

Transportation

Goal: A safe and effective transportation system that is accessible and functional for all members of the community.

Core Principle: Lander's prosperity and quality of life are dependent upon its ability to move people and goods safely and efficiently throughout the city.

When properly planned, a transportation system provides choices for drivers, bicyclists and pedestrians. These systems increase effectiveness of local service delivery, promote walking and bicycling, connect neighborhoods and local destinations, reduce vehicle miles and travel times, improve air quality, reduce emergency response times, and free up capacity to better service regional travel needs.

Objective: Establish an expanded pathway network that connects Lander's residential, commercial, schools, and green spaces and allows for safe and efficient travel for cyclists and pedestrians.

A major concern of the community regarding the transportation system is the need to maintain and improve the bicycling and pedestrian pathway throughout the City of Lander.

Actions:

5-1. Acquire/establish continual pathway easements.

The acquisition of adequate rights-of-ways and easements is required prior to, or during, the development process for economical and efficient implementation of a bicycle pathway system.

5-2. Prioritize and incorporate planned pathways into existing pathway network.

Pathways identified by this Master Plan in conjunction with the Lander Area Pathways System Committee should be prioritized by community interest and funding should be sought to begin creating linkages and connecting neighborhoods.

5-3. Require development along pathway system to incorporate pedestrian and cycling features.

Pathway facilities should be incorporated into capital improvements, private development, and redevelopment projects where possible. All development, at the time of platting, should be required to demonstrate that the design of the development includes the pathway linkages pursuant to the Lander Master plan, Lander Area Pathway System plan, or other applicable plan. This includes making new streets along a proposed pathway, no matter the classification, multi modal in nature. By integrating pathways into other projects and developments, the proposed pathway system can be implemented in a more timely and efficient manner.

5-4. Incorporate pedestrian and cycling pathways into existing infrastructure.

A transportation network works most efficiently when components work with one another. Where pathways intersect and merge with current infrastructure, improvements should be made to ensure the continuity of the system including sidewalks, curb cuts, and ADA ramps.

5-5. Improve/increase signage and markings designating the pathway system.

Signage is the most effective method of communicating routes and rules. Without proper signage and markings pathways can be confusing and dangerous.

Measures of Progress:

- Number of lineal feet of pathway easements acquired
- Number of lineal feet of pathway established

Objective: Increase safety and mitigate hazards and bottlenecks at problem intersections on Main Street.

Safety is a fundamental part of any transportation system. The location of facilities as well as the facility design, timing of signals, and visibility of signs and markings all influence safety. To a large extent the use of transportation facilities is dependent on the comfort level of potential users and the perceived level of safety, particularly in the case of pedestrians and cyclists. Main Street has several intersections that, in their current condition, pose potential safety hazards to motorists, pedestrians, and cyclists.

Actions:

5-6. Study options to control and direct traffic at the intersection of Main and 1st Street

Left hand turns on Main Street from 1st Street are challenging. Controls at 1st Street will manage traffic flows from the north and south. These controls would also assist pedestrians and cyclist in crossing Main at 1st.

5-7. Improve line of sight through engineered controls and parking restrictions on Main Street.

Improvement of line of sight would reduce collisions caused by turning as well as prevent collisions with pedestrians and cyclists.

5-8. Coordinate with WYDOT to improve design and/or functionality at the intersection of HWY 789 and 287.

The intersection of Wyoming Highways 789 and 287 is the highest traffic area in Lander. The location and design of this intersection creates an unsafe environment for pedestrians and cyclists as well as vehicle traffic by limiting line of sight and providing multi-direction traffic hazards for crossing pedestrians.

5-9. Incorporate engineered controls at Safeway entrance and Lincoln Street.

The construction of the Safeway entrance has significantly increased the amount of traffic at the intersection of Main and Lincoln Street. The blind corner near 9th Street creates line of sight and timing concerns that could be addressed with engineered controls.

5-10. Study pedestrian crossings and signal timing/phasing to ensure adequate timing and controls are provided for safe crossings.

Many pedestrians feel rushed to cross the five lanes of traffic on Main Street. A study would identify solutions such as improved traffic signal timing/phasing and integration of engineered controls to improve the safety of these crossings allowing pedestrians to cross comfortably while still allowing for a high level of service.

5-11. Adopt an ordinance to control access from Main Street.

Limiting the number and locations of access points to Main Street will increase the level of service and capacity and decrease accidents, pollution, and congestion. All nonresidential buildings, structures and parking areas should be physically separated from arterial or collector streets by vertical curbs and other suitable barriers to prevent unchanneled motor vehicle access. Each property should not have more than two access ways to any one street, unless unusual circumstances demonstrate the need for additional access points.

5-12. Evaluate options to purchase and maintain tools and equipment to assist law enforcement.

No intersection, no matter how well designed, is safe if traffic laws are not obeyed and enforced. Law enforcement cannot be everywhere at once, but tools such as red light and speed limit cameras may increase traffic law compliance.

Measures of Progress:

- Number of accidents in the vicinity

Objective: Improve and maintain roadway surfaces.

Potholes, debris, and damaged markings present considerable safety hazards for drivers, pedestrians, and cyclists as well as reflecting poorly on the City. Maintaining streets, sidewalks, lighting, signs, signals and markings assure that the transportation network will continue to function as designed.

Actions:

5-13. Inventory current street conditions.

Identifying and documenting current street conditions will allow the City to properly and effectively manage and prioritize street repair.

5-14. Compile and maintain capital improvement plan for street department.

This plan is created to better guide the public works department and the Urban Streets Committee to the highest priority projects and help them better allocate available funding.

5-15. Obtain grants and loans through funding agencies.

Grants and loans would allow for Lander to make necessary improvements without burdening the citizens of Lander with a tax levy.

Measures of Progress:

- Number of lineal feet of street improvements inventoried
- Number of dollars worth of improvements granted for street repair/maintenance
- Number of lineal feet of street repaired/maintained

Objective: Maintain high connectivity and service throughout Lander as new development expands the current network.

As Lander's transportation system expands the access and circulation system should accommodate the safe, efficient, and convenient movement of vehicles, bicycles, and pedestrians throughout new development, and provide ample opportunities for linking adjacent neighborhoods, properties, and land uses. Neighborhood streets systems should knit separate developments together, rather than forming barriers between them.

Actions:

5-16. Identify new/potential arterials and collectors.

Currently Lander has five main arterials, two running east-west and three running north-south, that currently carry most of the traffic through Lander. The identification and implementation of new streets outside of residential areas would not only alleviate congestion on current arterials, but allow for a safer multi-modal transportation network by pulling high speed high volume traffic away from residential centers. These streets would also allow for through traffic to reach state and county arterials without using Main Street, taking pressure of the bottlenecks in the Downtown and Baldwin Creek areas.

5-17. Require new developments to integrate into the current transportation network.

If new developments rely strictly on the existing road networks to absorb all of the new demand they create, congestion will increase even in areas where roads are not operating at capacity. All new developments should provide public street connections, and if there are no adjacent public streets the development should provide connections and land for future connections spaced at intervals appropriate for the area.

5-18. Encourage alternative design approaches where appropriate.

There has been a growing regional movement to adopt alternative approaches to roadway design, including traffic calming (such as roundabouts), context-sensitive design, and narrow streets within planned developments. On a case-by-case basis, Lander may consider adopting such practices where there is a clear benefit to the community.

Objective: Utilize the transportation system as tool to promote tourism and local attractions.

Lander's location and proximity to some of the best outdoor adventure areas and environments in the country make it a unique place to live, work, play, and visit. A well planned and designed transportation system allows for straightforward access to these attractions and makes the experience even more enjoyable.

Actions:

5-19. Apply to the Wyoming Department of Transportation to have Sinks Canyon Road designated as a Wyoming Scenic Byway.

This program not only promotes and enhances tourism, but qualifies this roadway for additional state funding for improvements such as rest areas, signage, turnouts, shoulder improvements, overlooks, and pedestrian and bicyclist facilities. This designation would benefit the Lander community by protecting cultural resources in area adjacent to the highway and developing and providing tourist information to the public.

5-20. Improve wayfaring signage in Lander to better direct the public to local attractions.

Currently the City of Lander has very little and confusing wayfaring signage. This lack of direction creates unnecessary confusion for any Lander visitor.