



CITY OF LARAMIE
PARKS & RECREATION DEPARTMENT
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CITY OF LARAMIE
PARKS, TRAILS & RECREATION MASTER PLAN AD HOC ADVISORY COMMITTEE
AGENDA

MEETING DATE: May 9, 2012

TIME: 11:30 AM

LOCATION: Recreation Center large conference room – 920 Boulder Drive

Consent Agenda

1. Approval of the minutes from the April 28, 2012 meetings.

Motion by _____, seconded by _____, that the consent agenda be approved and that each specific action on the consent agenda be approved as indicated. (Items listed on the consent agenda are considered to be routine and will be enacted by one motion in the form listed above. There will be no separate discussion of these items unless a Committee Member or citizen so requests, in which case the item will be removed from the consent agenda and will be considered on the regular agenda.)

Regular Agenda:

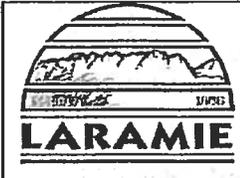
1. Commuter bike lane pilot program on Ivinson Ave
2. Future meeting schedule
 - May 23rd - part two of bike path/trail classifications and standards
 - June 13th - North Laramie Drainage Master Plan impacts on LaBonte Park
 - June 27th - review of survey questions
3. Other business

New business:

Public Comments

Next Meeting Date: Wednesday May 23, 2012 @ 11:30am

CITY OF LARAMIE COUNCIL REGULAR MEETING **May 15, 2012**



Agenda Item: Minutes

Title: Minutes of the April 25, 2012 Parks, Trails and Recreation Ad Hoc Committee Meeting.

Recommended Council MOTION: I move to acknowledge receipt of the minutes from the April 25, 2012 Parks, Trails and Recreation Ad Hoc Committee meeting and that the following items be approved as indicated:

1. To authorize staff to contract with an outside agency to conduct a public survey for the purposes of receiving, compiling and analyzing public opinions in relation to the development of the Parks, Trails and Recreation Master Plan.
2. To authorize staff to put out an RFP for Professional Photography Services to produce images to be used within the Parks, Trails and Recreation Master Plan.

Administrative or Policy Goal:

Laramie Citizens Survey 2008: Enhancement of recreation programs, parks and facilities, parks and programs offered.

Comprehensive Plan: Chapter 4 Parks & Recreation

Laramie City Council: Recreation Master Plan, Greenbelt Trail System, Gateway Beautification Plan

Background:

Minutes from the April 25, 2012 Parks, Trails and Recreation Ad Hoc Committee meeting.

Legal/Statutory Authority:

N/A

BUDGET/FISCAL INFORMATION:

EXPENSE

Proposed Project Cost.

Project Budget	Amount	Funds
Project Cost	\$15,000.00	Estimated costs for survey and professional photography
Loans on Project		
City's Amount	\$0.00	
Contingency 0%	\$0.00	
Total Amount	\$15,000.00	

Responsible Staff:

Paul Harrison, Parks & Recreation Director 721-5260

Derek Teini, Senior Planner 721-5245

Randy Hunt, Community Development Director 721-5288

Attachments:

Minutes from the April 25, 2012 Parks, Trails and Recreation Ad Hoc Committee meeting.

_____ City Manager _____ City Attorney *PA* Parks & Recreation

CITY OF LARAMIE
PARKS, TRAILS & RECREATION MASTER PLAN AD HOC ADVISORY COMMITTEE
April 25, 2012
Minutes of Meeting

MEMBERS PRESENT: Amber Travsky, Amy Williamson, Bill Gribb, Dave Hammond, Evan O'Toole, Joe Lord, Mike Moeller, Peggy McCrackin

MEMBERS NOT PRESENT: Dan McCoy, Scott Mullner

GUESTS: None

CITY OF LARAMIE STAFF PRESENT: Paul Harrison, Parks & Recreation Director; Mike Zook, Parks Manager; Mel Owen, Administrative Assistant; Derek Teini, Senior Planner; Charles Bloom, Senior Planner; David Derragon, Assistant City Manager

The regular meeting was called to order by chair Dave Hammond at 11:30 a.m.

Consent Agenda:

- 1) **To approve the minutes from the April 11, 2012 regular meeting of the Parks, Trails and Recreation Master Plan Ad Hoc Advisory Committee.**
Motion by Williamson, second by Moeller, that the consent agenda be approved. Motion carried 8-0.

Regular Agenda:

- 1) **Presentation on Bike Path definitions, options and classifications.**
Charles Bloom presented an overview of bike path classifications and gave some local examples for the Committee to consider.

The Committee noted the following items to consider as the issue of bike paths are further developed within the master plan:

- There is a lack of signage on bike lane roads, particularly when a right turn lane is present.
- Bike lanes throughout Laramie often tend to "disappear" in intersections, this should be rectified as it produces safety issues.
- Some Bike paths, primarily Class 1 Paths, should be designated as being multi-use since most bike paths are utilized in various ways.
- The Committee noted a commitment to exploring potential grants that fund bike trail enhancement and safe routes to schools.
- The Committee believes there is a strong need for further bike safety education within the Laramie community; and discussed the idea of a partnership with the University of Wyoming and the Albany County School District to better educate students on bike safety issues.
- The creation of bike lanes on streets with less traffic should be explored.
- Standardized and consistent marking on all Class 2 Paths and bike lanes should be a priority.
- Bike routes should be examined on a semi-annual basis in order to move routes if they are being under-utilized.
- Both a transportation and recreation distinction should be utilized when classifying bike paths, since the paths are used in both ways throughout the community.

Motion by Williamson, second by Moeller, requesting that staff explore funding to permit appropriate markings (inclusive of arrows, bike symbols, lane lines and any other necessary and standard markings) for all non-motorized lanes in the City roadways. Motion carried 8-0.

- 2) **Discussion of authorizing a public survey to be conducted by a third party/outside agency for the purposes of receiving, compiling and analyzing public opinions in relation to the development of the Parks, Trails and Recreation Master Plan.**
Staff stated that the Stakeholder Meetings received a lackluster response and recommended a formal survey be conducted in order to receive public input on the Master Plan on a broader scale. Staff noted that a formal survey, done by an outside agency, had in the past cost around \$15,000. The Committee noted a desire to ensure that any survey conducted would

be representative of Laramie as a whole, and in particular that each park service area was adequately represented in the survey. The Committee also requested to view the survey questions prior to the survey being conducted so that they may offer input as to the type of questions and how they are structured.

Motion by Williamson, second by Travsky, to authorize staff to contract with an outside agency to conduct a public survey for the purposes of receiving, compiling and analyzing public opinions in relation to the development of the Parks, Trails and Recreation Master Plan. Motion carried, 8-0.

- 3) **Discussion and scheduling of Public Input Meetings on two separate calendar dates.**
The Committee decided to tentatively schedule public meetings June 25-29 and July 9-13, with the last session of meetings occurring in conjunction with the public survey. The Committee also requested that a booth be set up at Freedom Has a Birthday and at least two different Farmer's Markets during the summer in order to educate the public on the process and receive any attendant public input.
- 4) **Discussion of authorizing Request for Proposals (RFPs) for Professional Photography Services, to produce images which will be utilized within the Master Plan.**
Harrison informed the Committee that staff felt a professional photographer was necessary to create high-quality, high-resolution images to be used within the final Master Plan. Harrison also noted that summer would be the ideal time to conduct a photographic survey of Laramie Parks.

Motion by Williamson, second by Moeller, to authorize staff to put out RFPs for Professional Photography Services to produce images to be used within the Master Plan. Motion carried 7-0, Gribb absent.

- 5) **Future meeting schedule.**
The Committee agreed to indefinitely postpone the Saturday work session, re-scheduling at a later date if necessary. The Chair requested that members email the Committee and staff if they will be absent for future meetings.

Other Business:

Teini informed the Committee that Dr. Gribb would be submitting his final report from the students' analysis of the Master Plan soon. Dr. Gribb had requested the Committee email any questions or comments they would like to see the students further address as soon as possible.

New Business

None

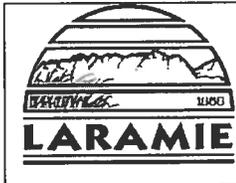
Public Comments:

None

Meeting adjourned at 1 pm.

Respectfully submitted,

Mel Owen
Administrative Assistant
Parks and Recreation
City of Laramie



Agenda Item: Policy Direction

Title: Review of Pilot Commuter Bike Path

Recommended Council MOTION:

N/A

Administrative or Policy Goal:

Laramie 2007 Comprehensive Plan, Ch. 8 (Transportation): “Stripe, re-stripe, sign and maintain streets designated as bike lanes. Maintenance issues such as snow removal and regular street sweeping should be considered.”

Background:

The City has a number of designated bike lanes on various arterial and collector streets in town, in addition to the Greenbelt and other off-street multi-purpose travelways for bicycles and pedestrians. However, to date the City has not had occasion to consider a full-fledged bicycle *commuter* route. This concept involves a travelway that’s specifically designed (or at least specifically retrofitted) for citizens who regularly use bicycles for most, if not all, daily trips to work, school, or recreational and social destinations. This concept is relatively unfamiliar in Wyoming, but in other nearby areas such as the Front Range cities, commuter cycling has been in place for some years and has been successfully integrated into the overall transportation network.

Last year, following earlier preliminary conversations, a local citizen (Mr. Mark Jenkins) asked the City to consider establishing one or more commuter-cycling routes along City street rights-of-way. Initial discussions included commuter routes like those found in Europe and East Asia, with a two-way cycle corridor in the center of the street, very low speed limits (10 mph or less), and motorized traffic expected to yield to bicycles. The early discussion centered on the possibility of a lengthy corridor spanning much of the City – specifically, Garfield Street. However, adding commuter-bike infrastructure to a long corridor such as Garfield would be expensive, if it could be done at all without major construction. A shorter pilot project was deemed preferable.

After considering several criteria, including width of right-of-way, cost and complexity of the retrofit, and likelihood of significant usage, the staff selected Iverson Street from 9th to 1st Streets as a recommended pilot route for a one-year trial.

This part of Iverson St. has the following advantages:

- It is short enough to be reasonably low-cost for the retrofit.
- It is a corridor that can reasonably be expected to carry significant commuter-bicycle traffic (i.e., it connects UW to downtown, both of which are already bicycle destinations).
- It will not require removal of much on-street parking capacity (a major concern in this part of town); however, a few specific parking spaces may have to be eliminated.
- Street intersection, and driveway intersections as well, can be among the most complicated features of a new bicycle corridor.
- If all goes well and the route is a successful pilot project, a potential next step could be expansion eastward, along Iverson’s University core campus frontage (9th to 15th Sts.), which would allow interconnection’s with UW’s extensive bicycle route system.
- Future expansion on Iverson would also be good timing, as the City has begun design for reconstruction of Iverson east of 9th. That project is expected to take the next two years.

The attached three maps show specific aspects of the pilot route. Please note the following:

- Two-way bicycle traffic will share the same travel lanes, and will flow in the same directions, and auto traffic. Staff did consider the possibility of a two-way corridor down the center of the street for separate bike travel, but this proved to be difficult if not impossible to fit within existing right-of-way; it is also a system unfamiliar to Americans and could pose possible dangers in that corridor. (Staff will continue investigating the center-lane possibility for potential testing on a brand-new street at some future time.)
- Street parking will undergo little, if any, change. The staff examined at length the potential for bike lanes next to the curb, separated from auto traffic by parked cars – either one way along each curb, parallel with traffic flow, or a two-way lane along the north curblane. This turned out to be impossible for the same reasons as the center-lane idea, and with the additional factor that the street’s crown makes that area difficult to navigate on two wheels.
- The maps show each combined bike/auto lane at 14 feet wide. (Parallel parking areas are unchanged at 10’ wide on each side.) The proposal conforms to standards in the Urban Bikeway Design Guide from the National Association of City Transportation Officials.
- The markings on the maps (which are internationally recognized symbols) would be painted on the street. Appropriate standard signage (not shown) would also be installed.
- Cost of installation, primarily paint and signage, will involve some budget expenditures, but these costs are reasonable compared to widening a street or changing geometry. They are also easily removed if it is necessary to return Iverson Street to its current configuration.

The staff wishes to present our work to date on this project in order to receive policy direction from Council on whether to proceed with the commuter-cycling concept in general, and with the Iverson proposal in particular. Mark Jenkins has been invited and is expected to attend, and provide benefit of his years of knowledge and deep interest in the commuter-cycling concept.

If Council so directs, staff can implement the Iverson corridor project shortly after July 1 of this year. We would envision at least a one-year trial period to determine if this concept works and is useful to the community.

Legal/Statutory Authority:

Laramie Municipal Code, Ch. 10.32 (Bicycles)

BUDGET/FISCAL INFORMATION:

REVENUE

Source	Amount	Type
Fees/Charges for Service		
Grants for Projects		
Loans on Project		
Other		
Total	\$0.00	

EXPENSE

Proposed Project Cost.

Project Budget	Amount	Funds
Project Cost	\$1,200.00	Streets Division, General Fund
Loans on Project		
Grants for Project		
Other/Outside Projects		
City's Amount	\$1,200.00	
Contingency 0%	\$0.00	
Total Amount	\$1,200.00	

Amount spent to date (approved and adopted by Council)

Budget	Amount	Funds
Total Budget Allocation		
Less Amount Spent to Date		
Remainder of Budget	\$0.00	

Proposed Cost (Approval of this item authorizes preparation of a budget revision for the proposed amount)

Expenditures	Amount	Fund
Proposed Expenditure	\$1,200.00	
Current Budget		
Additional Amount Requested		
Total Proposed Budget	\$0.00	

Responsible Staff:

Randy Hunt, Community Development
Director: 721-5288

Larry Ketcham, City Engineer: 721-5273

Harold Colby, Streets Division manager,
Public Works Dept.: 721-5277

Paul Harrison, Parks and Recreation Director: 721-5269

Future dates are subject to change

Work Session	March 27, 2012
Advertised	
Public Hearing (PH) Held	
PH Advertised	
Introduction/1 st Reading	
2 nd Reading	
3 rd Reading	

Attachments:

Maps 1-1 through 1-3: Ivinson Ave. Bike Path: Final Design

_____ City Manager _____ City Attorney _____ **Community Development**