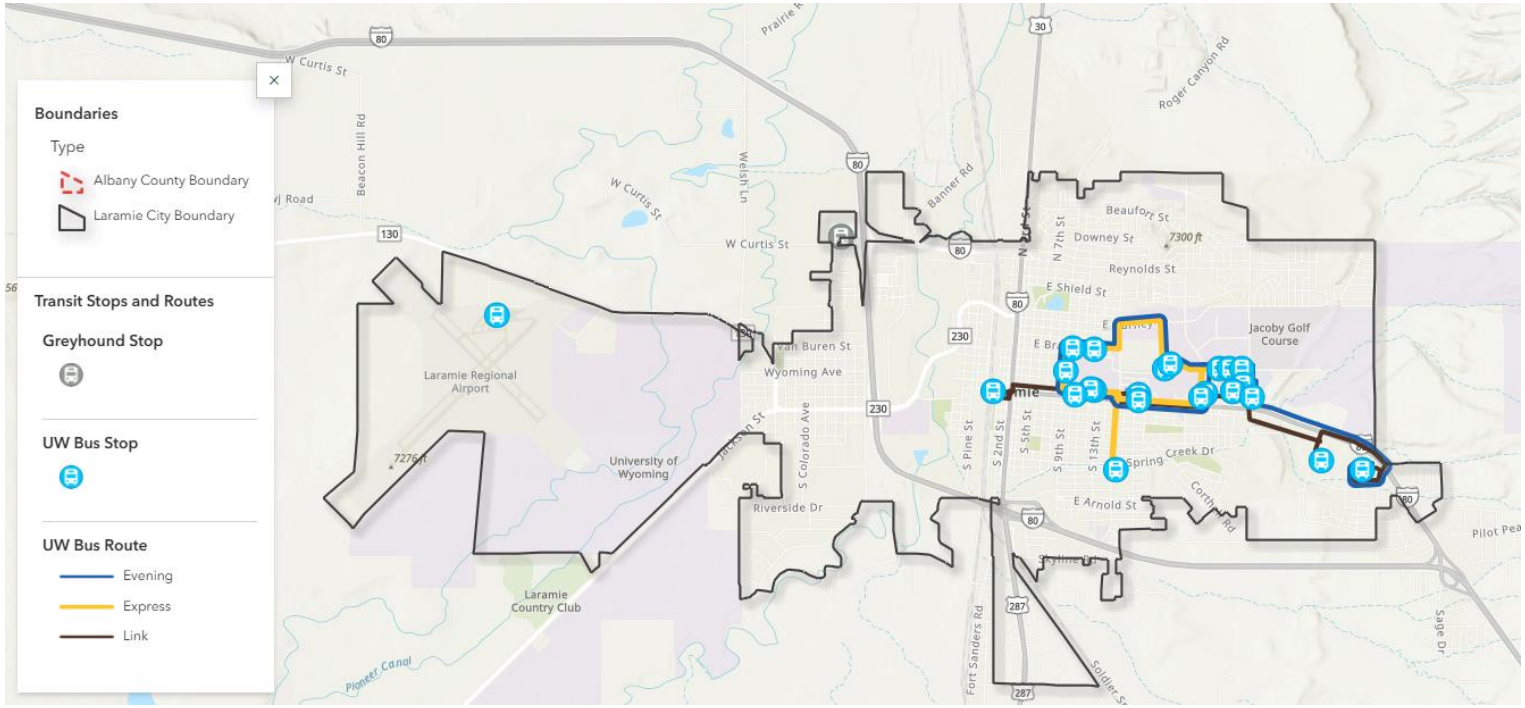


Figure 12: Map of UW RoundUp Stops and Routes in Laramie city limits

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.

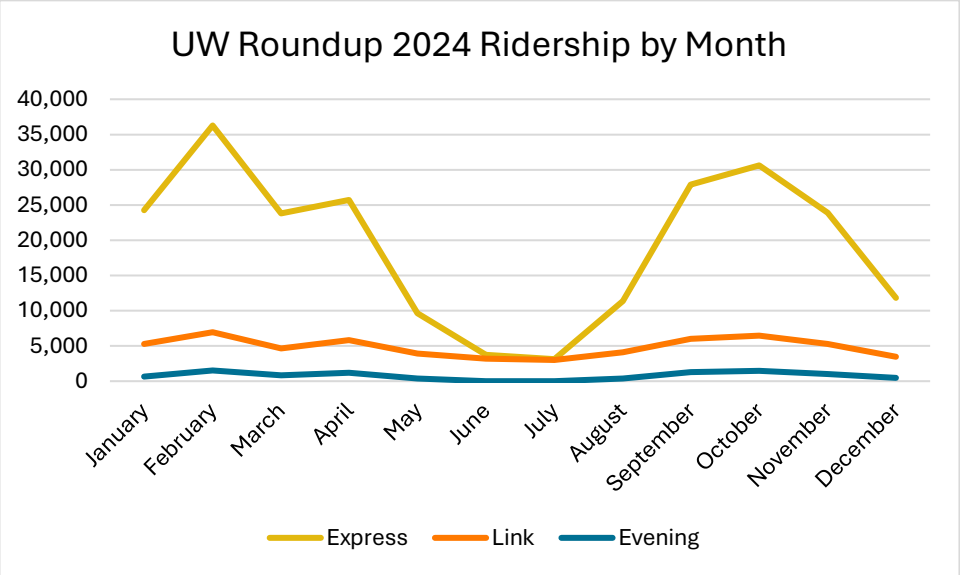


Figure 15: UW RoundUp 2024 Ridership by Month

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.

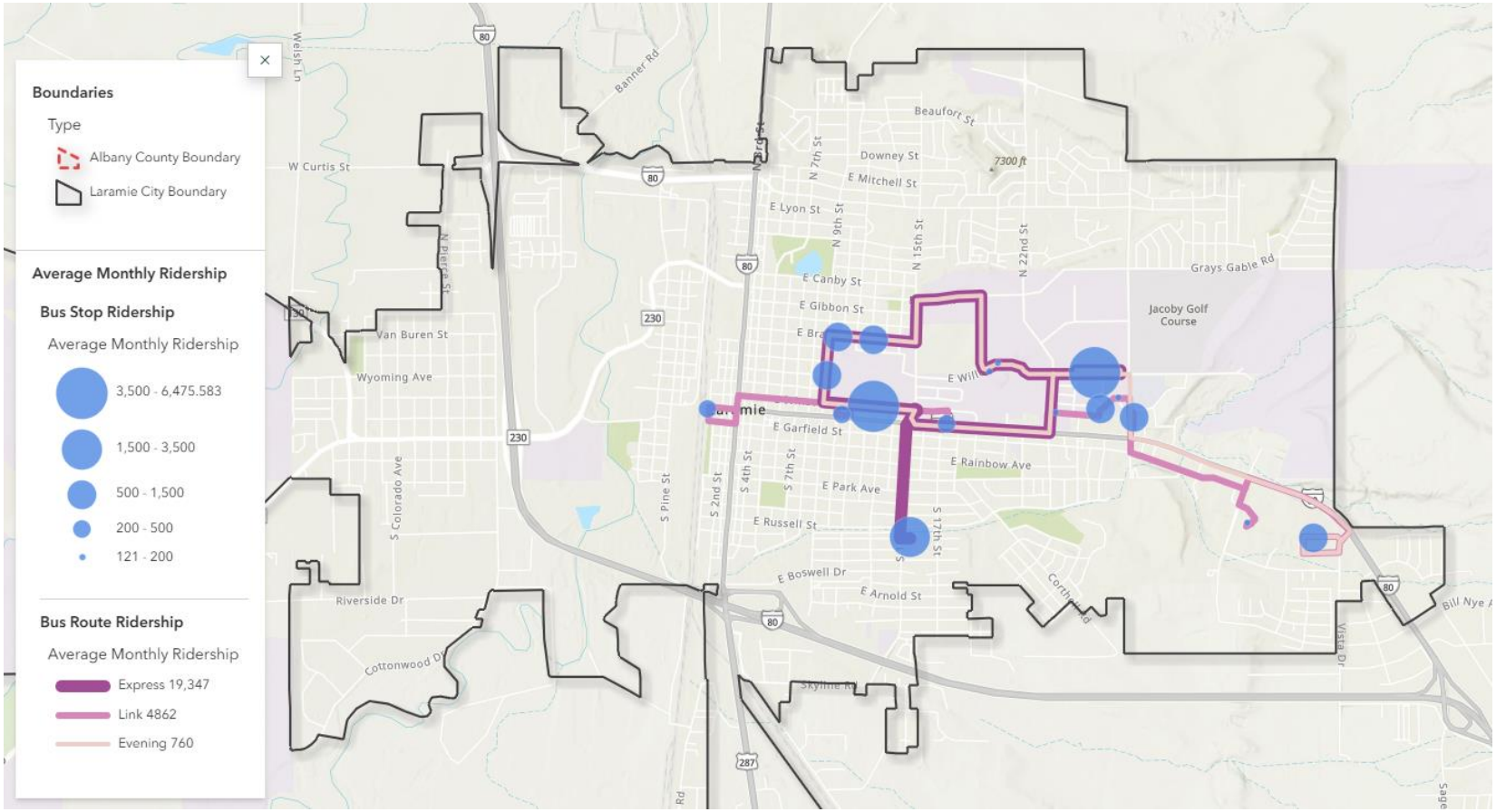


Figure 16: Map of stop-level and route-level ridership for the UW RoundUp

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.

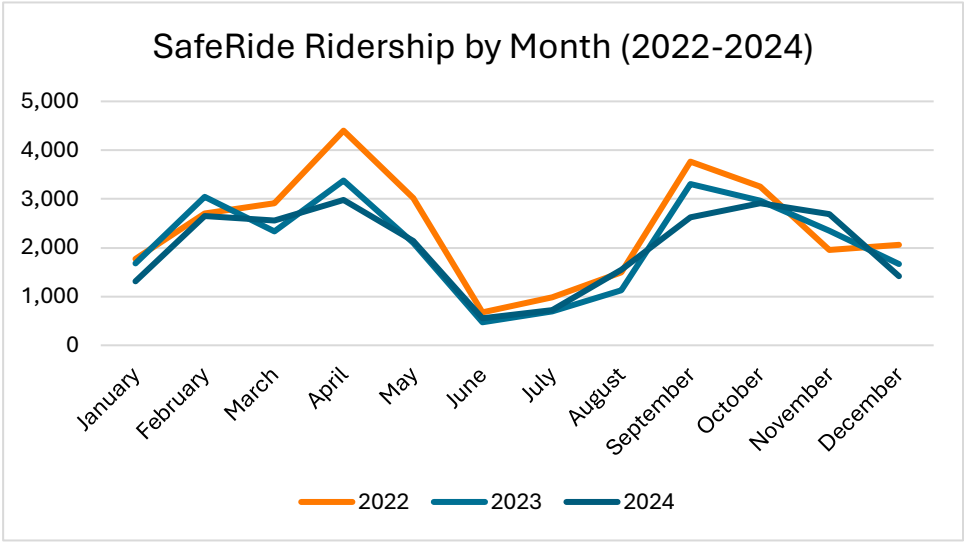


Figure 17: SafeRide Ridership by Month

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.

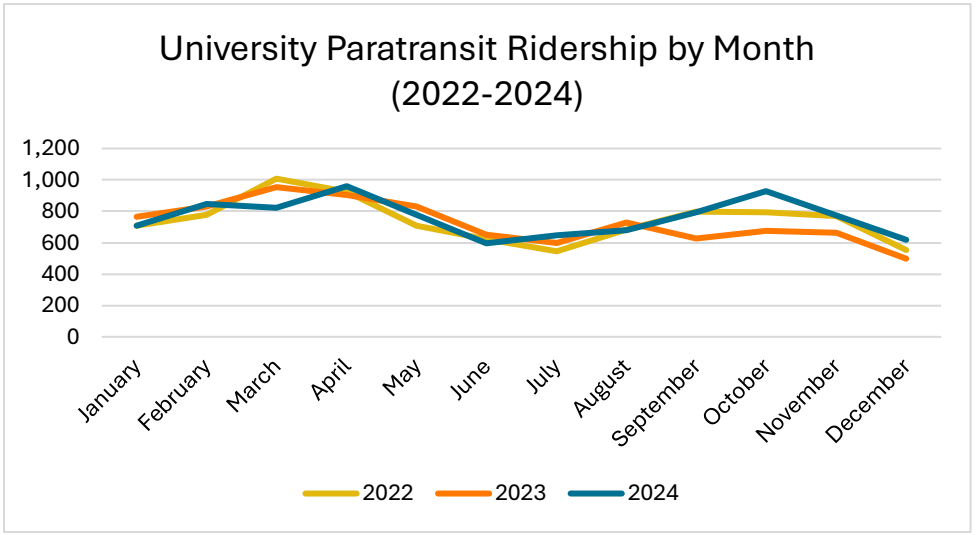


Figure 18: UW Paratransit Ridership by Month

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.

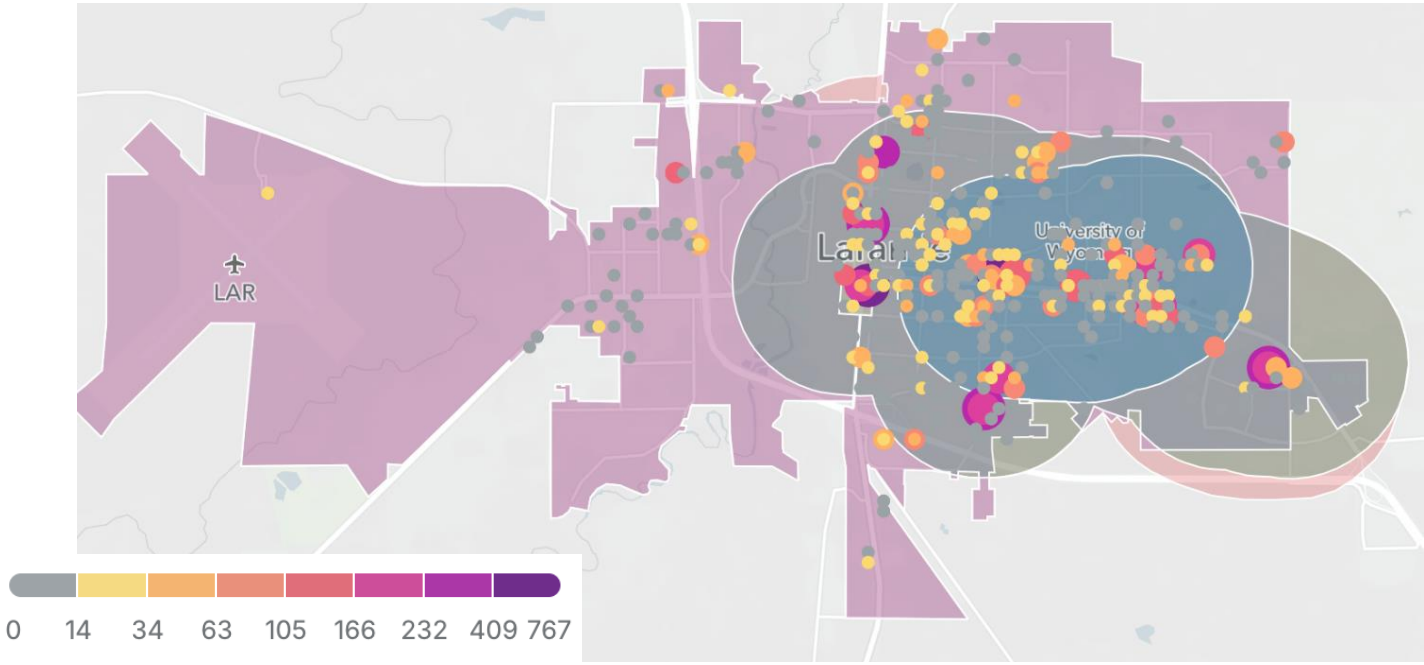


Figure 19: Popular pickup locations for demand response transit (August 2022-May 2025)

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.

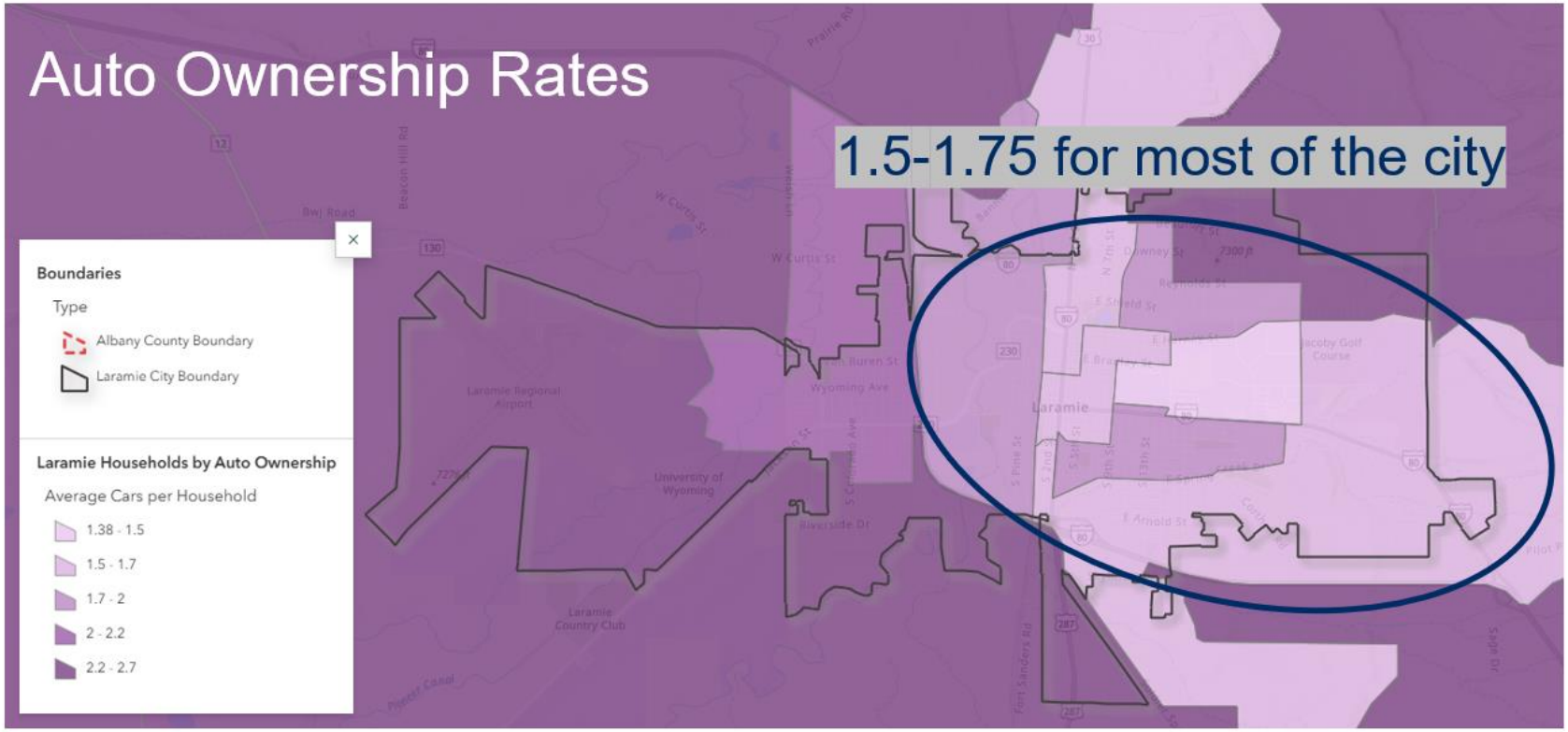


Figure 21: Map of the average vehicles per household in Laramie

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.

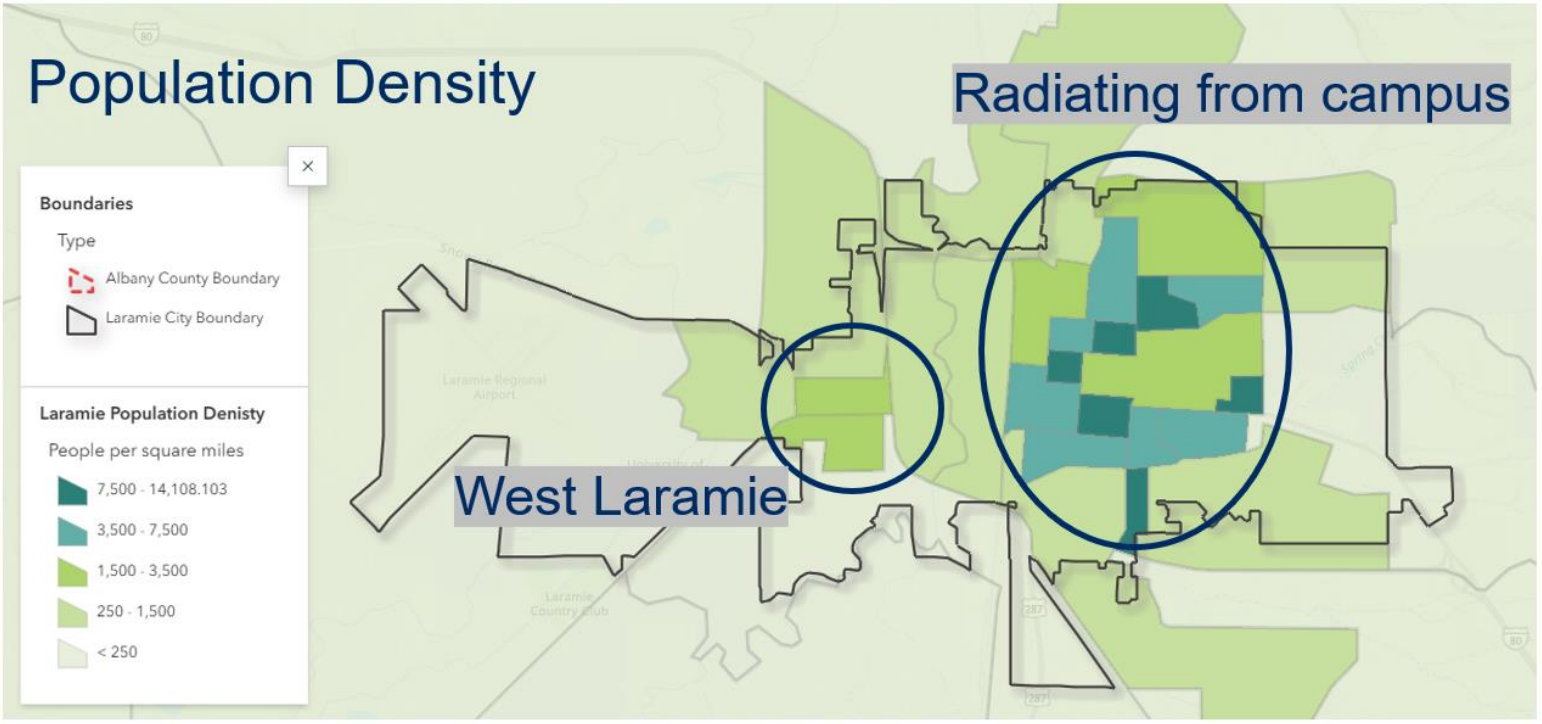


Figure 23: Map of population density in Laramie

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.

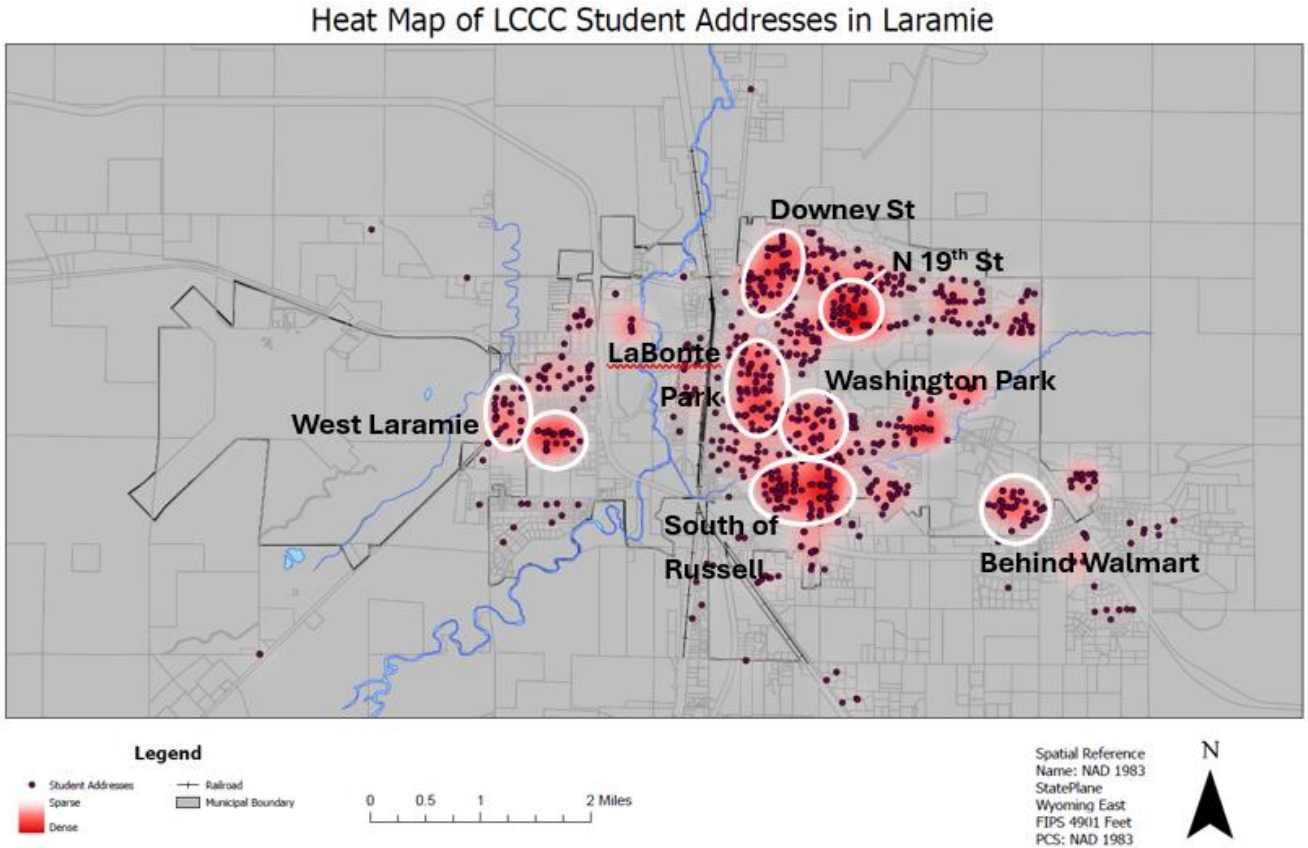


Figure 24: Heatmap of LCCC students addresses in Laramie

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.

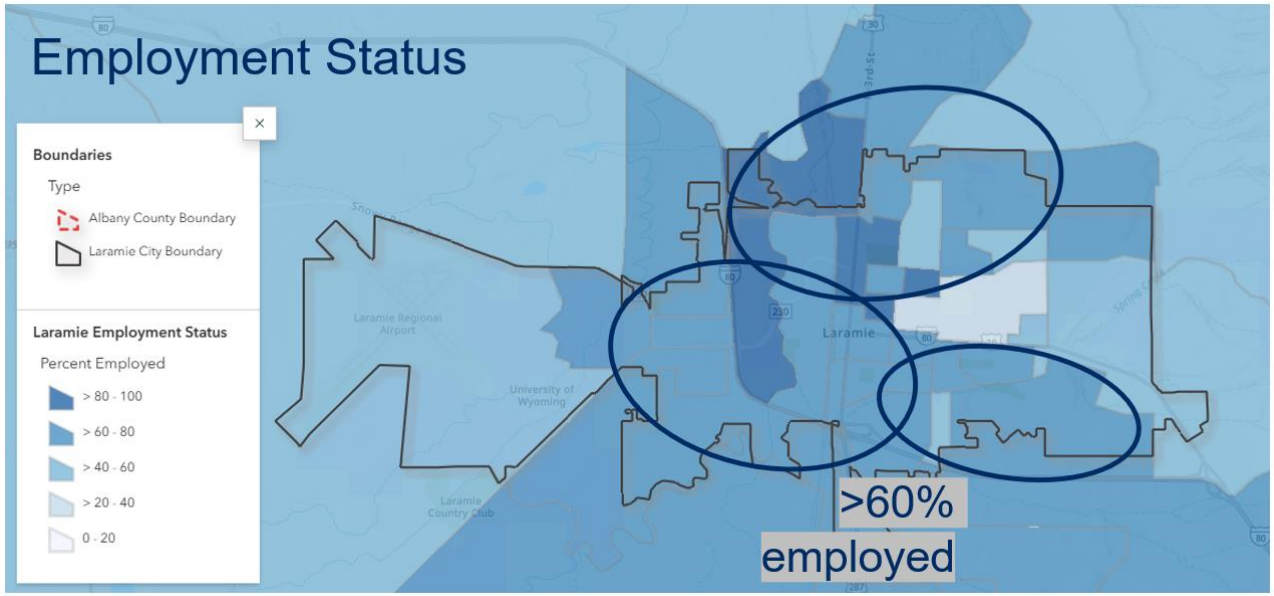


Figure 25: Map of the percent of Laramie residents that are employed

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.

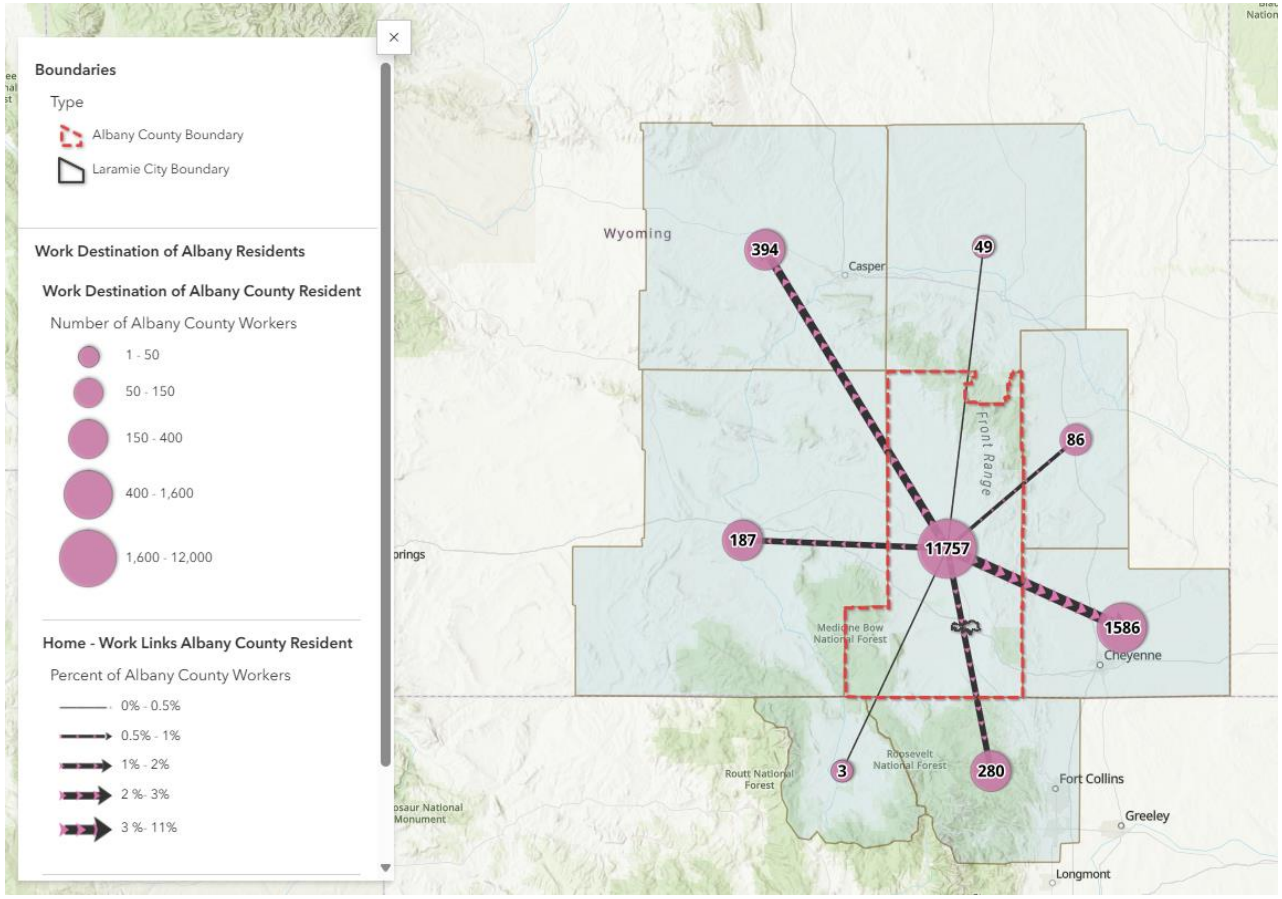


Figure 26: Map of Laramie residents commuting to neighboring counties

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.

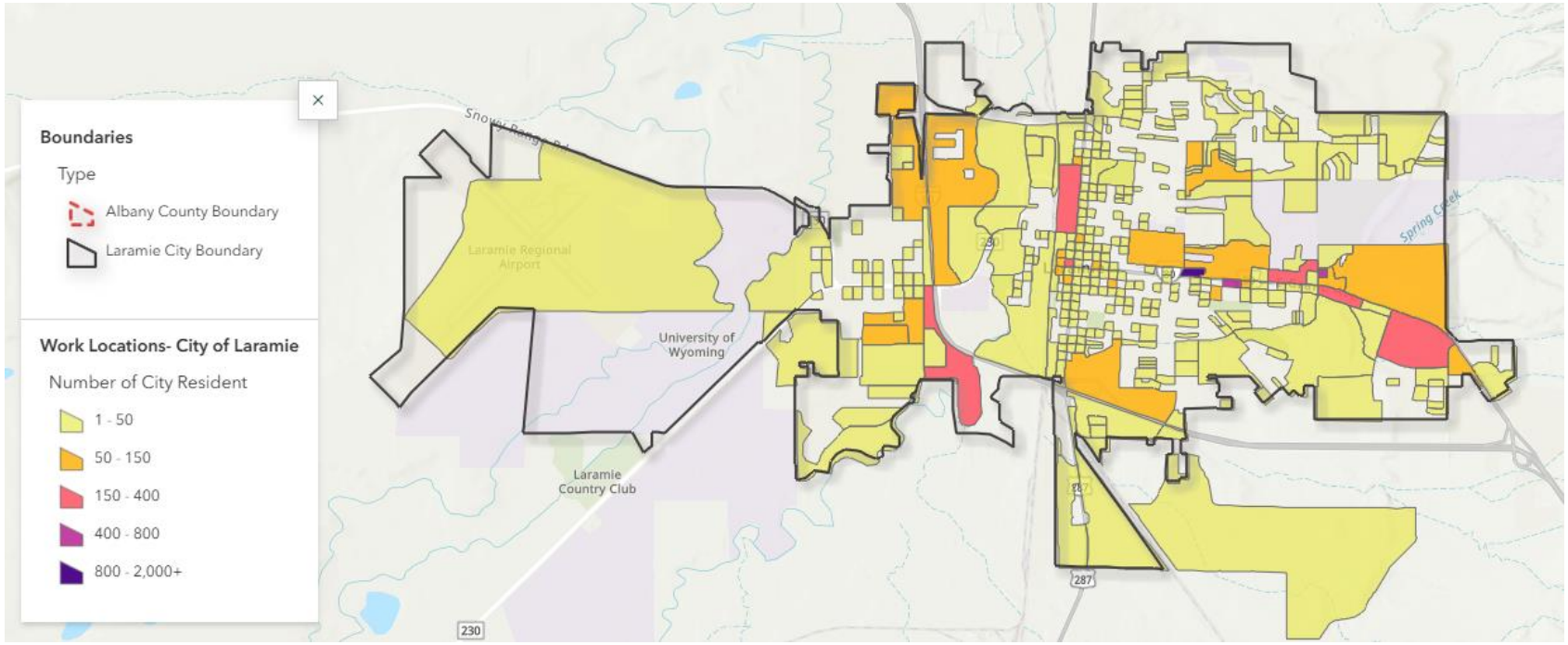


Figure 27: A map showing the work location of people who live and work within the city limits of Laramie

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.**

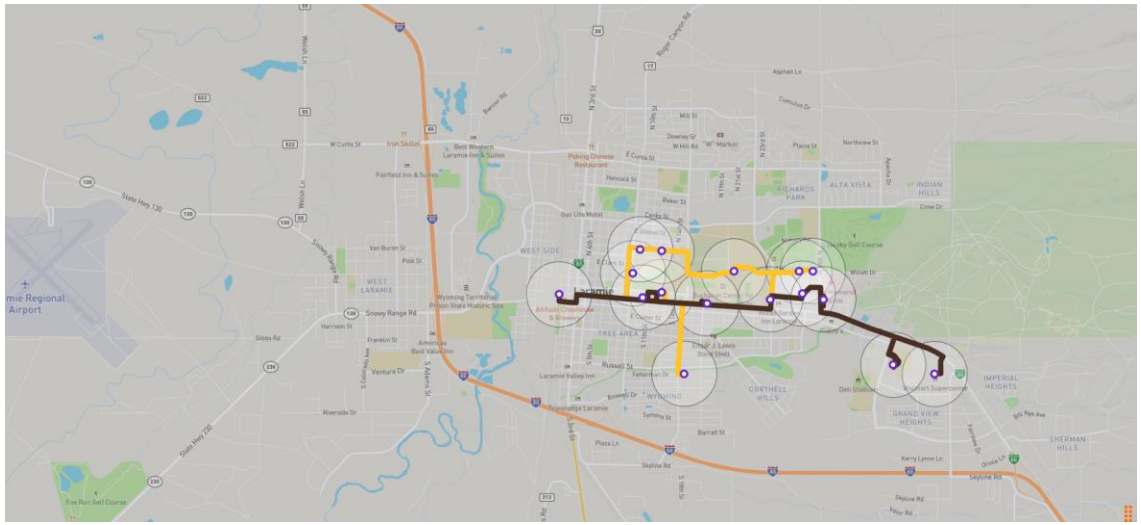


Figure 29: Quarter-mile service area around all UW RoundUp bus stops

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

Table of Contents

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

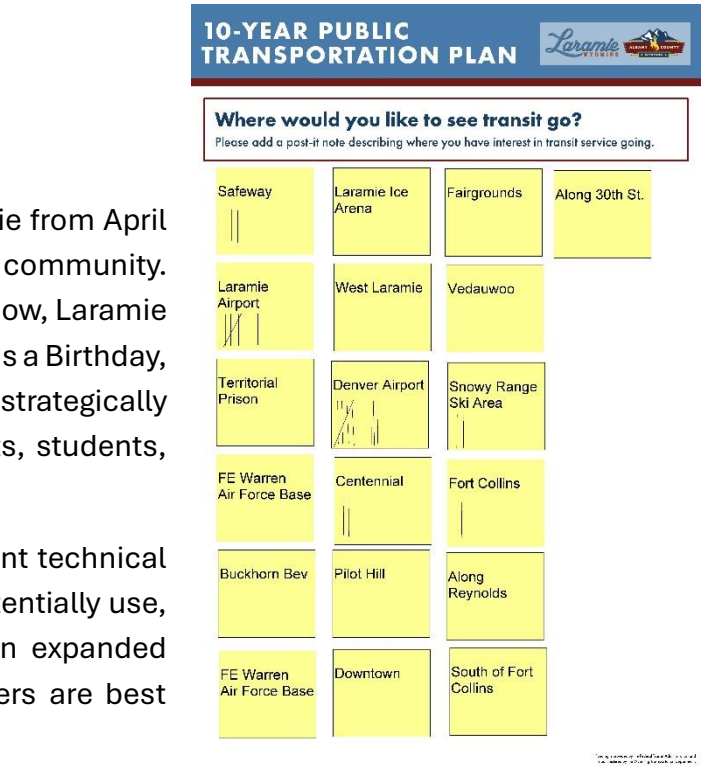
3. Public Events

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.

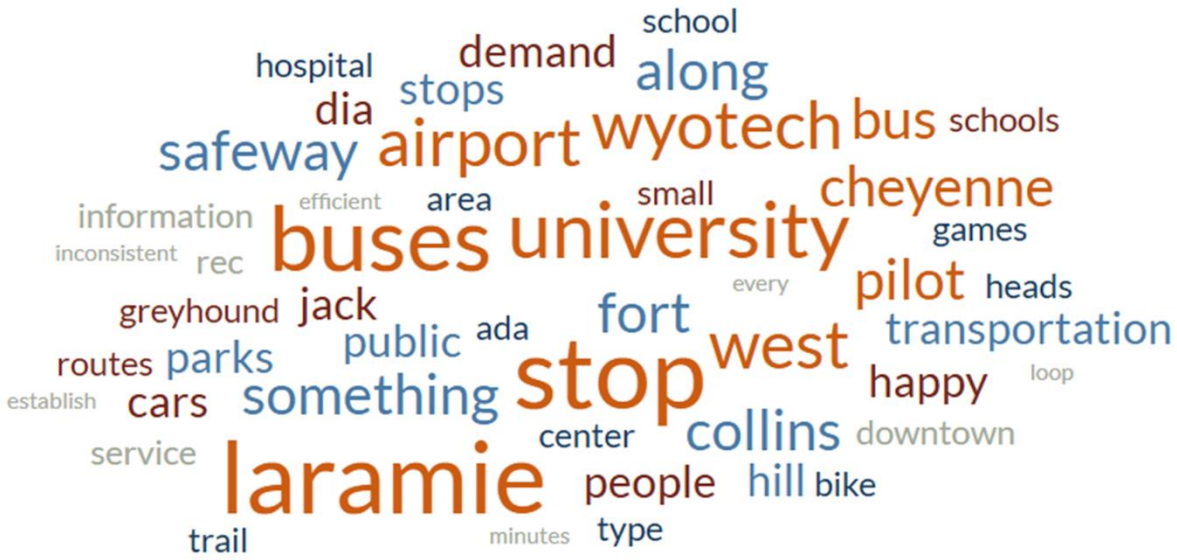
Increase Accessibility: Accessibility for individuals with disabilities emerged as a recurring theme. There were requests for ADA-compliant stops, improved walkability, and enhanced transportation options for wheelchair users and those with vision impairments. Feedback also highlighted the need for safer 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.

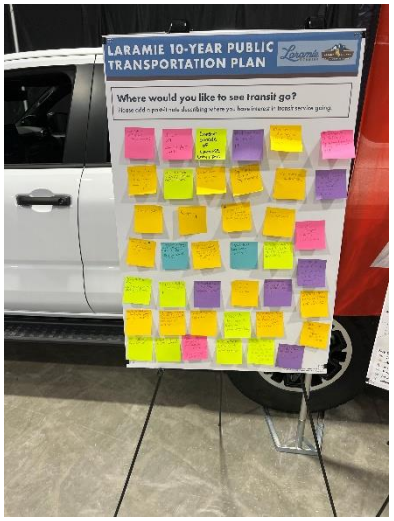
The image below is a word cloud summary of written comments from pop-up events.

Where would you like to see transit go?

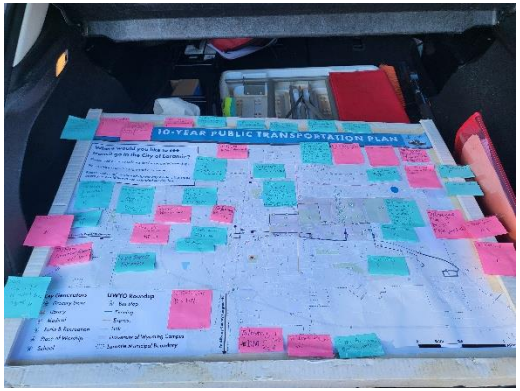


3.4 Public Events Input Photos

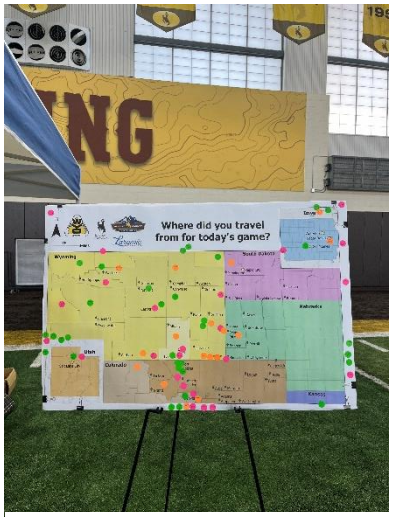
Farmer's Market
(06.27.2025)



Home and Garden Show
(04.26.2025)



Freedom Has a Birthday
(07.04.2025)



UW Football Game
(09.06.2025)

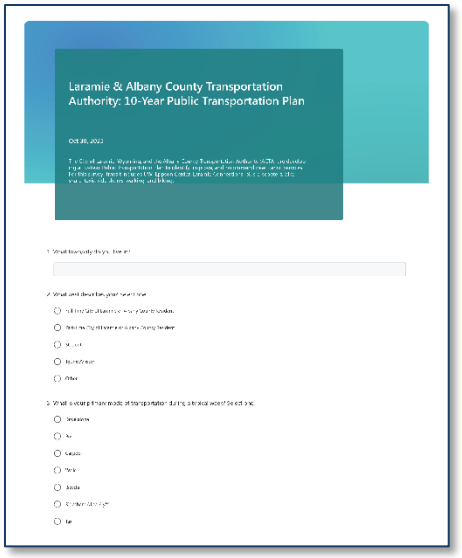
Jubilee Days
(07.12.2025)

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

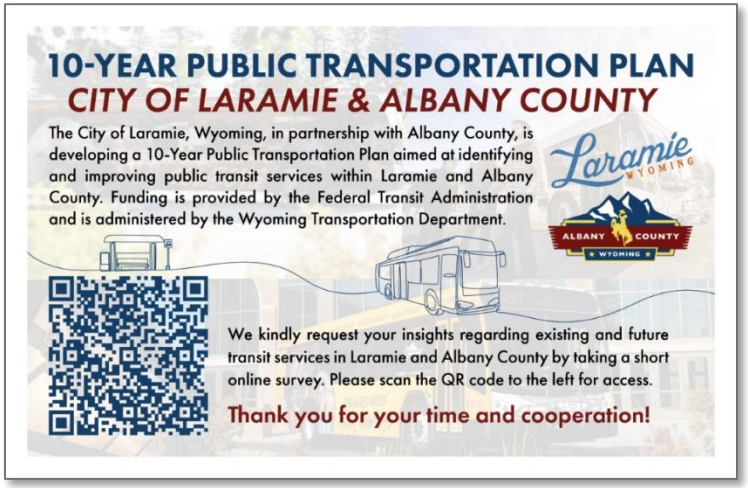
A comprehensive list of where and how the survey was promoted is provided below:

- **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

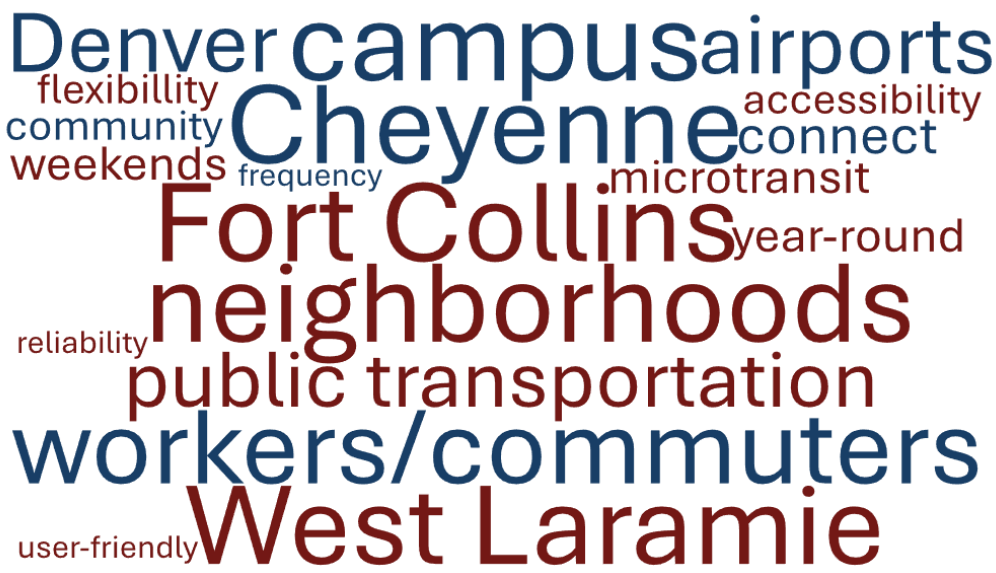
  - Spic and Span Laundromat
  - 3rd Street Bar
  - The Feed Store
  - The Herb House
  - Wyoming Fish and Game
  - Big Hollow Food Co-Op
  - Daylight Donuts
  - Laramie City Hall and Post Office
  - Safeway
- **Forwarded for Distribution:**
  - Albany County Clerks Office
  - Albany County School District, 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

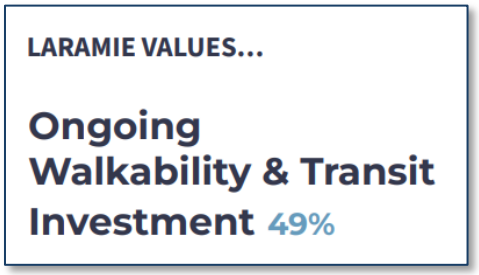
Survey results underscore several pressing needs regarding public transportation. Many respondents either do not utilize public or alternative transit options, or do so mainly for recreational outings and visiting friends or family. The most frequently requested improvement is to provide transit services 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?

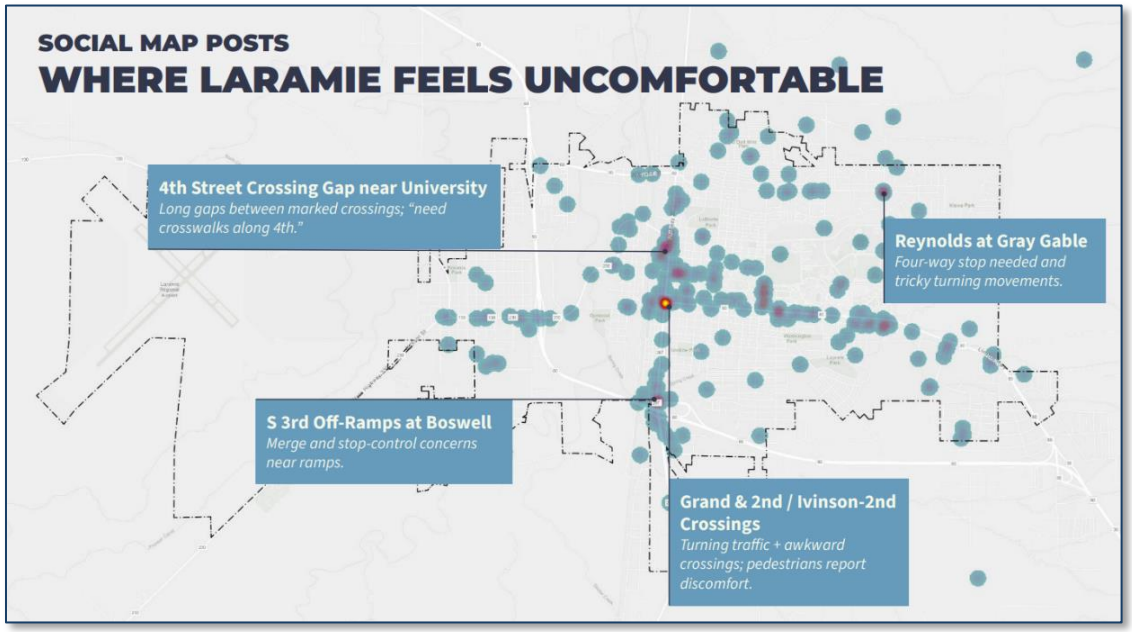


4.3 Comprehensive Plan Survey

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.

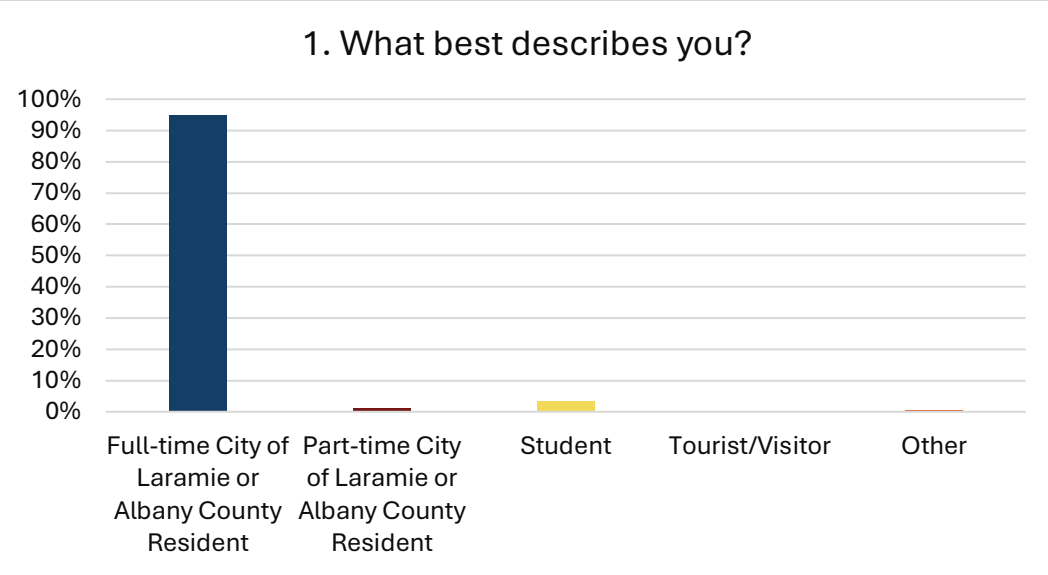


Source: Forge Laramie Comprehensive Plan, Phase 1 Engagement Summary

4.4 Survey Results by Question

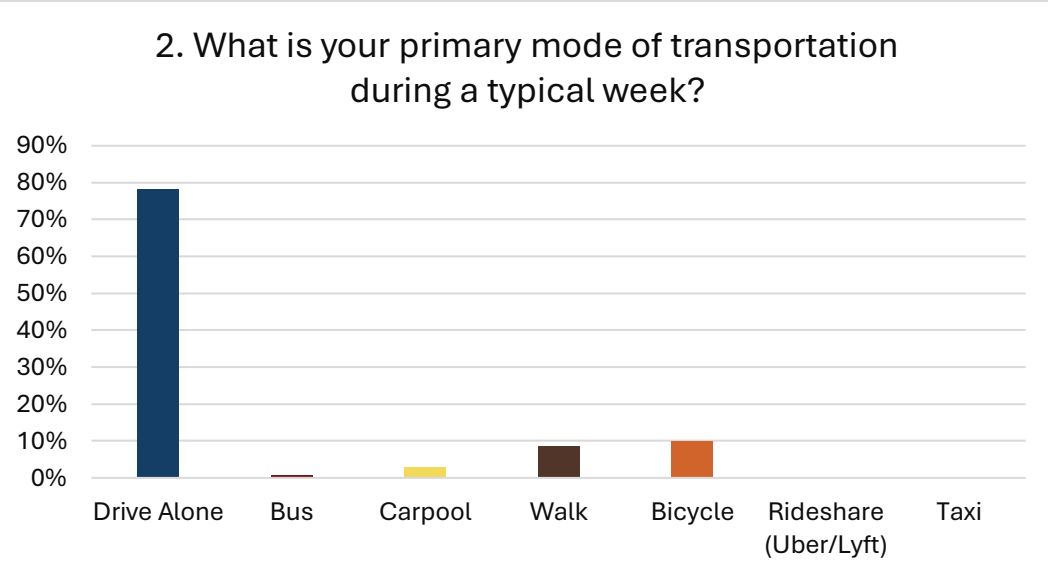
1. Residency

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.**



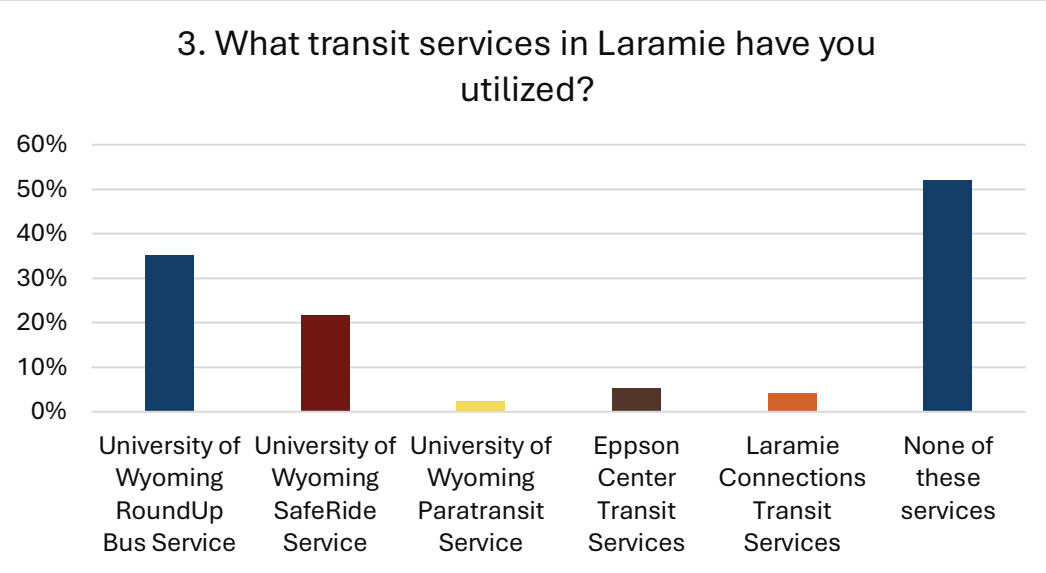
2. Transportation Modes

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.**



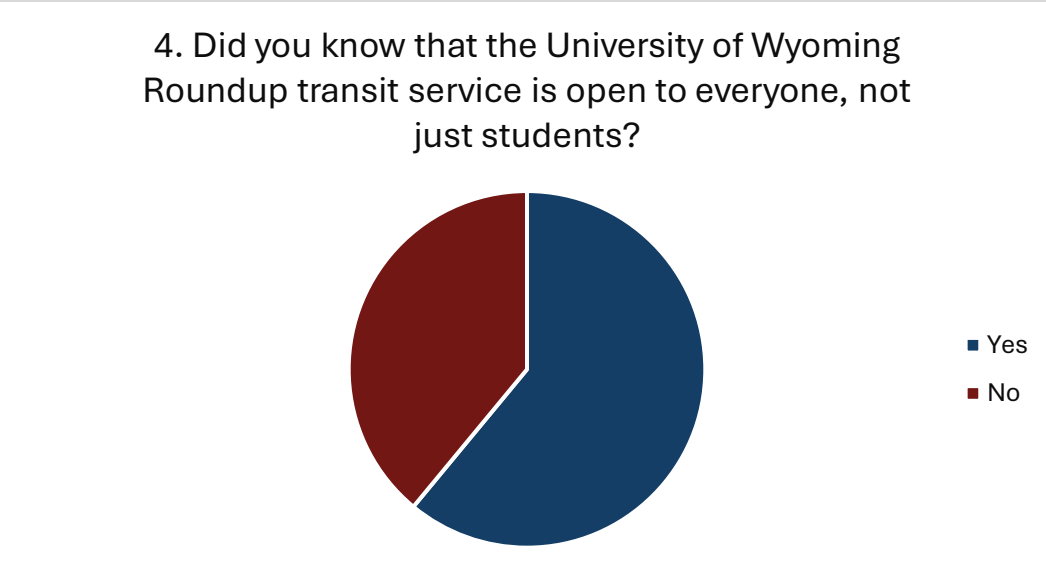
3. Transportation Modes

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.**



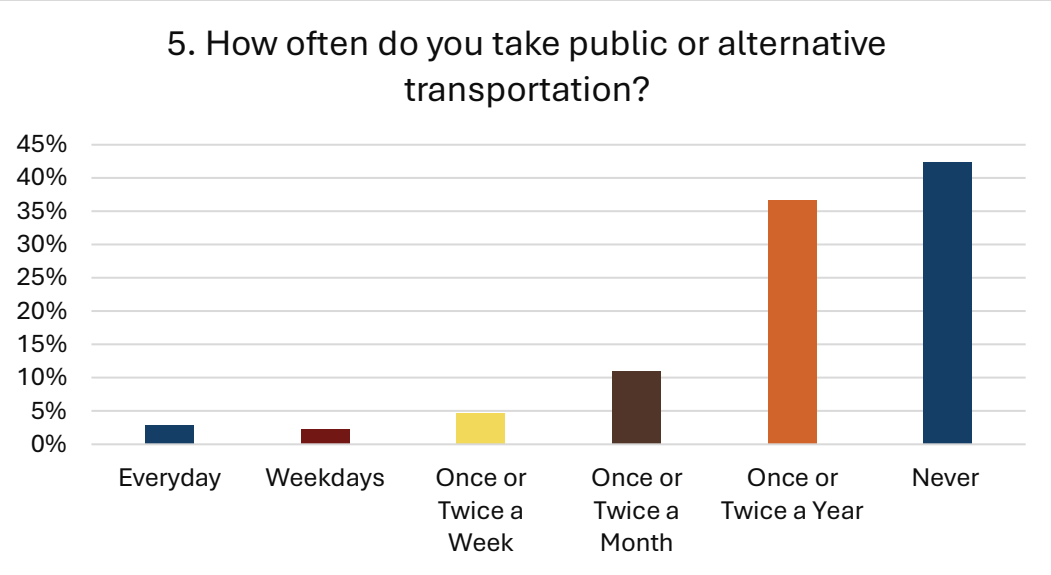
4. Transportation Modes

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.**



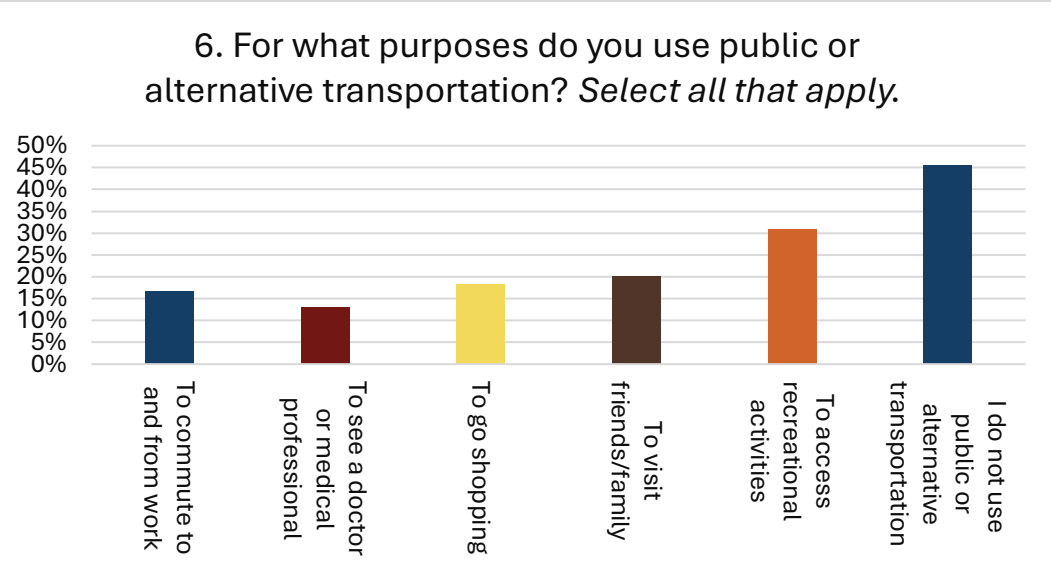
5. *Alternative Transportation*

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.**



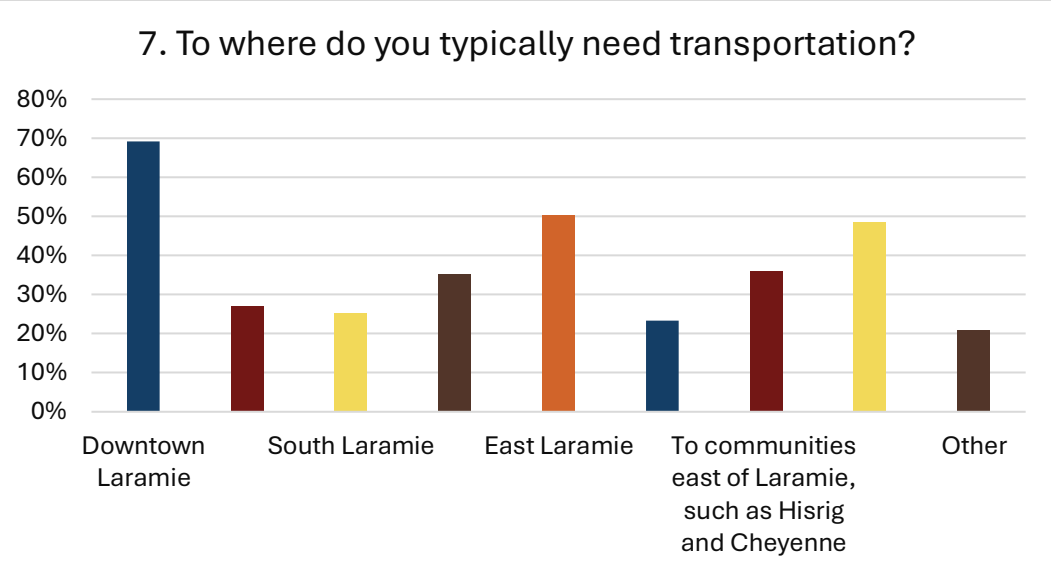
6. *Alternative Transportation*

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.**



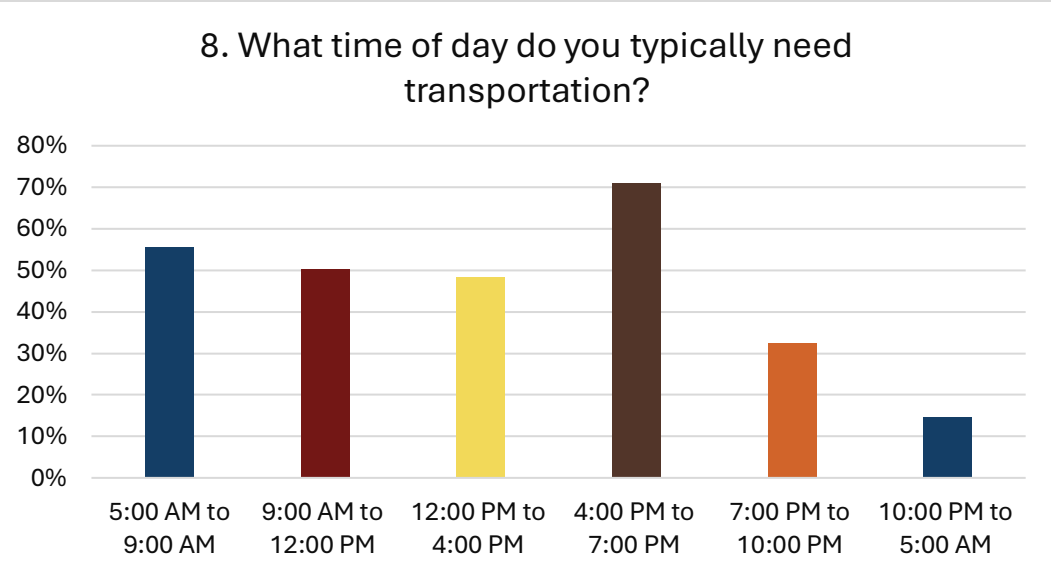
7. Destinations

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.**



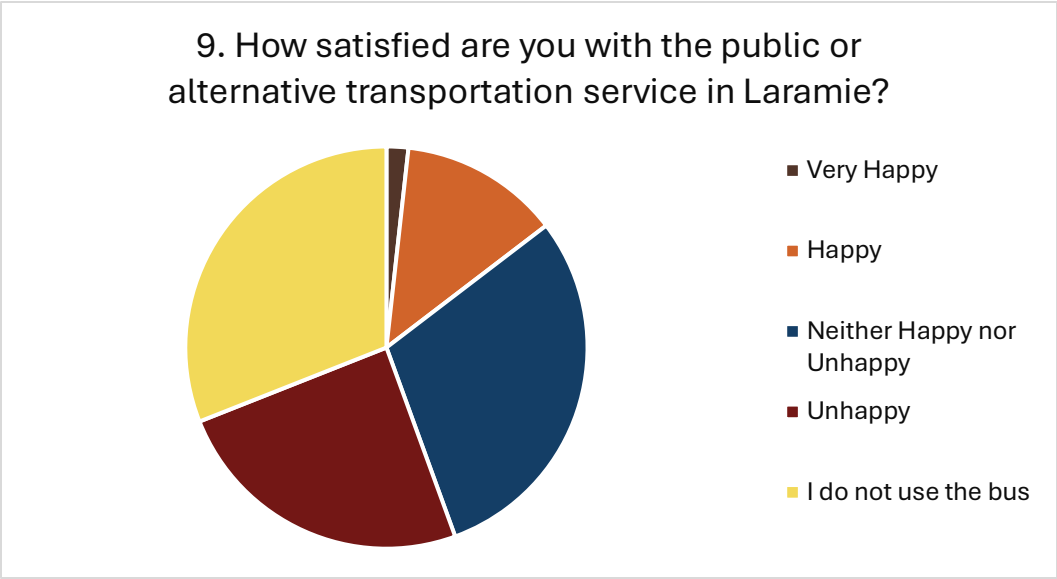
8. Time of Day

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.**



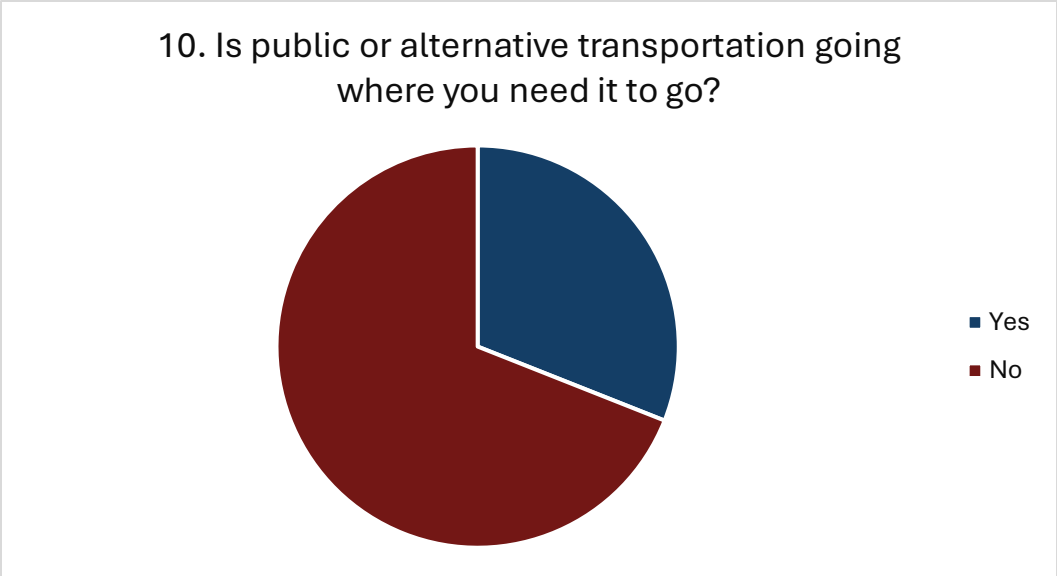
9. Overall Satisfaction

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.**



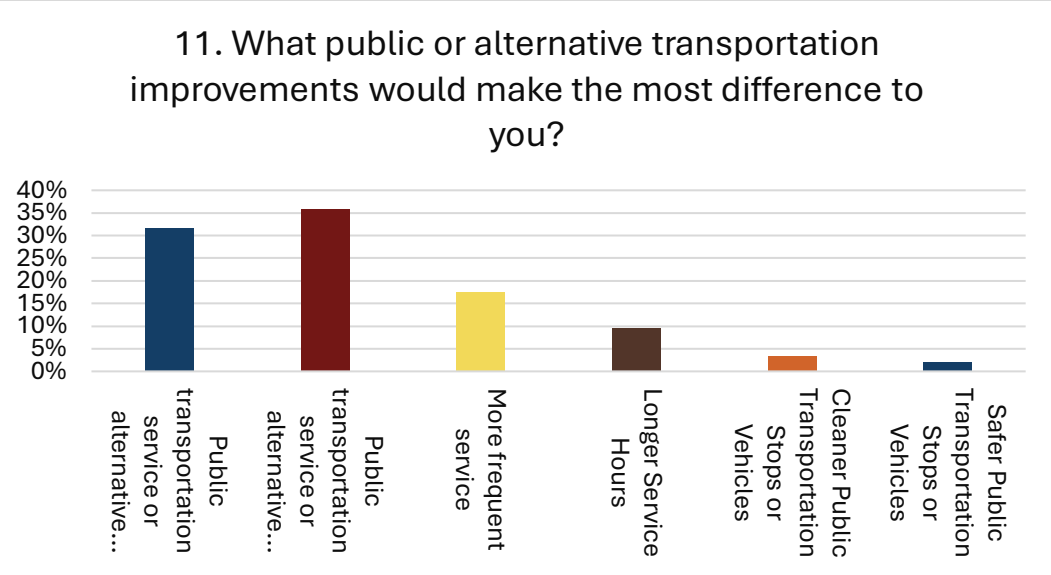
10. Destination Satisfaction

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.**



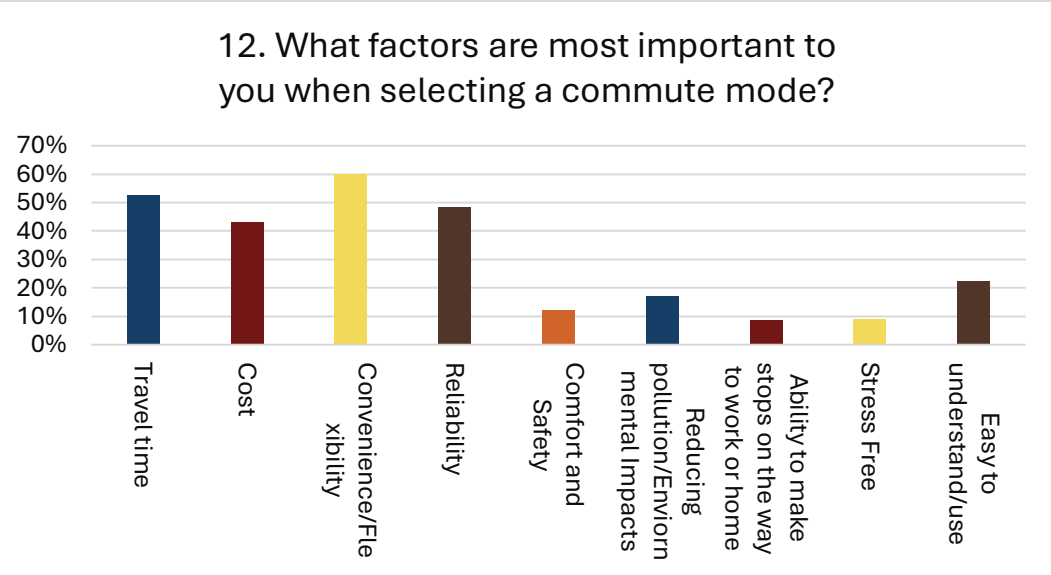
11. *Desired Improvements*

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.**



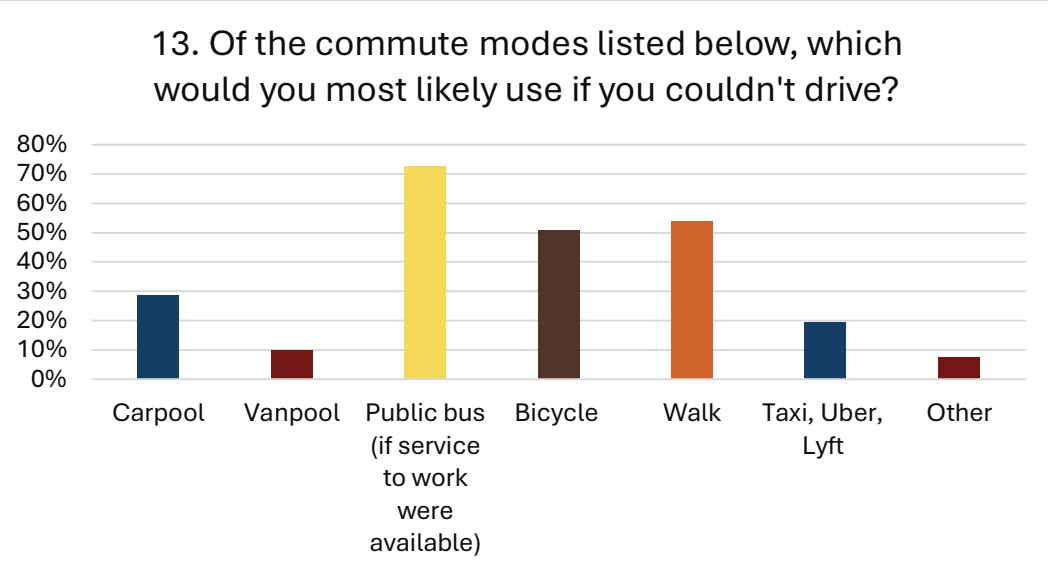
12. Commute Factors

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.**



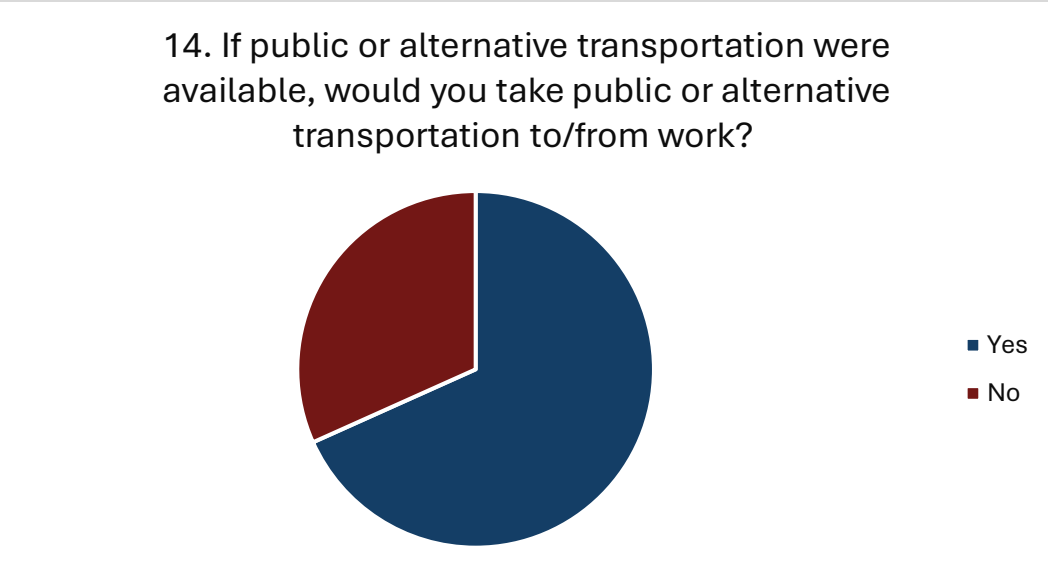
13. *Alternative Commute Modes*

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.**



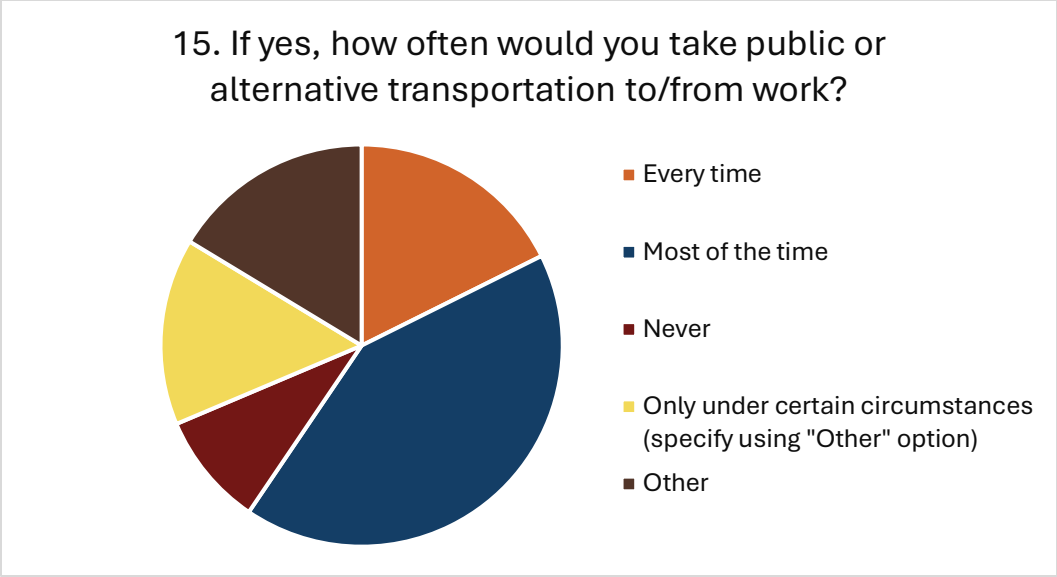
14. *Alternative Commute Modes*

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.**



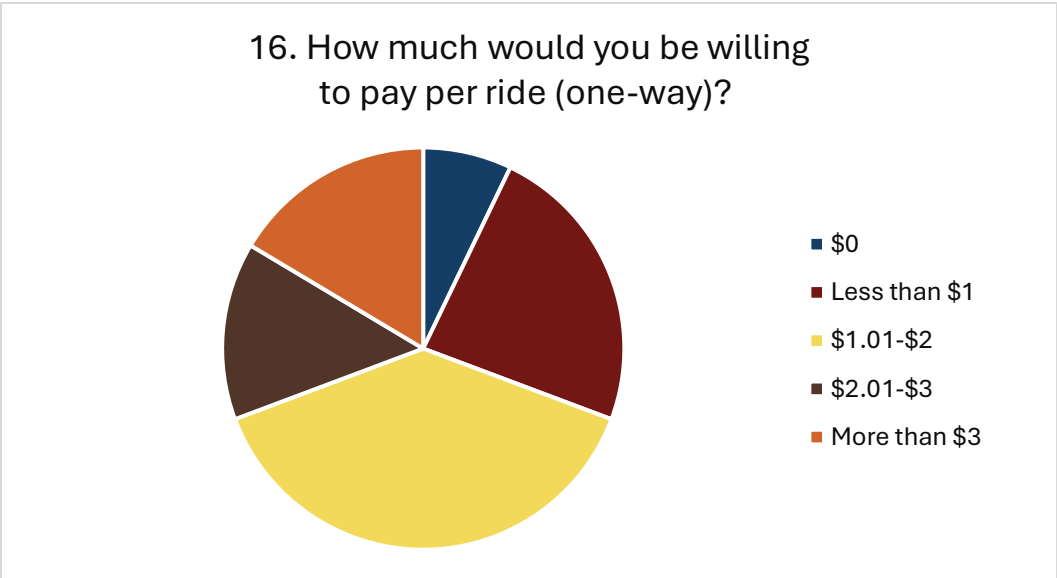
15. *Alternative Commute Modes*

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.**



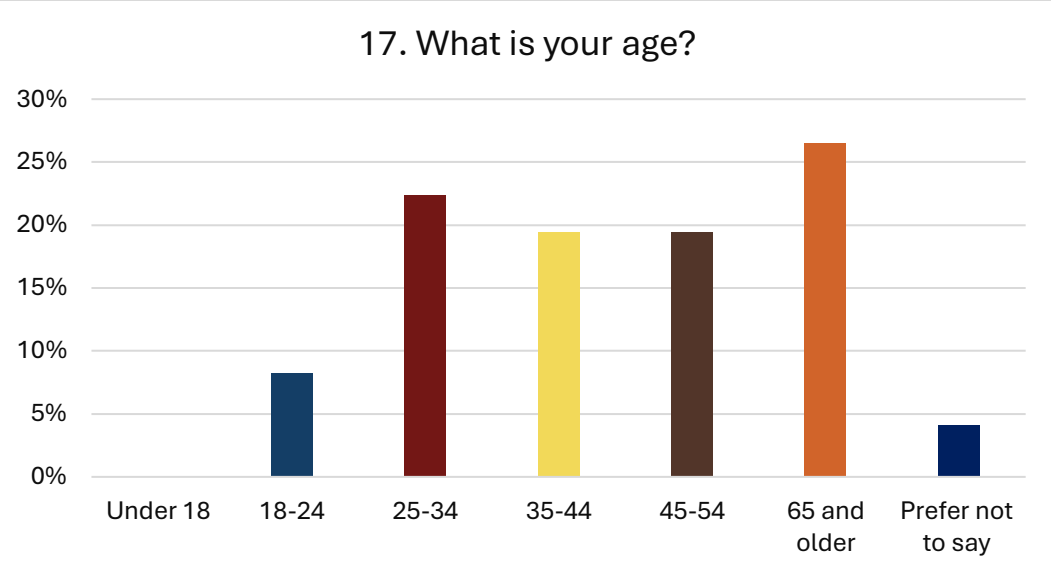
16. Fare for Alternative Commutes

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.**



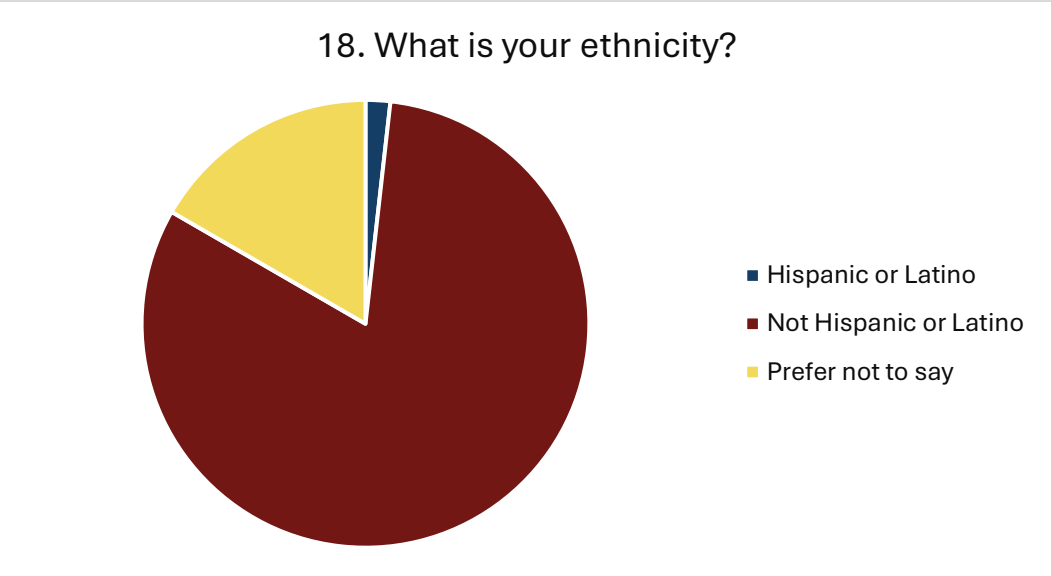
17. *Respondent Age*

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.**



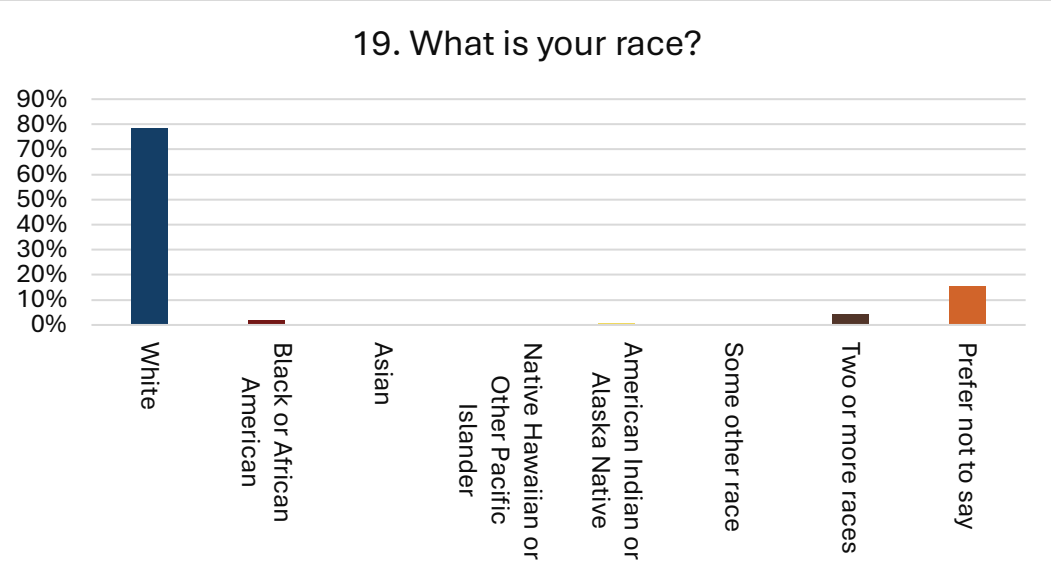
18. Respondent Ethnicity

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.**



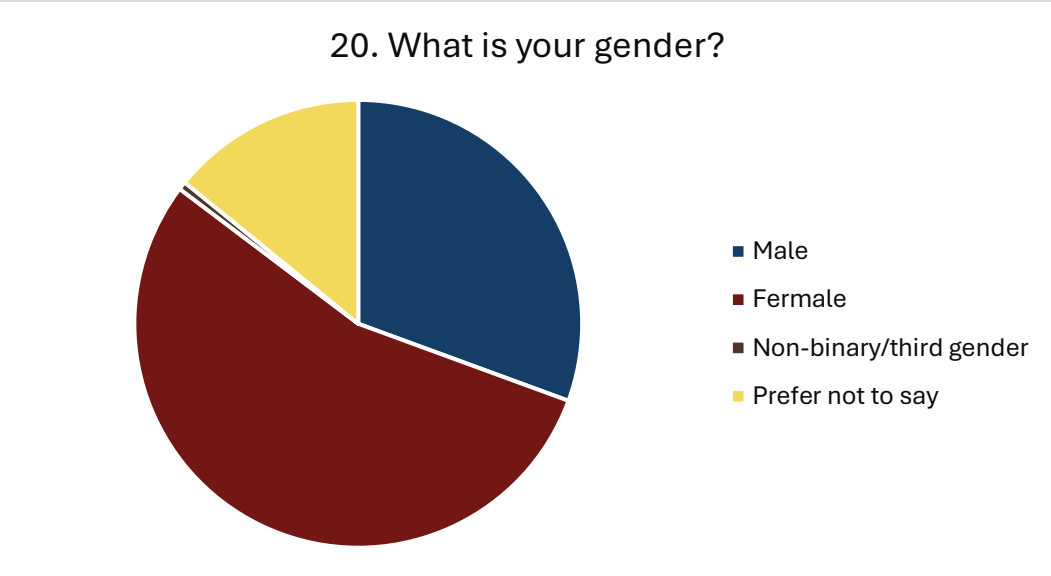
19. *Respondent Race*

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.**



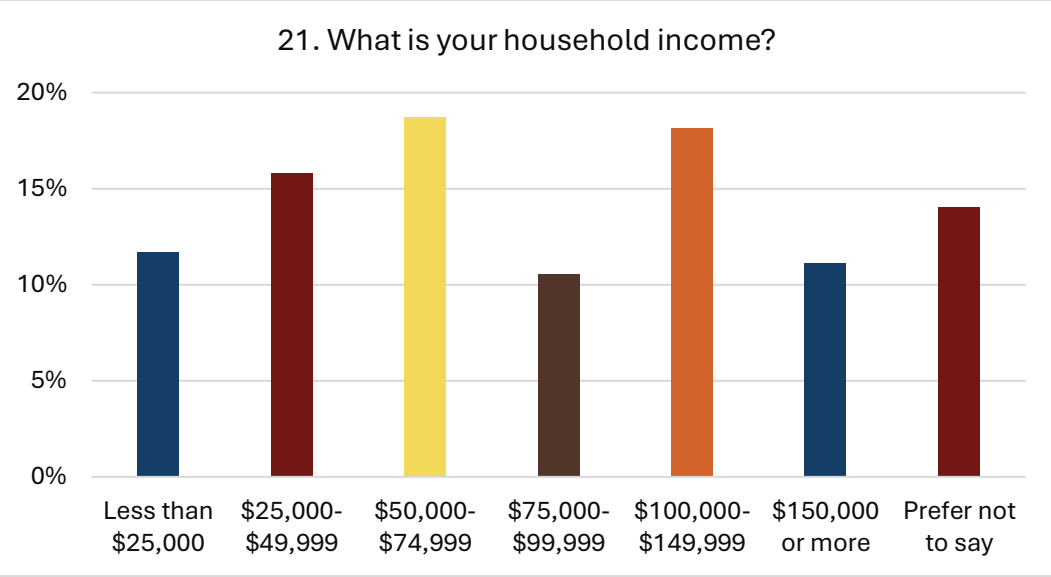
20. Respondent Gender

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

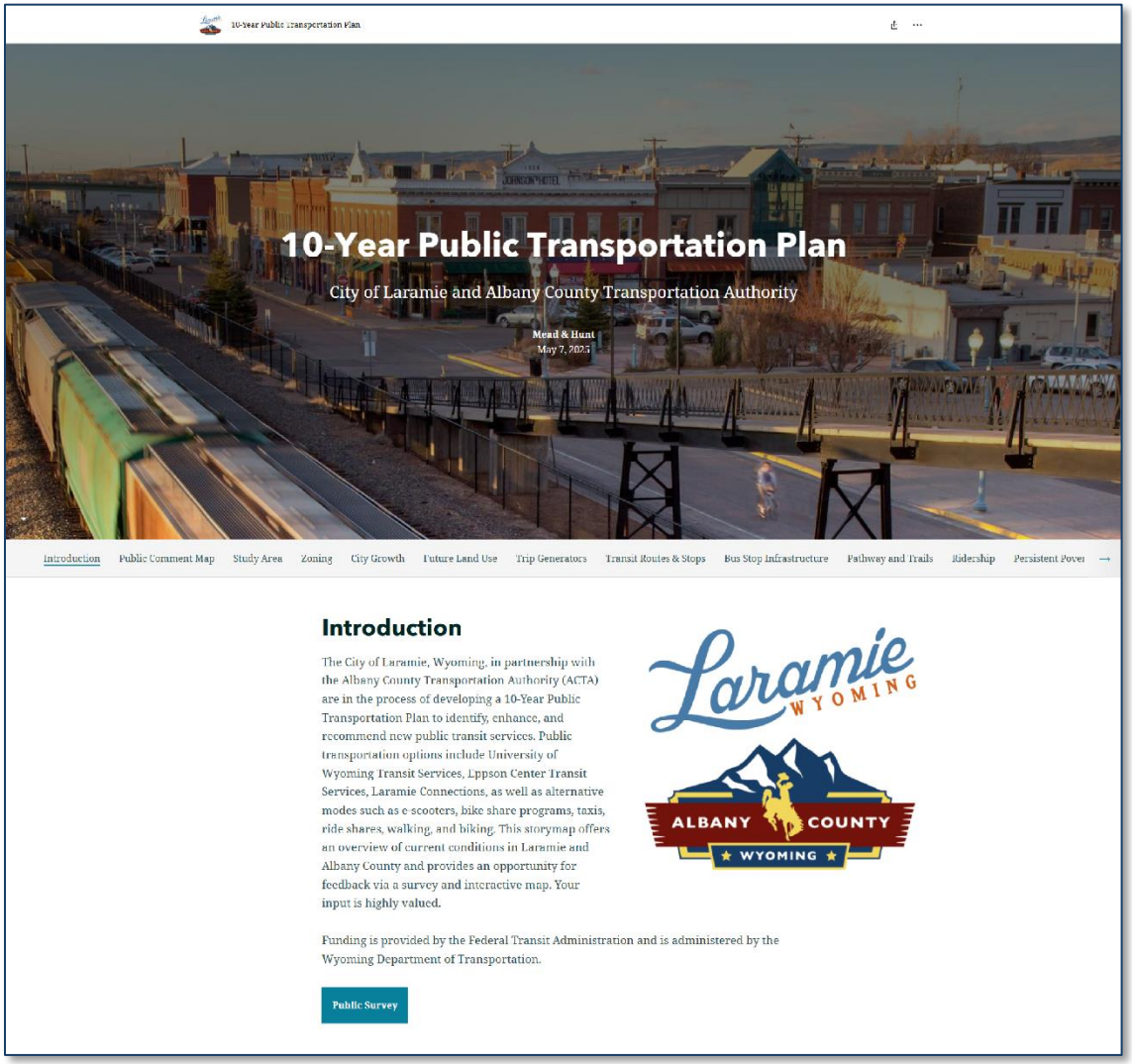
Calls for safer streets, reduced speed limits in residential areas, and better sight lines were frequent. Suggestions included not allowing vehicle parking on streets, improved snow and ice removal, and enhanced safety measures for cyclists and pedestrians.

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

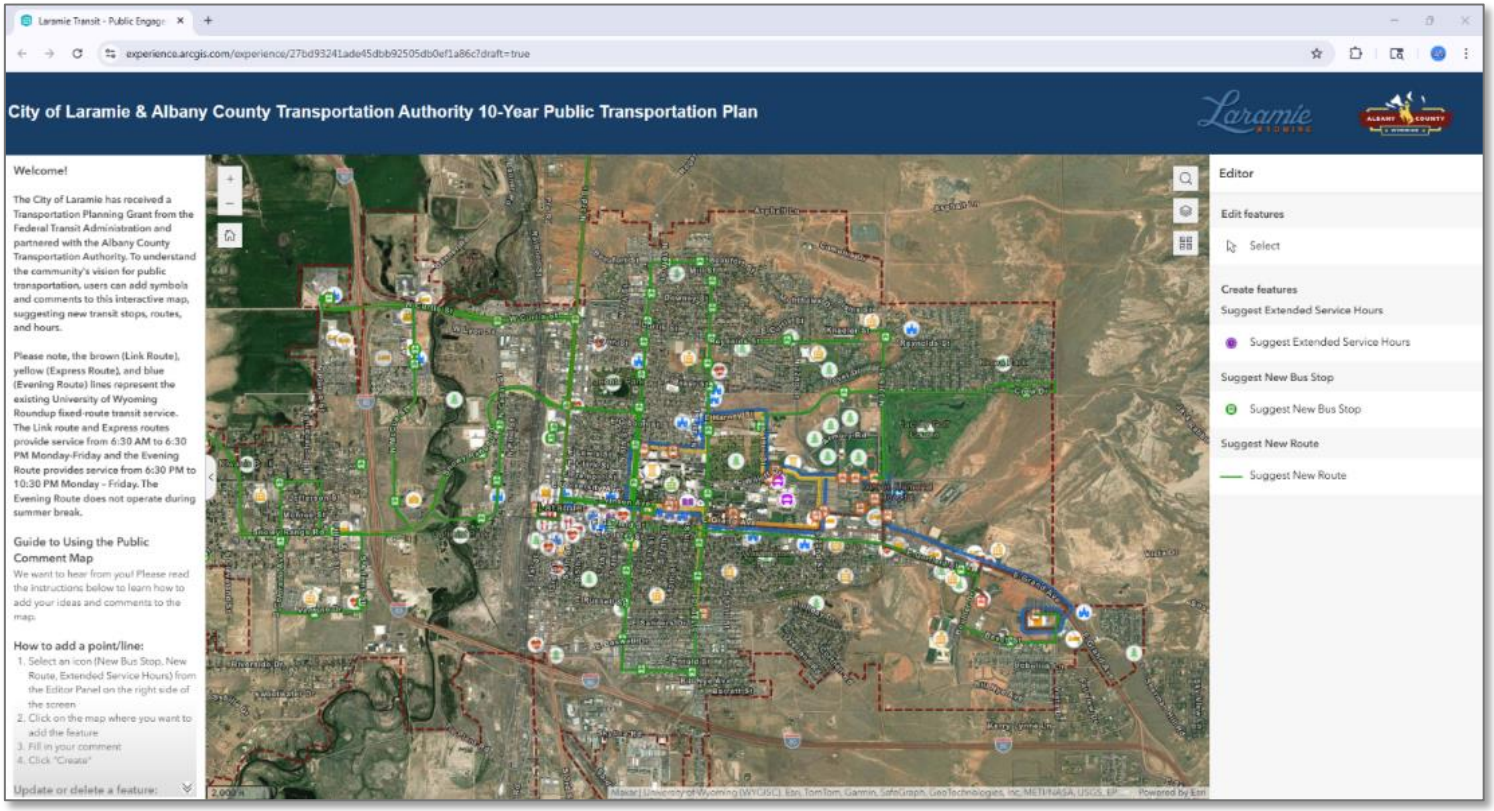


StoryMap Cover Page

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.

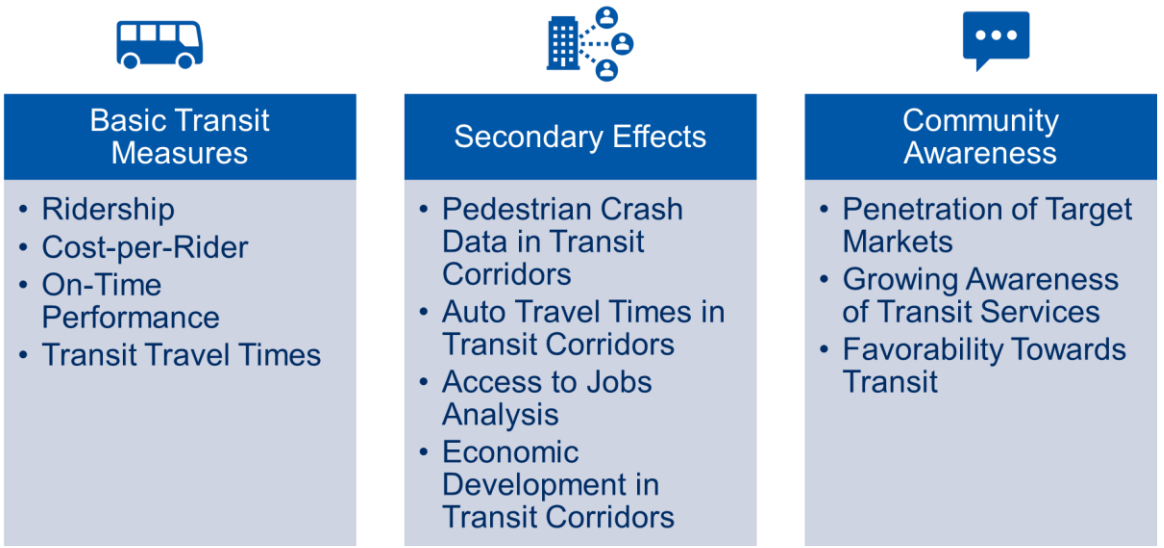


Figure 1: Performance measures established for 10-year Public Transportation Plan.

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.

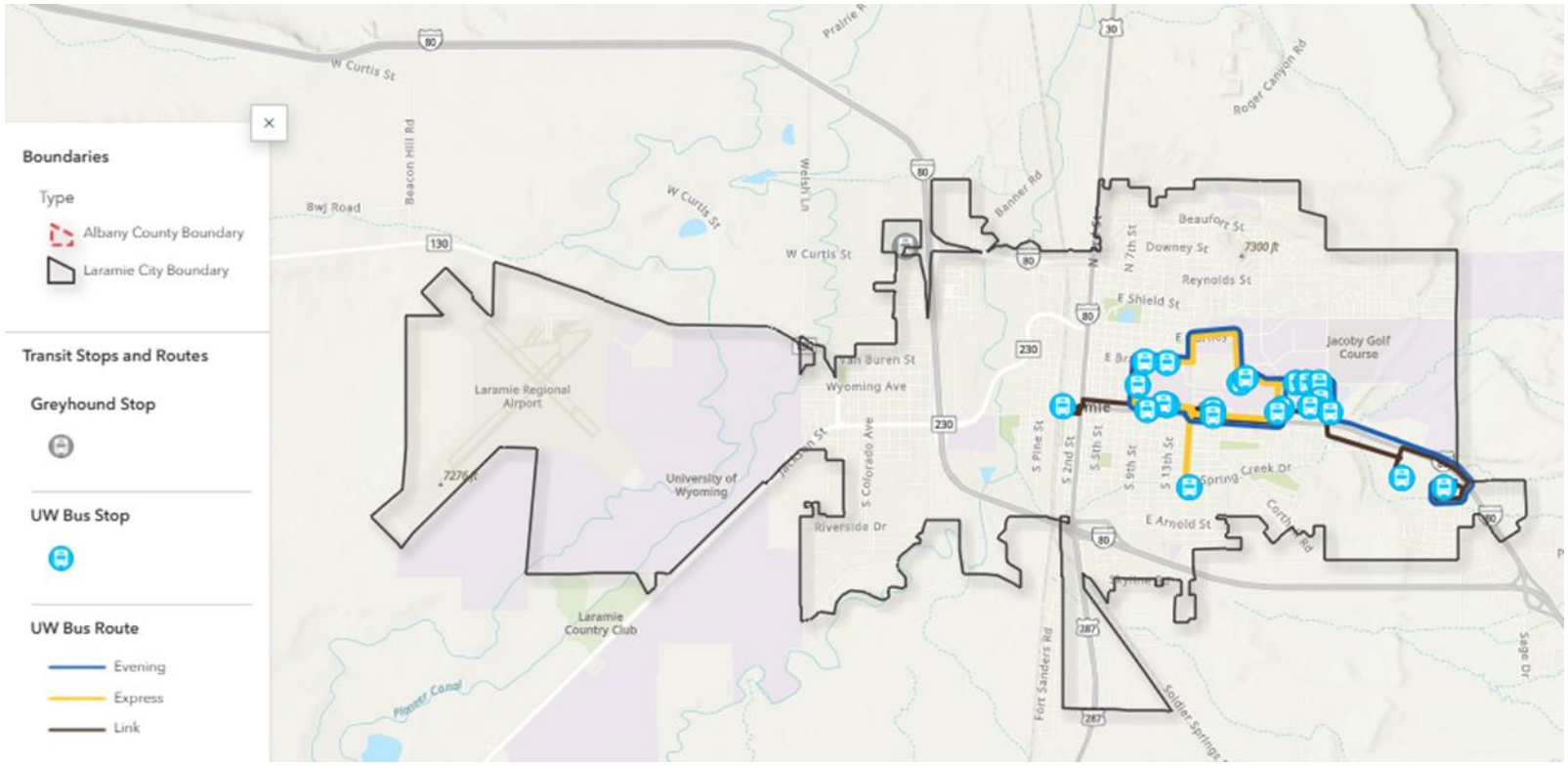


Figure 2: Existing UW fixed-route service. Interactive map link: [10-Year Public Transportation Plan]

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.

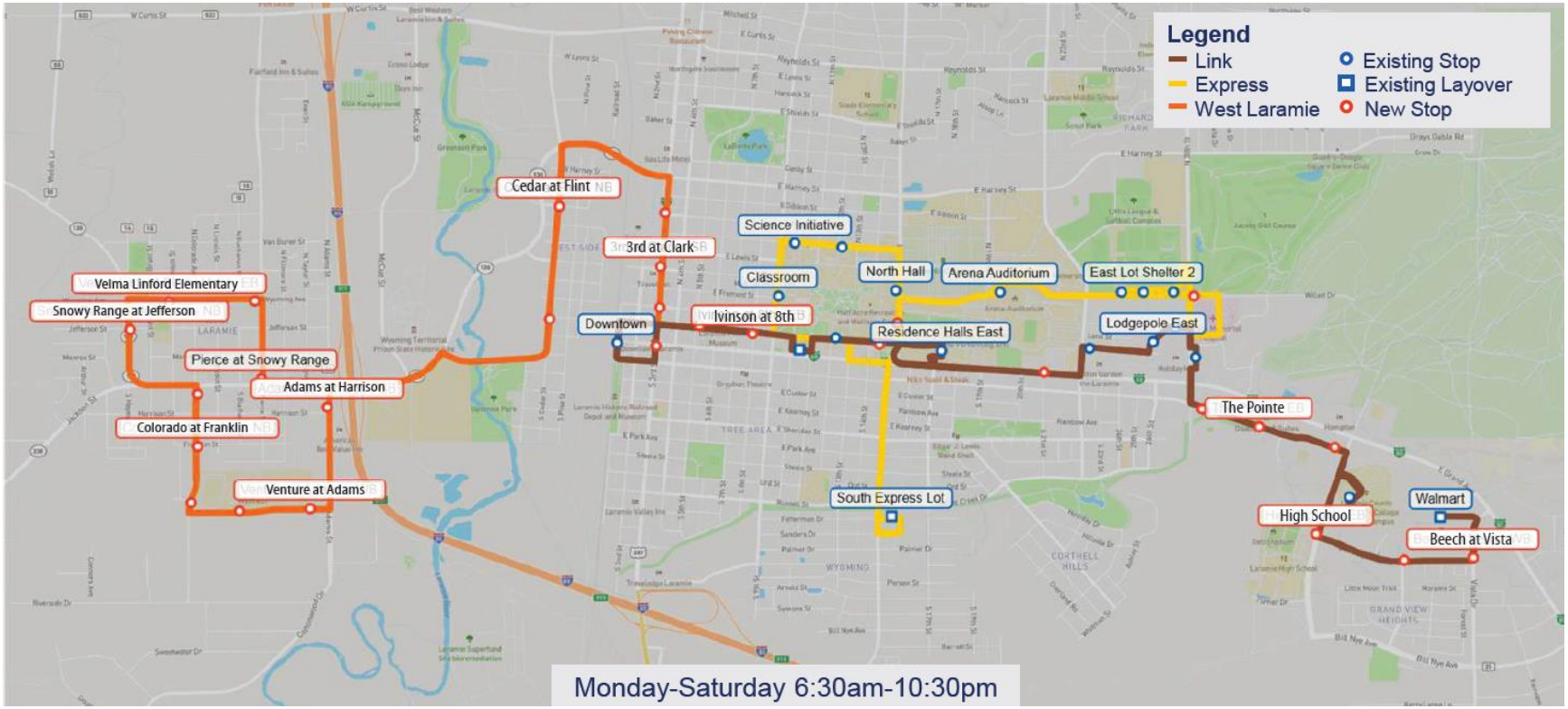


Figure 3: Phase I (1-3 years) service map.

2.3.1 Link Route

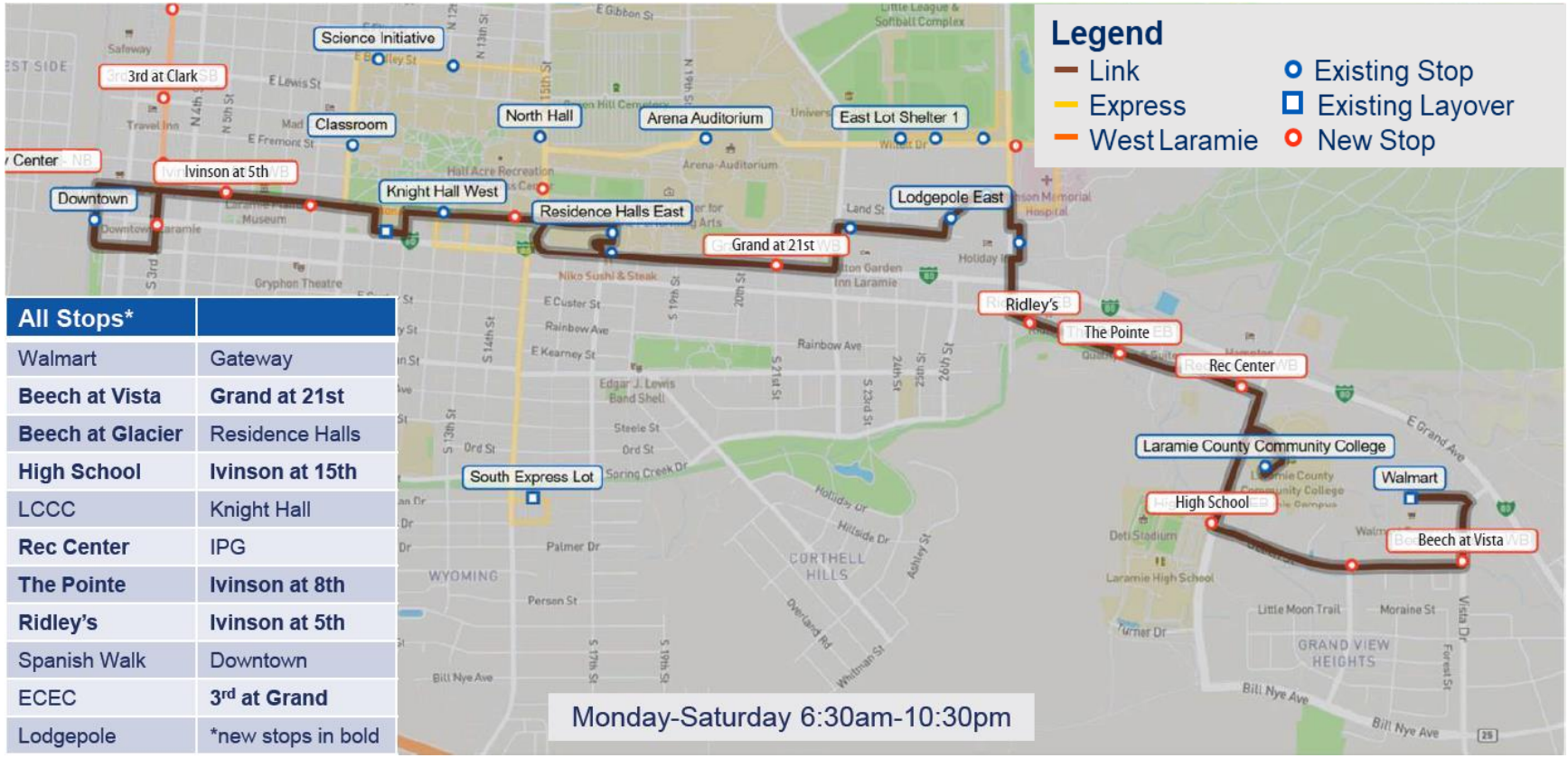
During Phase I, the Link route will add 11 stops, improving access to downtown Laramie and the Ridley's area as depicted in Figure 3. The Link will operate Monday through Saturday, offering extended hours from 6:30 AM to 10:30 PM (previously ending at 6:30 PM). This schedule enhancement enables residents 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

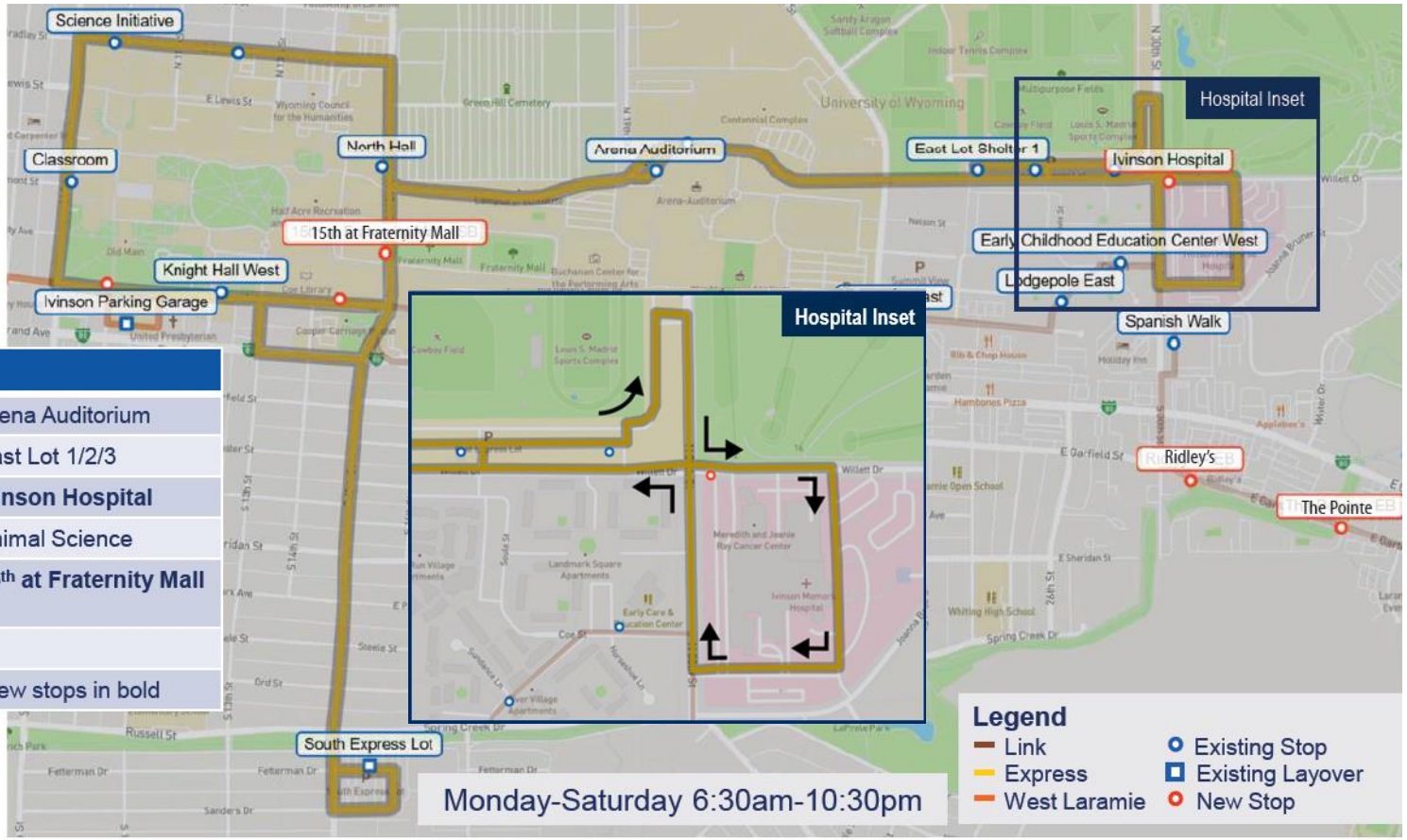
Figure 4: Phase I proposed Link route and stops.

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.

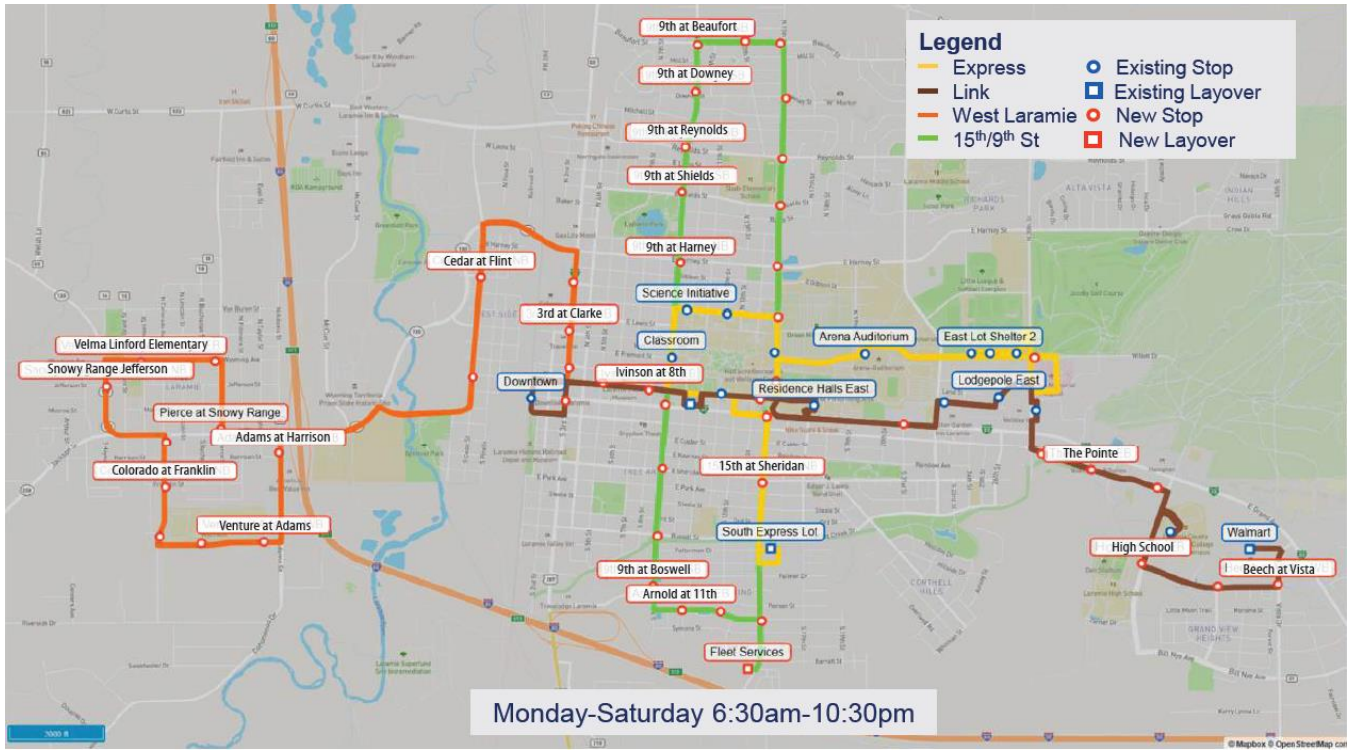


Figure 9: Phase II proposed fixed-routes and stops.

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.

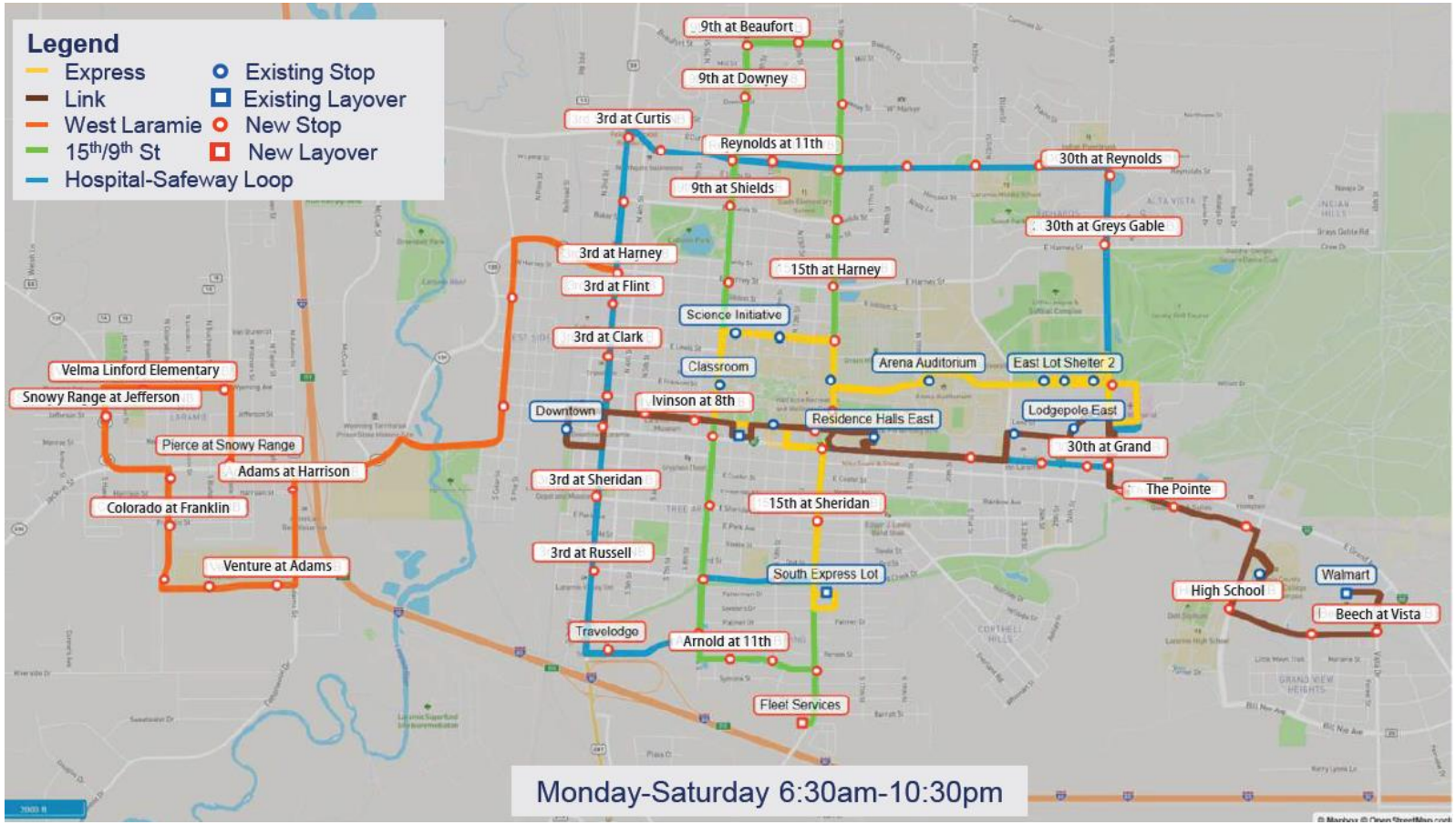


Figure 13: Proposed Phase III routes.

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

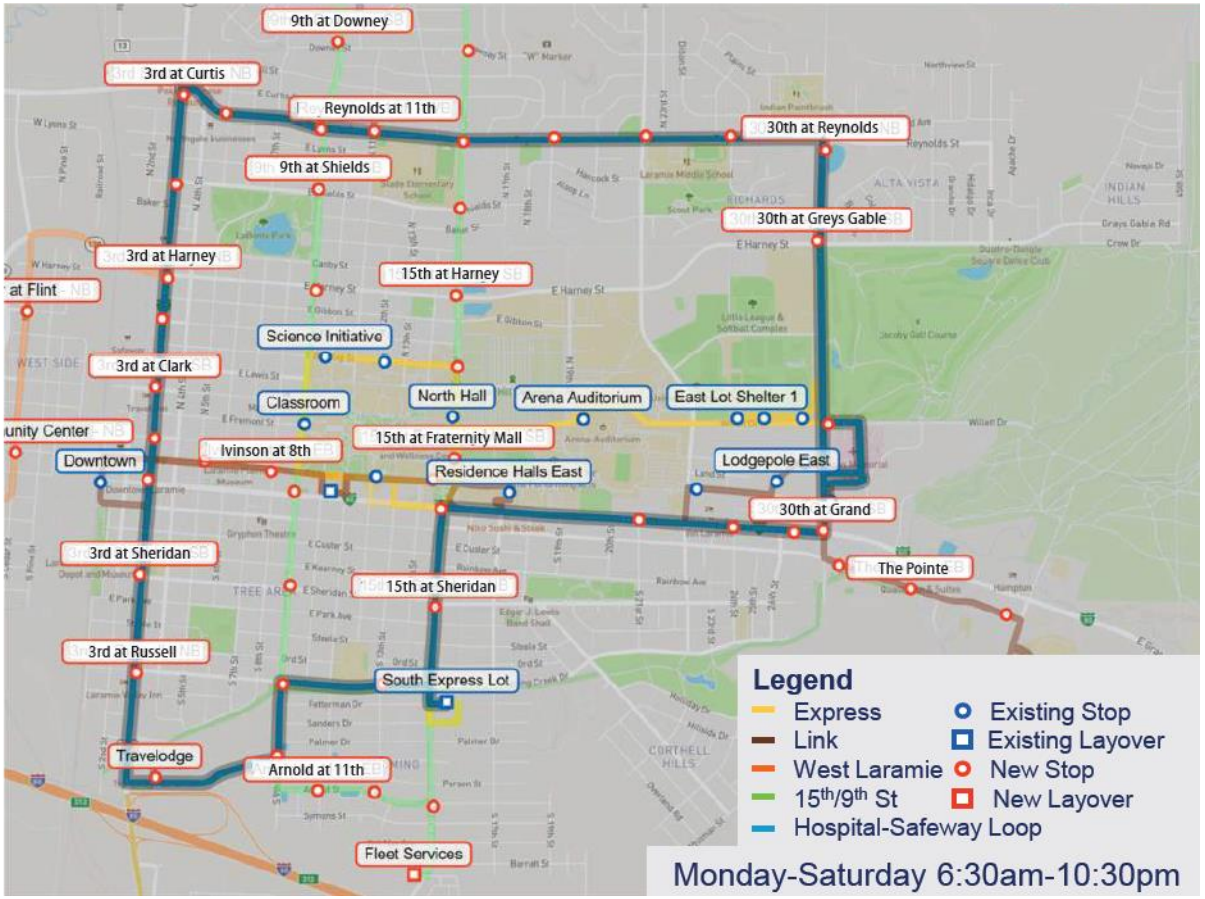


Figure 16: Phase III proposed Hospital-Safeway Loop route.

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/

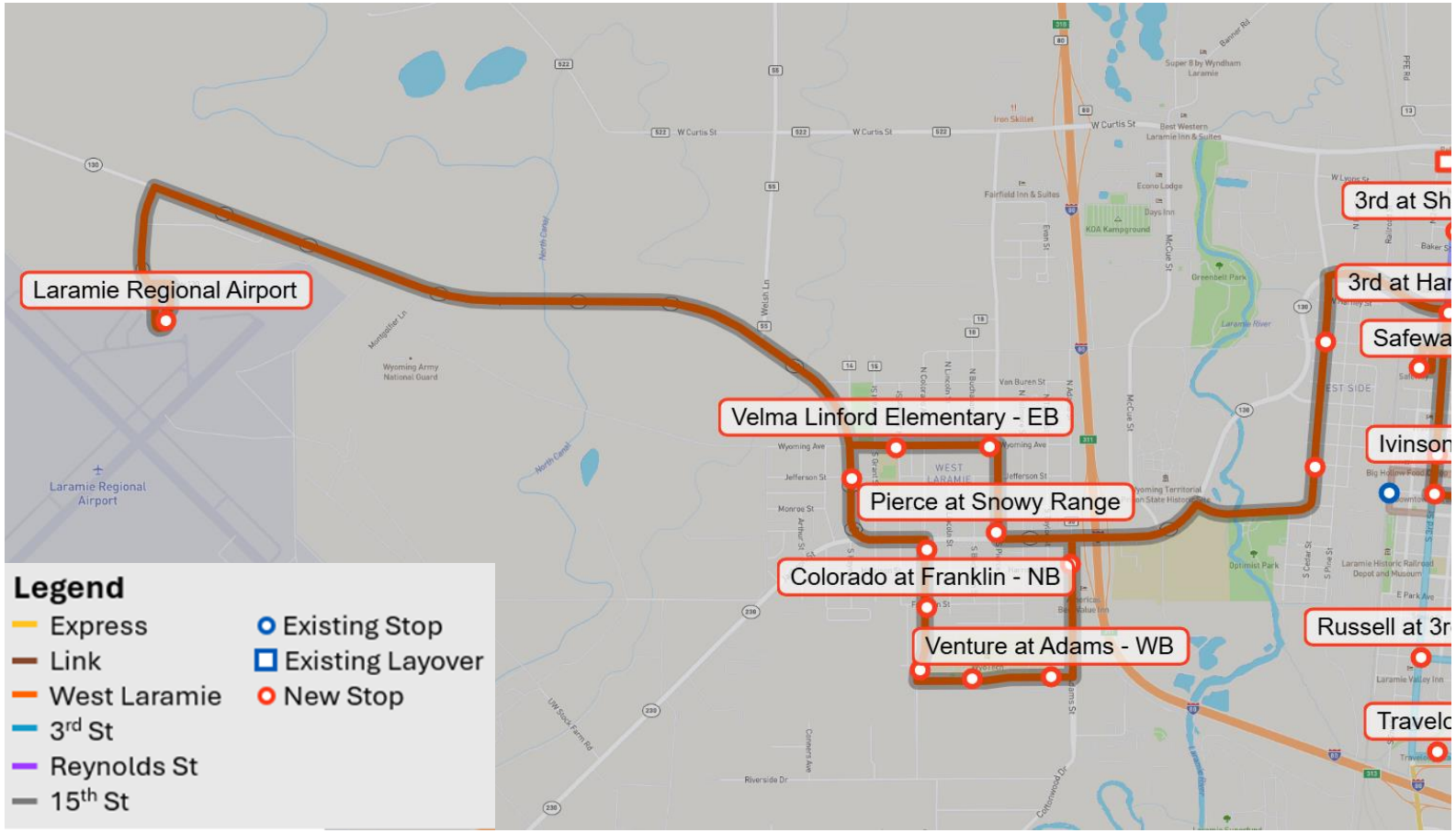


Figure 18: Alternative routing for an extension of the West Laramie route to the Airport.

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.

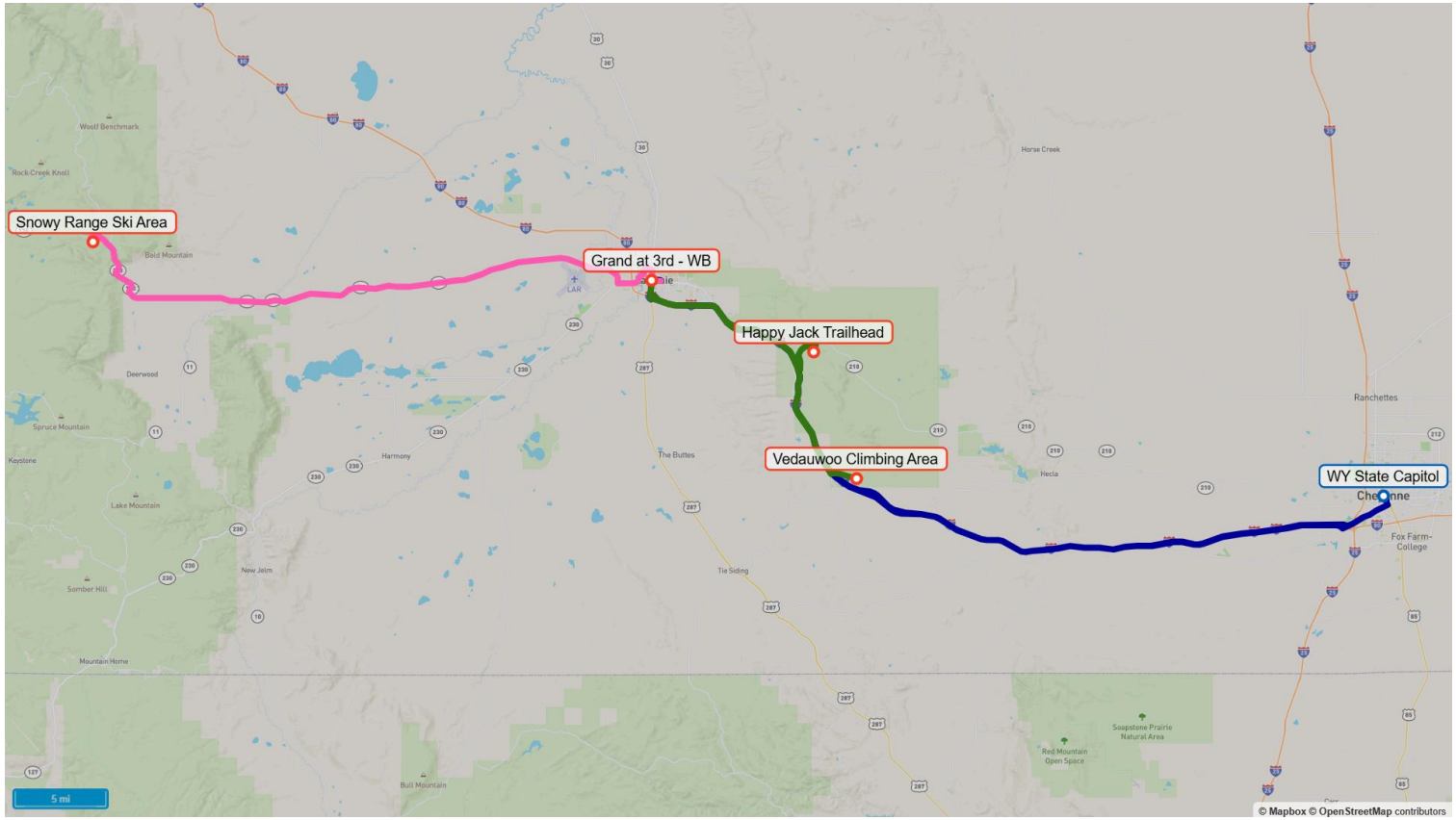


Figure 19: Map of proposed recreational and intercity routes.

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).

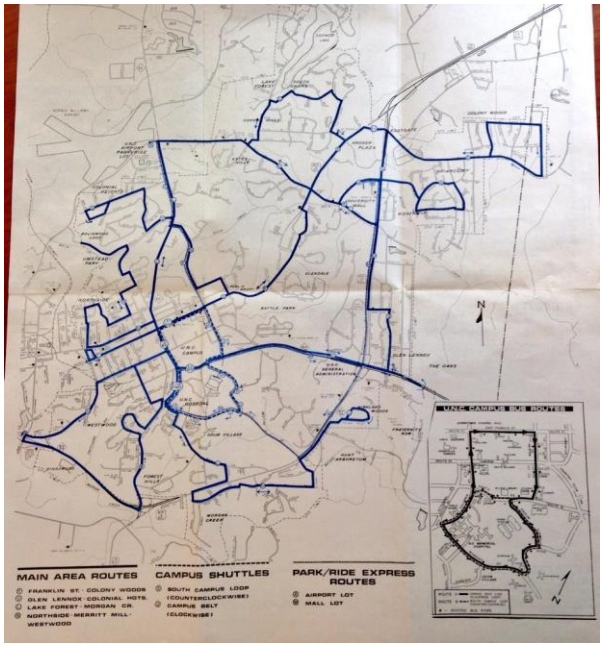


Figure 28: Map of Chapel Hill's bus network when introduced in the 1970s. It contained 4 routes serving the town and 2 serving the campus, similar to Laramie's proposed network.

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

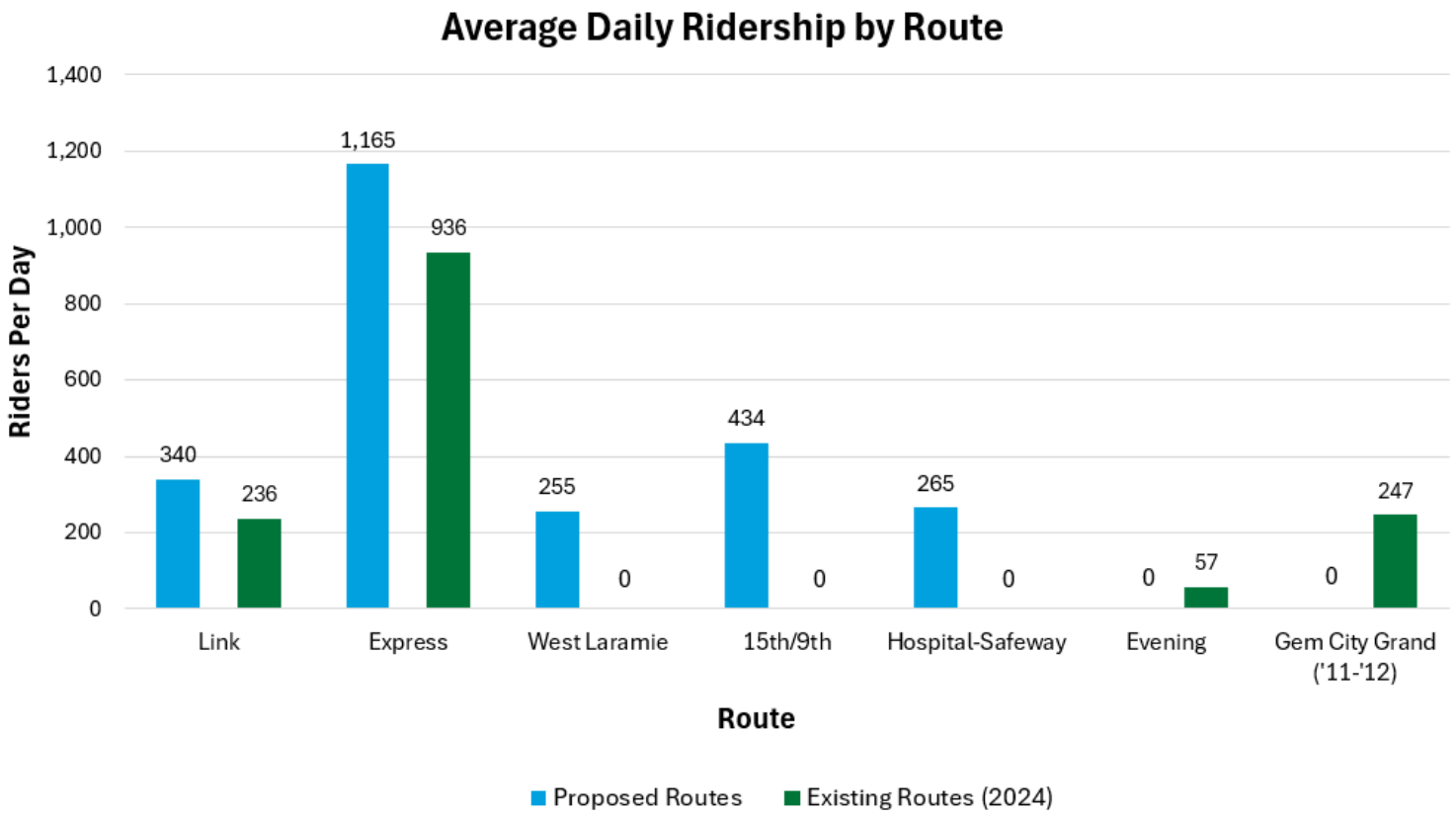


Figure 29: Estimated daily average ridership by route.

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.