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

MEETING DATE: October 22, 2014

TIME: 11:30 am

LOCATION: Recreation Center large conference room – 920 Boulder Drive

Consent Agenda

1. Approval of the minutes from the October 8, 2014 meeting.
2. Acknowledge receipt of the requests to remove all the map symbols on private property outside of the city limits.
3. Acknowledge receipt of the “Modes Less Traveled-Bicycling and Walking to Work in the United States: 2008-2012” American Community Survey Reports.
4. Acknowledge receipt of the Proposal for “Northeast Laramie Greenbelt-Connect, Open Space Project” Regional shortgrass prairie preserve and open space

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. Consideration to direct the staff to develop alternatives for the removal of the proposed map symbols outside of the city limits and within the one-mile buffer.

New business:

1. Public Comments

Next Meeting Date: November 12, 2014

CITY OF LARAMIE
PARKS, TRAILS & RECREATION MASTER PLAN AD HOC ADVISORY COMMITTEE
October 8, 2014
Minutes of Meeting

MEMBERS PRESENT: Amber Travsky, Amy Williamson, Dan McCoy, Dave Hammond, Evan O'Toole, Joe Lord, Vicki Henry

MEMBERS NOT PRESENT: Bill Gribb, Mike Moeller, Peggy McCrackin

CITY OF LARAMIE STAFF PRESENT: Paul Harrison, Parks & Recreation Director; Derek Teini, Senior Planner; David Schott, Parks Manager; Jodi Guerin, Recreation Manager; Audem Gonzales, Assistant Planner; Mel Owen, Administrative Assistant

GUESTS: Kimberly Starkey; Larry Romsa; David Gertsch, County Planner; Jennifer Stone, Albany County Attorney's Office

The regular meeting was called to order by Chair Dave Hammond at 11:35 a.m.

Consent Agenda:

- 1) **Approval of the minutes from the October 1, 2014 meeting.**
- 2) **Acknowledge receipt of the letter from David Gertsch, County Planning Director concerning the October 8th Planning and Zoning Commission meeting.**
Motion by Williamson, second by Lord, that the consent agenda be approved. Motion carried 6-0, McCoy absent.

Regular Agenda:

- 1) **Presentation of the comments received from the public meetings and various Boards and Commissions for consideration/inclusion within the draft Plan.**

-Comment #40:

Motion by Travsky, second by Lord, to change the designation of a portion of the area adjacent to Kiowa Park to a natural area so that when combined with the 16.5 acres to the north, there would be a minimum of 20 acres designated as a natural area with the provision that any remaining acreage directly adjacent to the existing Kiowa Park may be developed. Motion carried 7-0.

The Committee requested that staff research if the neighborhood park needs would still be met in SA7 after the above change is made to the overall acreage of Kiowa Park. The Committee also requested that staff bring back a map showing the possible trail connection referenced in comment #40.

-Comment #51:

Kimberly Starkey addressed the Board and noted that the Jones own an additional parcel that was not included on the maps that had been prepared and that additional amenities are shown on this parcel. Staff noted that further research would have to be done to prepare a map showing the exact location of the parcel.

Motion by Williamson, second by Travsky, to retain the shared use path along the Jones property which would go along the right of way of Vista Drive, should it be developed in the future. Motion carried 7-0.

-Comment #52:

The Committee discussed the possibilities of alternative routes to access the Monolith Ranch. Staff was directed to bring alternative access routes to Monolith Ranch for the Committee to consider at the next meeting.

Motion by Williamson, second by Travsky, to table the discussion of comment #52 until the next meeting. Motion carried 7-0.

- 2) **Report on the statistics/trends related to trespass reports in the one-mile buffer.**

Staff provided a verbal report about trespass statistics in the one-mile buffer noting that overall trespass reports have been trending down since 2003. There was no uptick in trespass reports to LARC from 2012 to 2013. It was noted that the public may not report every trespass occurrence however there have only been 50 to 70 total trespass calls from the full county, with an average of four to five per year within the one-mile buffer.

New Business

1) Public Comments

-Larry Romsa addressed the Committee and stated that they deal with an average of three trespassers per week at their property and that henceforth they will start calling the sheriff to report all trespassers.

-Starkey addressed the Committee and noted that she was speaking on behalf of Thane McKinsey, who was concerned that several emails he sent were not included in the current meeting packet; and that McKinsey wanted a natural area that is on the NE corner of his property removed.

Staff noted that further conversations are needed with McKinsey in order to provide some clarification on his requests and afterwards the Committee will be considering the specifics of his requests.

-David Gertsch, County Planner, spoke to the Committee and apprised them of the County Planning and Zoning Commission's interest in the plan. The P & Z Commission had directed County staff to send around 130 notifications to County property owners about the plan and the Commission further requested that the Master Plan Committee consider the comments that the P & Z Commission would receive from County landowners at its October 8th meeting.

Staff noted that comments will be gathered at the October 8th P & Z meeting and presented to the Committee and that additional research would likely need to be done, including possible follow-ups with the land owners to garner specific details on locations. The Committee inquired why the P & Z Commission meeting was being held in such a small room that would not be able to accommodate a large crowd, especially in light of the fact that around 130 notices were sent out.

-Jennifer Stone, with Albany County Attorney's Office, stated that the meeting needed to be in that room due to the recording capabilities that were only present there. Stone stated that if the City passes the plan but the County does not concur, the County would appreciate it if any amenities in the County were not included, or if it could be made very clear that the maps showing conceptual amenities are drafts only. Stone further noted that the County does not necessarily agree with the City's position that concurrence is not necessary.

The Committee stated that the conceptual amenities are only to provide guidance *if* annexation were to ever occur.

Stone stated that they understand that, but are concerned the public at large does not understand that point.

The Committee noted that comments are still being received and addressed and they want to continue to receive public input as the plan moves through the public process.

2) Next Meeting Date:

November 5, 2014

Meeting adjourned at 12:41 pm.

Respectfully submitted,



Mel Owen
Administrative Assistant
Parks and Recreation - City of Laramie

Modes Less Traveled—Bicycling and Walking to Work in the United States: 2008–2012

American Community Survey Reports

By Brian McKenzie
Issued May 2014
ACS-25

Bicycling and walking make up a relatively small portion of commuting activity in the United States, but these nonmotorized travel modes play important roles within many of the nation's local transportation systems. Infrastructure that supports bicycling and walking expands transportation options and may complement other forms of transportation by supplementing segments of trips. Several state and local agencies have taken steps to promote pedestrian and bicycle travel. Strategies to accommodate nonmotorized travel vary across communities, but may include sidewalk modifications, pedestrian-oriented commercial centers, or bicycle lanes to name a few. In recent years, the number of cities with bicycle sharing programs has increased considerably.¹ These efforts reflect ongoing changes in infrastructure and travel options across the nation's dynamic transportation systems. Such changes influence decisions people make about their trip to work. The American Community Survey (ACS) is an important tool for tracking how the nation's travel patterns change across time and places.

Among other questions on work-related travel, the ACS asks respondents how they get to work. Respondents may choose from among several transportation modes, including bicycle or walked (Figure 1). The ACS commuting questions have served as the basis for several U.S. Census Bureau reports, but this is the first report to focus on bicycling or walking.² This report provides a national overview of commuting by bicycle and

¹ Bicycle sharing programs include networks of bicycles available for short-term public use with designated pick-up and drop-off bicycle locations.

² For more Census Bureau reports on specific commuting modes, see <www.census.gov/hhes/commuting/data/commuting.html>.

Figure 1.
**2012 American Community Survey
Questionnaire**

31 How did this person usually get to work **LAST WEEK?** If this person usually used more than one method of transportation during the trip, mark (X) the box of the one used for most of the distance.

<input type="checkbox"/> Car, truck, or van	<input type="checkbox"/> Motorcycle
<input type="checkbox"/> Bus or trolley bus	<input type="checkbox"/> Bicycle
<input type="checkbox"/> Streetcar or trolley car	<input type="checkbox"/> Walked
<input type="checkbox"/> Subway or elevated	<input type="checkbox"/> Worked at home → SKIP to question 39a
<input type="checkbox"/> Railroad	<input type="checkbox"/> Other method
<input type="checkbox"/> Ferryboat	
<input type="checkbox"/> Taxicab	

Source: U.S. Census Bureau, 2012 American Community Survey Questionnaire.

walking in the United States. It highlights differences in rates of nonmotorized travel for selected social and economic population characteristics and across geographic areas.³ The report uses the 5-year 2008–2012 ACS data to take advantage of its large sample size relative to the 1-year data, thus reducing margins of error of estimates for small subpopulations.⁴

³ All comparisons presented in this report have taken sampling error into account and are significant at the 90 percent confidence level unless otherwise noted.

⁴ The analysis is limited to workers 16 years and over who worked during the ACS reference week, the calendar week preceding the date respondents completed their questionnaire, and who did not work at home.

HIGHLIGHTS

- The number of U.S. workers who traveled to work by bicycle increased from about 488,000 in 2000 to about 786,000 in 2008–2012, a larger percentage increase than that of any other commuting mode.
- The combined rate of bicycle commuting for the 50 largest U.S. cities increased from 0.6 percent in 2000 to 1.0 percent in 2008–2012.
- The Northeast showed the highest rate of walking to work at 4.7 percent of workers, while the West had the highest rate of biking to work at 1.1 percent. The South had the lowest rate of biking and walking to work.
- Among large cities, Portland, OR, has the highest bicycle commuting rate at 6.1 percent.
- Workers living in principal cities walked to work at a rate of 4.3 percent, compared with 2.4 percent for workers in suburbs.
- Several “college towns” showed high rates of walking to work, including Ithaca, NY, and Athens, OH, where about 42.0 percent and 37.0 percent of workers walked to work, respectively.
- Younger workers, those aged 16 to 24, had the highest rate of walking to work at 6.8 percent.
- At 0.8 percent, the rate of bicycle commuting for men was more than double that of women at 0.3 percent.
- At 0.9 percent, the most educated workers, those with a graduate or professional degree, had the highest rate of bicycle commuting, followed by the least educated workers, those who did not graduate from high school at 0.7 percent.

- Workers who walked to work had an average commute time of 11.5 minutes, considerably shorter than that of bicycle commuters at 19.3 minutes, and all other workers who did not work at home at about 25.9 minutes.

The ACS is a survey conducted annually by the Census Bureau to gather information about changes in the socioeconomic, housing, and demographic characteristics of communities across the United States and Puerto Rico.⁵ It provides one of the most robust sources of information on commuting by bicycle and walking. ACS questions related to travel focus solely on commuting and do not ask about leisure travel or other nonwork trips. Commutes may involve multiple transportation modes, but ACS respondents are restricted to indicating the single mode used for the longest distance.

⁵ Estimates for Puerto Rico are not included in this report.

Information on nonmotorized travel is limited relative to that of travel by automobile or transit. This presents challenges for transportation planners and researchers interested in gaining a better understanding of bicycle and pedestrian travel behavior and demand.⁶ Analysis of trends in commuting by bicycle and walking is complicated by the relatively low prevalence of these modes, creating issues related to small sample size. Because bicycling and walking often serve as secondary travel modes that supplement modes such as transit or driving, some commutes that involve bicycling and walking are not reflected as such in the ACS because another mode is used for a longer distance.

⁶ Greg Griffin, Krista Nordback, Thomas Götschi, Elizabeth Stolz, and Sirisha Kothuri, “Monitoring Bicyclist and Pedestrian Travel and Behavior, Current Research and Practice,” Transportation Research Board, Washington, DC, 2014. Please see <<http://onlinepubs.trb.org/onlinepubs/circulars/ec183.pdf>>.

DEFINITIONS

Nonmotorized travel refers to travel by bicycle and walking.

Workers are civilians and members of the Armed Forces, 16 years and older, who were at work the previous week. Persons on vacation or not at work the prior week are not included.

Means of transportation to work refers to the principal mode of travel that the worker usually used to get from home to work during the reference week. People who used different means of transportation on different days of the week were asked to specify the one they used most often. People who used more than one means of transportation to get to work each day were asked to report the one used for the longest distance during the work trip. Workers who worked at home are not included in information presented in this report unless otherwise stated.

The largest city in each metropolitan or micropolitan statistical area is designated a **principal city**. Additional cities qualify if specific requirements are met concerning population size and employment. For more detailed definitions of these terms and other ACS terms, see the ACS subject definitions list at <www.census.gov/acs/www/data_documentation/documentation_main/>.

As bicycling and walking become integral to the national conversation about transportation, demand for data related to nonmotorized travel will increase. Initiatives to integrate bicycle and pedestrian-oriented infrastructure into local transportation systems are far from uniform across cities and regions. Rates of bicycling and walking to work also vary considerably across geographies. Though not without limitations, the size and geographic reach of the ACS make it a valuable source of information on nonmotorized travel.

NATIONAL TRENDS IN NONMOTORIZED COMMUTING

Much of the developed landscape in the United States was designed to accommodate automobile travel, complicating travel by walking or bicycling in many areas. The 2008–2012 5-year ACS data show that, among the approximately 140 million workers in the United States during that period, 2.8 percent walked to work and 0.6 percent commuted by bicycle, compared with 86.2 percent of workers who drove alone or carpooled to work (Figure 2). Between 2000 and 2008–2012, the number of workers who traveled to work by bicycle increased by 60.8 percent, from about 488,000 in 2000 to about 786,000.⁷ This increase in the number of bicycle commuters exceeded the percentage increase of all other travel modes during that period (not shown), but the overall share of workers who commute by bicycle remains low. In 1980, 0.5 percent of workers commuted by bicycle. This rate dropped to 0.4 percent in 1990, where it remained in 2000.⁸

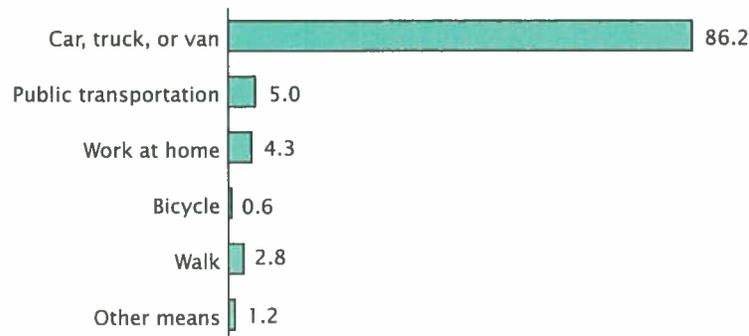
⁷ Source: U.S. Census Bureau, American Community Survey, 2008–2012, Table B08006.

⁸ Rates of bicycle commuting for 1980, 1990, and 2000, are not statistically different from one another.

Figure 2.

How People Commute to Work: 2008–2012

(In percent. Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)

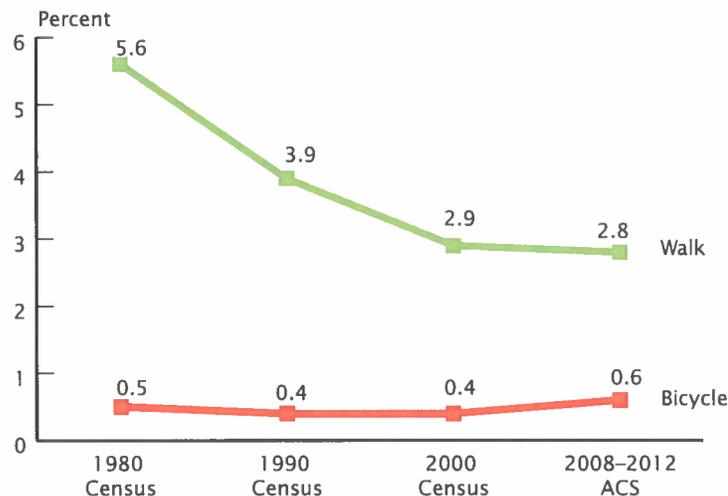


Source: U.S. Census Bureau, American Community Survey, 2008–2012.

Figure 3.

Walking and Bicycling to Work: 1980 to 2008–2012

(Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)



Sources: U.S. Census Bureau, Decennial Census, 1980, 1990, 2000; American Community Survey, 2008–2012.

By 2008–2012, the share of bicycle commuters reached 0.6 percent.

Between 1980 and 1990, the rate of walking to work declined from 5.6 percent to 3.9 percent, and continued to decline over the 1990s, reaching 2.9 percent in 2000 (Figure 3). The rate of decline

slowed during the 2000s, reaching 2.8 percent by 2008–2012.⁹ Although the share of workers who walked to work declined slightly over the 2000s, the number of walkers increased from

⁹ Rates of walking to work for 2000 and 2008–2012 are not statistically different from one another.

about 3,759,000 in 2000 to about 3,938,000 in 2008–2012. When comparing decennial Census estimates with those from the ACS, it is important to note that decennial Census data were collected primarily during a single month, April, while ACS data are collected continuously throughout the year. The timing of data collection might influence many workers' likelihood of walking or riding a bicycle to work, especially in more severe climates.

WALKING AND BICYCLE COMMUTING ACROSS REGIONS AND TYPES OF COMMUNITIES

Rates of walking and bicycle commuting vary considerably across communities and regions. Local factors such as community size, design, infrastructure, and climate influence the availability, attractiveness, and affordability of each transportation mode. For example, in smaller cities, a greater percentage of the area's potential destinations are likely to be within biking or walking distance and automobile traffic might be relatively light, increasing the attractiveness of nonmotorized travel.¹⁰ Cities with large, dense populations are more likely to offer public transportation, making bicycling and walking more attractive as travel modes that supplement transit.

Figures 4 and 5¹¹ show rates of nonmotorized commuting by region and population of workers' place of residence.¹² For Figures 4 and 5, small cities are defined as those with populations between 20,000 and 99,999,

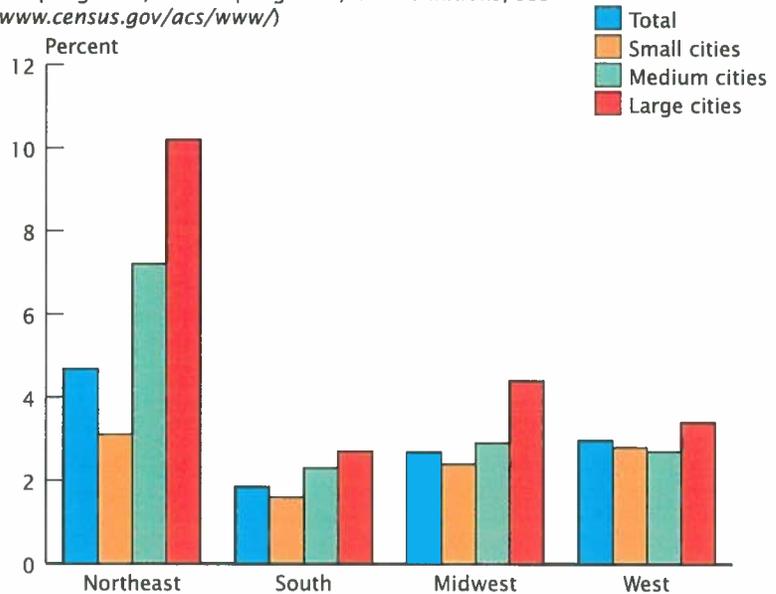
¹⁰ Susan Handy, Eva Heinen, and Kevin J. Krizek, "Cycling in Small Cities," in *City Cycling*, edited by John Pucher and Ralph Buehler, 2012; 257–286.

¹¹ For estimates and margins of error associated with Figures 4 and 5, see Appendix Table A-1.

¹² For more information on regions, see <www.census.gov/popest/about/geo/terms.html>.

Figure 4.
Walking to Work by Region and City Size: 2008–2012

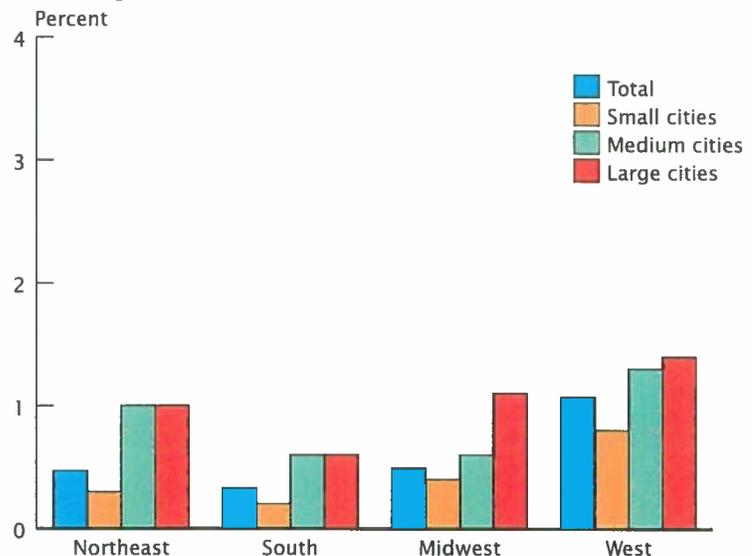
(Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)



Source: U.S. Census Bureau, American Community Survey, 2008–2012.

Figure 5.
Bicycling to Work by Region and City Size: 2008–2012

(Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)



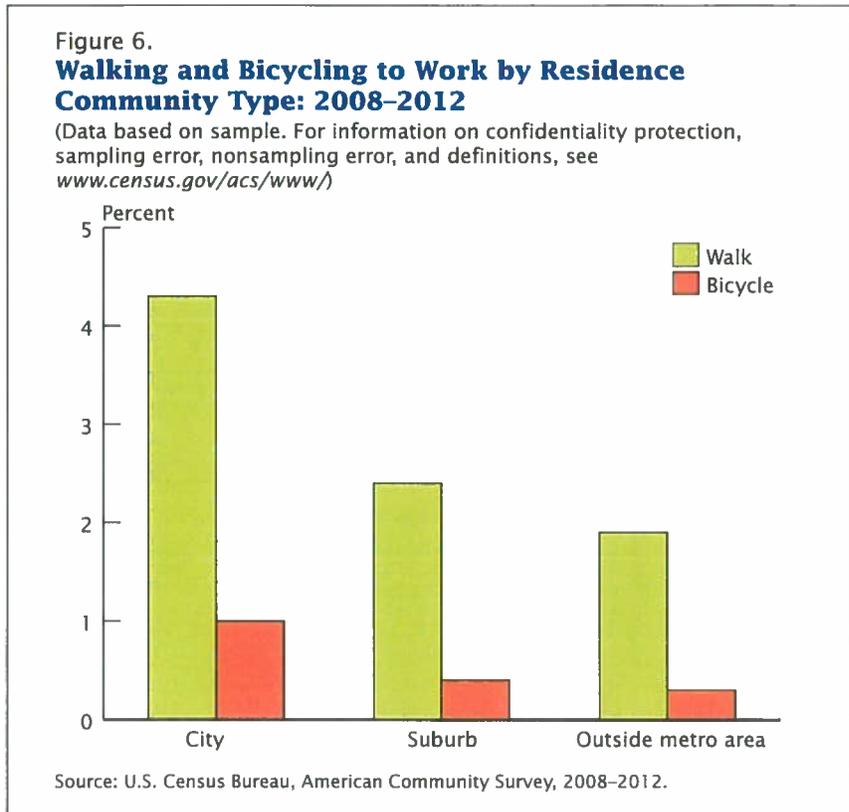
Source: U.S. Census Bureau, American Community Survey, 2008–2012.

medium-sized cities as those with populations between 100,000 and 199,999, and larger cities as those of 200,000 people or greater.¹³ Although ACS data are collected continuously throughout the year, data for specific segments of the year are not differentiated due to data weighting concerns. If this were possible, regional variation in rates of nonmotorized travel might be evident across seasons. The Northeast showed the highest rates of walking to work at 4.7 percent, while the West had the highest rate of biking to work at 1.1 percent, about four times higher than that of the South. In large Northeastern cities, about 1 in 10 workers walked. The South had the lowest rates of walking to work for all place size categories. Bicycle commuting was highest in large Western cities, where 1.4 percent of workers biked to work. Within each region, walking was more prevalent in large cities than small or medium-sized cities.

Within regions and metropolitan areas, the likelihood of walking or bicycling to work varies across community types such as cities or “suburbs.”¹⁴ Downtown areas within cities accommodate high population and worker densities, particularly during typical business hours. Cities respond to the challenge of accommodating a large number of people traveling to, from, and within their boundaries with varied strategies, but walkability is a common concern. Figure 6 shows that rates of walking to work are highest for workers living in a principal city within a metropolitan area at 4.3 percent, compared with 2.4 percent for workers in suburbs (those living in a metropolitan area, but outside

¹³ Population thresholds based on 2012 ACS population estimates.

¹⁴ For this report, the term “city” refers to a principal city within a metropolitan area and “suburb” refers to areas within a metropolitan area but outside of a central city.



of a principal city), and 1.9 percent outside of metropolitan areas.

Workers in principal cities also had a high rate of bicycle commuting at 1.0 percent, compared to 0.4 percent for suburban workers or those who lived outside of a metropolitan area. In recent years, several large cities such as New York and Washington, DC, have invested in programs and infrastructure to support bicycle usage. To the extent that principal cities tend to be large compared with others in the same metropolitan area, the high rate of nonmotorized travel in principal cities is consistent with that observed for large places.

RATES OF WALKING AND BICYCLE COMMUTING ACROSS PLACES

Population and infrastructure characteristics that foster high rates of nonmotorized travel tend to be spatially concentrated, often

contributing to considerable differences in travel patterns across cities and neighborhoods within the same metropolitan area. For example, 4.1 percent of workers in the city of Minneapolis commuted by bicycle, compared with only 0.9 percent for workers in the Minneapolis-St. Paul-Bloomington, MN-WI, metropolitan area. Similarly, 12.1 percent of District of Columbia workers walked to work, compared with only 3.2 percent of the Washington-Arlington-Alexandria, DC-VA-MD-WV, metro area.¹⁵ For several regions, comparatively low rates of nonmotorized travel within surrounding suburbs contribute to lower overall nonmotorized commuting rates for the metropolitan area than for the central city. Still, numerous smaller places have higher rates of walking or bicycling

¹⁵ For more information on Commuting by bicycle and walking in metropolitan areas, see American Community Survey Table S0801, 2008–2012 ACS on American Factfinder at <www.Factfinder2.census.gov>.

than their larger principal city counterpart within the same metropolitan area. For example, Davis, CA, has a bicycle commuting rate of 18.6 percent, but Sacramento, the largest city within the same metropolitan area, has a bicycle commuting rate of 2.5 percent.

Across the nation's largest cities, growth in commuting by bicycle outpaced that of walking during the 2000s. Table 1 lists biking and walking commuting rates for the 50 largest U.S. cities, sorted by population size. The combined rate of bicycle commuting for the 50 cities increased from 0.6 percent in 2000 to 1.0 percent in 2008–2012. The combined rate of walking did not change significantly, which is notable given that the national rate of walking to work declined slightly over the 2000s. Twenty-four cities on the list experienced a significant change in the rate of walking to work between 2000 and 2008–2012 (Table 1), 15 of which showed a decline in walking to work. Boston had the highest rate of walking to work in 2008–2012 at 15.1 percent, up from 13.0 percent in 2000. Washington, DC, follows Boston at 12.1 percent. Among cities that experienced a significant change, more cities declined in their rate of walking to work than increased across the 2000s, while changes in bicycle commuting rates showed almost universal increases. Among the 29 cities that experienced a significant change, only two—Phoenix, AZ, and Mesa, AZ—declined in their rate of bicycle commuting.

Some of the nation's largest cities, such as Chicago, IL, more than doubled their rate of bicycle commuting between 2000 and 2008–2012, although bicycle commuting rates remain low relative to other travel modes. Among large cities, Portland, OR, stands

out for its relatively high bicycle commuting rate of 6.1 percent in 2008–2012, but also for its notable increase in bicycle commuting since 2000, when it was at 1.8 percent. Minneapolis is also notable in this respect, increasing from 1.9 percent in 2000 to 4.1 percent in 2008–2012. Five cities on the list had bicycle commuting rates of at least 3.0 percent in 2008–2012,¹⁶ while no city reached 3.0 percent in 2000. Although several cities showed increases in their rates of bicycle commuting over the decade, in 2008–2012, the rate of walking exceeded that of bicycle commuting in every city except Portland, OR.¹⁷

WALKING AND BICYCLE COMMUTING RATE COMPARISON BY CITY SIZE

Table 2 lists 15 places among those with the highest walking and bicycle commuting rates for each of three population size categories presented previously. Due to small sample sizes of nonmotorized travel and large margins of error associated with them, the lowest population category is restricted to places with populations of at least 20,000.¹⁸ Margins of error for some areas are still relatively high and readers should consider this when making comparisons.¹⁹

Davis, CA, and Key West, FL, stand out as having high bicycle

¹⁶ The bicycle commuting rate for Washington, DC, was not significantly different than 3.0 percent.

¹⁷ For Portland, OR, the rates of walking and bicycle commuting in 2008–2012 were not statistically different from one another.

¹⁸ For a complete list of rates of commuting by bicycle and walking for places within the population thresholds specified in Table 2, see Supplemental Tables 1 through 6 at <www.census.gov/hhes/commuting/data/commuting.html> or visit ACS Table S0801 on American Factfinder, which includes estimates for all places, including those of fewer than 20,000 people.

¹⁹ Estimates from the 5-year ACS sample might differ from those of the most recent 2012 single-year ACS data available on American Factfinder at <www.Factfinder2.census.gov>.

commuting rates among places with populations of 20,000 or larger at 18.6 percent and 17.4 percent of workers, respectively. Most of the top biking cities listed are in the Pacific or Mountain divisions. Many of them are also “college towns,” or home to at least one large college or university. Portland, OR, has the highest rate of bicycle commuting among large places at 6.1 percent. Portland is among cities such as Washington, DC, Minneapolis, MN, Denver, CO, and Madison, WI, that have made infrastructure investments aimed at achieving more bicycle-friendly landscapes.

Ithaca, NY, had the highest rate of walking at 42.4 percent of workers, although its rate was not statistically different from that of Athens, OH. Ithaca is among several places with a significant university or college presence. This is particularly relevant to the small and medium-sized cities listed such as Athens, OH, State College, PA, Boulder, CO, and Cambridge, MA, where students and others associated with educational institutions make up a large percentage of the total population. Across all place size categories, relatively few places in the South are listed among those with high rates of walking. Among larger places, Boston had the highest rate of walking to work at 15.1 percent, followed by Washington, DC, and Pittsburgh, PA at 12.1 and 11.3 percent, respectively. Among large cities with high walking rates, several also have high rates of transit commuting (not shown). This reflects the complimentary relationship between transit and walkable neighborhoods.²⁰

²⁰ Jeff Speck, “Walkable Cities: How Downtown Can Save America, One Step at a Time,” North Point Press, New York, 2013.

WALKING AND BICYCLE COMMUTING ACROSS STATES

Mapping state-level rates of commuting by bicycle and walking illuminates broad regional patterns that might go undetected from city-level data (Figure 7 and Figure 8). States with relatively high rates of bicycle commuting are largely concentrated in the West, with exceptions such as the District of Columbia. Oregon, for example, has a bicycle commuting rate of 2.3 percent, and the District of Columbia has a rate of 3.1 percent, higher than any state.²¹ The five states with bicycle commuting rates lower than 0.2 percent are in the South, including Arkansas, Alabama, Mississippi, Tennessee, and West Virginia. Geographic patterns are also apparent across rates of walking to work. States with the lowest rates of walking to work make up a distinct cluster spanning much of the South. Alabama has the lowest rate of walking to work at 1.2 percent, followed by Tennessee at 1.3 percent. In two states, Alaska and New York, at least 6.0 percent of workers walked to work. The District of Columbia also fell into this category, with a walking rate of 12.1 percent of workers, higher than any state.

WALKING AND BICYCLE COMMUTING RATES ACROSS SOCIAL AND ECONOMIC CHARACTERISTICS

Just as nonmotorized rates of commuting vary across places and regions, they also vary across population characteristics such as age, sex, race, and income. The rate of nonmotorized commuting by a particular population group

²¹ For rates of commuting by bicycle and walking for states, see American Community Survey Table S0801, 2008–2012 ACS on American Factfinder at <www.Factfinder2.census.gov>.

to some extent may reflect travel preferences, but it is also influenced by group differences in factors such as financial constraints, region of residence, household location within a city, physical ability, or the presence of children within a household. Disentangling the independent effects of each population characteristic on travel mode choice is beyond the scope of this report. For all workers, Table 3 compares rates of commuting by bicycle, walking, and all other modes of travel combined for several population characteristics. Although biking and walking rates vary by social and economic characteristics, rates of nonmotorized travel are uniformly low, relative to other forms of commuting.

Age, Sex, Race, and Ethnicity

Younger workers had relatively high rates of nonmotorized commuting compared with their older counterparts (Figure 9). The highest rate of bicycle commuting occurred for workers between 16 and 24 years of age at 1.0 percent. As each subsequent category increased in age range, the rate of bicycle commuting declined. Workers ages 55 years and older showed the lowest rate of bicycle commuting at 0.3 percent. The decline in the prevalence of bicycle commuting with increased age may be linked to factors such as workers' physical abilities, residential location, and income. At 6.8 percent, workers in the youngest age category—aged 16 to 24—had the highest rate of walking to work. This rate sharply declined to 3.1 percent for workers in the next oldest age category and remained lower than 3.0 percent for all subsequent categories.

In the United States, men walked to work at a rate of 2.9 percent, compared to 2.8 percent for women.

Differences in bicycle commuting rates between men and women were sharper than walking rates. At 0.8 percent, the rate of bicycle commuting for men was more than double that of women at 0.3 percent. Such stark differences in the rates of bicycle commuting between men and women are also found in other countries with relatively low overall rates of bicycle usage, such as Canada and Australia.²²

Black workers had the lowest rate of bicycle commuting at 0.3 percent, and those who identified as Some other race or Two or more races and Hispanic workers had the highest rates of bicycle commuting at 0.8 percent and 0.7 percent, respectively (Figure 10).²³ Workers who identified as Some other race or Two or more races had the highest rates of walking at 4.2 percent, while those who identified as White had the lowest walking rate at 2.6 percent.

HOUSEHOLD INCOME

Rates of nonmotorized travel generally declined as household income increased, with some exceptions (Figure 11). Workers living in households making less than \$10,000 biked to work at a

²² John Pucher and Ralph Buehler, "International Overview: Cycling Trends in Western Europe, North America, and Australia," in *City Cycling*, edited by John Pucher and Ralph Buehler, 2012; 9–30.

²³ Federal surveys now give respondents the option of reporting more than one race. Therefore, two basic ways of defining a race group are possible. A group such as Asian may be defined as those who reported Asian and no other race (the race-alone or single-race concept) or as those who reported Asian regardless of whether they also reported another race (the race-alone or in-combination concept). This report shows data using the first approach (race alone). Use of the single-race population does not imply that it is the preferred method of presenting or analyzing data. The Census Bureau uses a variety of approaches. For further information, see the *Census 2000 Brief Overview of Race and Hispanic Origin: 2000* (C2KBR/01-1) at <www.census.gov/population/www/cen2000/briefs.html>.

Table 1.

Rates of Walking and Bicycling to Work for the Nation's 50 Largest Cities: Census 2000 and American Community Survey 2008–2012

(For information on confidentiality protection, sampling error, and definitions, see www.census.gov/acs/www/Downloads/data_documentation/Accuracy/ACS_Accuracy_of_Data_2012.pdf)

Rank	City	Total workers (all modes)		Percent walked			Percent bicycled		
		Census 2000	ACS 2008–2012	Census 2000	ACS 2008–2012	Direction of change	Census 2000	ACS 2008–2012	Direction of change
	Total for 50 largest cities . . .	19,320,642	21,563,097	4.9	5.0		0.6	*1.0	▲
1	New York, NY	3,192,070	3,685,786	10.4	10.3		0.5	*0.8	▲
2	Los Angeles, CA	1,494,895	1,745,818	3.6	3.7		0.6	*1.0	▲
3	Chicago, IL	1,192,139	1,213,901	5.7	*6.4	▲	0.5	*1.3	▲
4	Houston, TX	841,686	988,261	2.3	*2.1	▼	0.5	0.4	
5	Philadelphia, PA	569,761	601,331	9.1	*8.6	▼	0.9	*2.0	▲
6	Phoenix, AZ	599,592	648,328	2.2	*1.8	▼	0.9	*0.7	▼
7	San Antonio, TX	491,435	598,236	2.2	*2.0	▼	0.2	0.2	
8	San Diego, CA	580,318	635,805	3.6	*2.9	▼	0.7	*0.9	▲
9	Dallas, TX	537,006	557,672	1.9	*1.8	▼	0.1	0.1	
10	San Jose, CA	427,984	442,728	1.4	*1.8	▲	0.6	*0.9	▲
11	Austin, TX	353,109	428,445	2.5	2.5		0.9	*1.5	▲
12	Jacksonville, FL	350,458	382,986	1.8	*1.4	▼	0.4	0.4	
13	Indianapolis, IN	385,208	378,820	2.0	2.0		0.2	*0.4	▲
14	San Francisco, CA	418,553	439,726	9.4	9.9		2.0	*3.4	▲
15	Columbus, OH	367,387	388,186	3.2	*2.8	▼	0.3	*0.7	▲
16	Fort Worth, TX	235,799	332,892	1.7	*1.2	▼	0.1	0.1	
17	Charlotte, NC	280,528	364,855	1.5	2.1		0.1	0.2	
18	Detroit, MI	319,449	209,600	2.8	3.1		0.2	0.3	
19	El Paso, TX	208,101	267,531	2.0	1.9		0.1	0.2	
20	Memphis, TN	274,934	272,054	1.9	1.9		0.1	0.2	
21	Boston, MA	278,463	317,930	13.0	*15.1	▲	1.0	*1.7	▲
22	Seattle, WA	316,493	350,673	7.4	*9.1	▲	1.9	*3.4	▲
23	Denver, CO	278,715	311,360	4.3	4.4		1.0	*2.3	▲
24	Washington, DC	260,884	306,336	11.8	12.1		1.2	*3.1	▲
25	Nashville, TN	274,028	299,021	2.4	*1.9	▼	0.1	*0.3	▲
26	Baltimore, MD	249,373	265,053	7.1	6.5	▼	0.3	*0.8	▲
27	Louisville, KY	110,930	270,657	4.1	*2.2	▼	0.4	0.4	
28	Portland, OR	270,996	298,389	5.2	5.7		1.8	*6.1	▲
29	Oklahoma City, OK	234,222	277,957	1.6	1.6		0.1	0.2	
30	Milwaukee, WI	249,889	253,783	4.7	5.0		0.3	*0.8	▲
31	Las Vegas, NV	210,806	257,665	2.2	1.9		0.4	0.4	
32	Albuquerque, NM	215,222	257,389	2.7	*2.0	▼	1.1	1.3	
33	Tucson, AZ	216,314	225,987	3.4	3.6		2.2	2.4	
34	Fresno, CA	156,569	183,813	2.1	1.9		0.8	0.8	
35	Sacramento, CA	166,419	197,486	2.8	*3.2	▲	1.4	*2.5	▲
36	Long Beach, CA	184,479	207,072	2.5	2.8		0.7	*1.1	▲
37	Kansas City, MO	208,554	219,966	2.3	2.1		0.1	*0.3	▲
38	Mesa, AZ	182,582	193,281	2.1	*1.6	▼	1.2	*0.9	▼
39	Virginia Beach, VA	222,648	230,566	2.0	2.2		0.3	*0.7	▲
40	Atlanta, GA	178,970	198,677	3.5	*4.7	▲	0.3	*0.8	▲
41	Colorado Springs, CO	183,806	199,043	2.5	2.6		0.5	0.5	
42	Raleigh, NC	151,655	204,399	2.9	*2.1	▼	0.3	0.6	
43	Omaha, NE	196,801	206,463	2.4	*2.8	▲	0.1	0.2	
44	Miami, FL	126,539	175,513	3.7	3.9		0.6	0.7	
45	Oakland, CA	170,503	178,694	3.7	4.2		1.2	*2.4	▲
46	Tulsa, OK	187,612	183,576	2.2	2.0		0.2	*0.4	▲
47	Minneapolis, MN	203,951	204,885	6.6	6.4		1.9	*4.1	▲
48	Cleveland, OH	175,727	146,263	4.0	*4.8	▲	0.2	*0.6	▲
49	Wichita, KS	164,725	179,294	1.4	1.3		0.2	0.3	
50	Arlington, TX	172,355	178,945	1.6	1.8		0.2	0.2	

* Denotes a statistically significant change since 2000.

▲ Denotes a statistically significant increase between estimates.

▼ Denotes a statistically significant decrease between estimates.

Notes: "Largest" refers to the size of the population. Population thresholds are based on 2012 Population Estimates. Margins of error for American Community Survey estimates in this table are available at www.Factfinder2.census.gov.

Sources: U.S. Census Bureau, American Community Survey 2008–2012, Tables S0801 and B08006, available on American Factfinder at www.Factfinder2.census.gov.

Table 2.

Rates of Walking and Bicycling to Work by City Size: 2008–2012(For information on confidentiality protection, sampling error, and definitions, see www.census.gov/acs/www/Downloads/data_documentation/Accuracy/ACS_Accuracy_of_Data_2012.pdf)

Small Cities (Population of 20,000–99,999)						
Rank	Walk			Bicycle		
	City	Percent	Margin of error (±) ¹	City	Percent	Margin of error (±) ¹
1	Ithaca, NY	42.4	3.8	Davis, CA	18.6	1.8
2	Athens, OH	36.8	5.4	Key West, FL	17.4	2.9
3	State College, PA	36.2	3.2	Corvallis, OR	11.2	1.5
4	North Chicago, IL	32.2	4.2	Santa Cruz, CA	9.2	1.7
5	Kiryas Joel, NY	31.6	4.2	Palo Alto, CA	8.5	1.1
6	Oxford, OH	29.7	3.8	Menlo Park, CA	7.6	1.6
7	Pullman, WA	23.5	3.2	East Lansing, MI	6.8	1.2
8	East Lansing, MI	23.3	2.2	Laramie, WY	6.8	1.8
9	College Park, MD	21.5	3.2	San Luis Obispo, CA	6.6	1.3
10	Burlington, VT	20.3	1.9	Ashland, OR	6.2	1.9
11	Moscow, ID	20.2	3.6	Missoula, MT	6.2	0.9
12	Morgantown, WV	18.2	2.9	Chico, CA	5.8	1.0
13	Rexburg, ID	18.0	3.7	Santa Barbara, CA	5.8	1.1
14	Atlantic City, NJ	17.8	2.7	Bozeman, MT	5.8	1.2
15	Urbana, IL	16.6	2.3	Urbana, IL	5.8	1.2
Medium-Sized Cities (Population of 100,000–199,999)						
Rank	Walk			Bicycle		
	City	Percent	Margin of error (±) ¹	City	Percent	Margin of error (±) ¹
1	Cambridge, MA	24.0	1.2	Boulder, CO	10.5	1.0
2	Berkeley, CA	17.0	1.1	Eugene, OR	8.7	0.9
3	Ann Arbor, MI	15.6	1.3	Berkeley, CA	8.1	1.0
4	Provo, UT	14.5	1.2	Cambridge, MA	7.2	0.8
5	New Haven, CT	12.4	1.0	Fort Collins, CO	6.8	0.6
6	Columbia, SC	11.3	1.3	Gainesville, FL	6.5	1.0
7	Providence, RI	10.6	0.8	Tempe, AZ	4.2	0.6
8	Syracuse, NY	10.4	0.9	Ann Arbor, MI	3.7	0.5
9	Boulder, CO	9.2	0.8	Provo, UT	3.1	0.5
10	Hartford, CT	8.2	0.8	New Haven, CT	2.7	0.5
11	Dayton, OH	7.9	0.8	Salt Lake City, UT	2.5	0.3
12	Eugene, OR	6.8	0.8	Charleston, SC	2.2	0.4
13	Elizabeth, NJ	6.8	1.0	Costa Mesa, CA	2.2	0.6
14	Columbia, MO	6.7	0.8	Pasadena, CA	2.1	0.6
15	Wichita Falls, TX	6.3	1.3	Athens-Clarke County, GA	1.7	0.5
Larger Cities (Population of 200,000 or Greater)						
Rank	Walk			Bicycle		
	City	Percent	Margin of error (±) ¹	City	Percent	Margin of error (±) ¹
1	Boston, MA	15.1	0.5	Portland, OR	6.1	0.3
2	Washington, DC	12.1	0.5	Madison, WI	5.1	0.5
3	Pittsburgh, PA	11.3	0.6	Minneapolis, MN	4.1	0.3
4	New York, NY	10.3	0.1	Boise, ID	3.7	0.4
5	San Francisco, CA	9.9	0.4	Seattle, WA	3.4	0.2
6	Madison, WI	9.1	0.7	San Francisco, CA	3.4	0.2
7	Seattle, WA	9.1	0.3	Washington, DC	3.1	0.2
8	Urban Honolulu CDP, HI	9.0	0.6	Sacramento, CA	2.5	0.3
9	Philadelphia, PA	8.6	0.3	Tucson, AZ	2.4	0.2
10	Jersey City, NJ	8.5	0.6	Oakland, CA	2.4	0.3
11	Newark, NJ	8.0	0.8	Denver, CO	2.3	0.2
12	Baltimore, MD	6.5	0.4	New Orleans, LA	2.1	0.2
13	Minneapolis, MN	6.4	0.3	Richmond, VA	2.1	0.3
14	Chicago, IL	6.4	0.2	Philadelphia, PA	2.0	0.2
15	Rochester, NY	6.2	0.7	Urban Honolulu CDP, HI	1.8	0.2

¹ Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval.

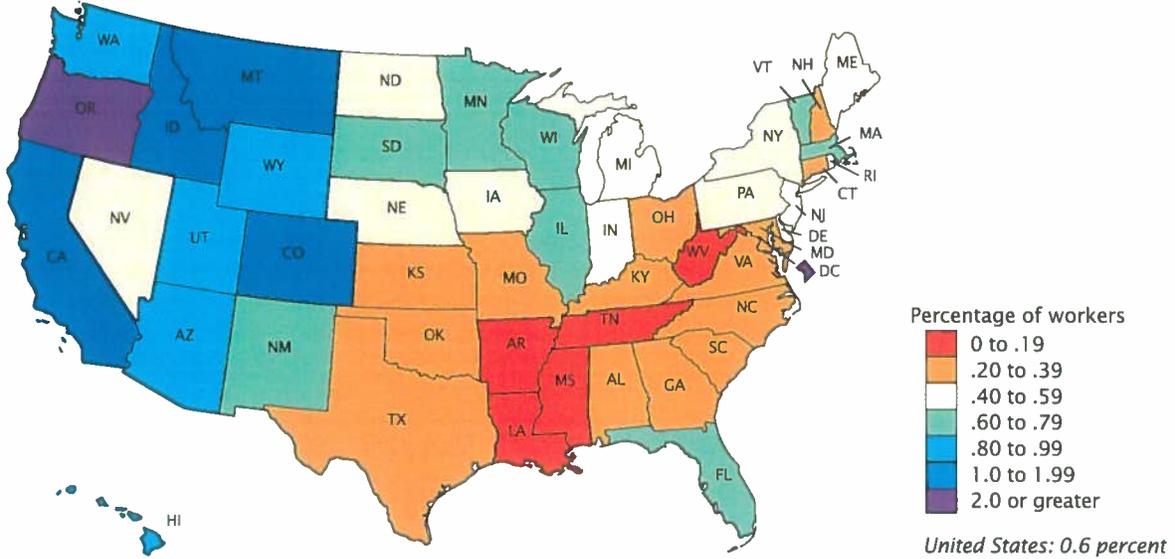
Notes: For total number of workers who commute by bicycle or walk for these places and others, see American Community Survey (ACS) 2008–2012, Table B08006. Population thresholds are based on 3-year 2010–2012 ACS population estimates.

Sources: U.S. Census Bureau, American Community Survey 2008–2012, Tables S0801 and B08006, available on American Factfinder at www.Factfinder2.census.gov.



Figure 7.
Bicycling to Work by State: 2008–2012

(Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)

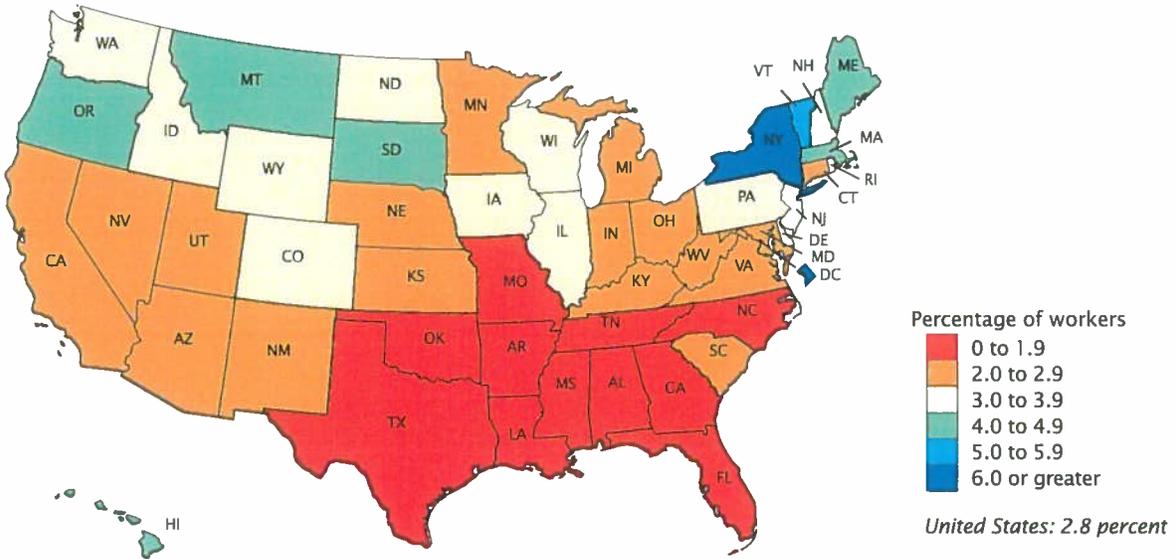


Source: U.S. Census Bureau, American Community Survey, 2008–2012.



Figure 8.
Walking to Work by State: 2008–2012

(Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)

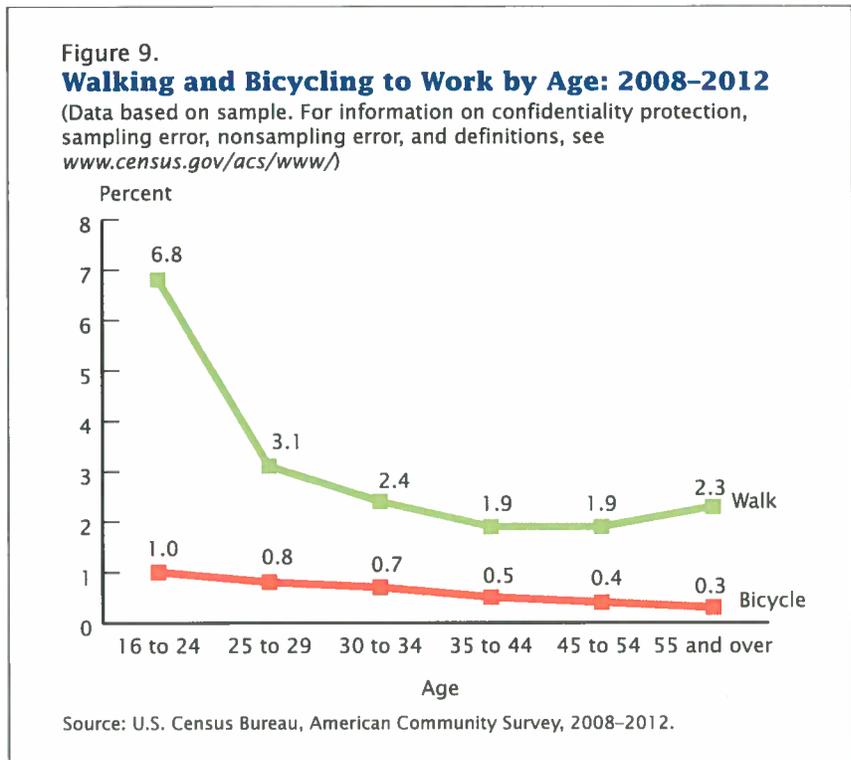


Source: U.S. Census Bureau, American Community Survey, 2008–2012.

rate of 1.5 percent. The rate for subsequent categories declined or held steady as household income increased with the exception of the two highest income categories. Households with income between \$150,000 and \$199,000 had a slightly higher bicycle commuting rate than the previous income category, as did the highest income category, as did the highest income category of \$200,000 or more. Households in the lowest income category of less than \$10,000 per year showed the highest walking rate at 8.2 percent. Rates of walking showed patterns of decline similar to biking as income increased, but this pattern reversed slightly for the two highest income categories. Workers with incomes of \$200,000 or more walked to work at a higher rate than those in the three lower income categories below it. The relatively high rates of biking and walking among lower-income workers may reflect financial necessity and lower rates of automobile ownership. The slight increase in biking and walking for high-income households may reflect their prevalence in large pedestrian-friendly cities such as New York, San Francisco, and Washington, DC, where average incomes are relatively high.

EDUCATIONAL ATTAINMENT AND PRESENCE OF CHILDREN

Workers in households without their own children are more likely to walk and ride a bicycle to work than those in households with children. Workers in households without children biked to work at a rate of 0.7 percent, followed by those in households with children under 6 years old at 0.5 percent. The rate of walking to work was highest for workers in households with no children at 2.8 percent, about a



percentage point higher than each category of workers in households with children.²⁴

Rates of nonmotorized commuting by educational attainment are presented for workers aged 25 and older. The two groups with the highest rates of commuting by biking and walking were the most educated and least educated workers. At 0.9 percent, the most educated workers, those with a graduate or professional degree, had the highest rate of bicycle commuting, followed by the least educated workers, those who did not graduate from high school at 0.7 percent. The least educated workers had the highest rate of walking to work at 3.7 percent, followed by the most educated workers at 2.7 percent.

²⁴ Analysis is limited to workers in households.

WALKING AND BICYCLE COMMUTING RATES ACROSS COMMUTING CHARACTERISTICS

Travel mode choices influence other aspects of travel, such as how long it takes to get to work and what time to leave home in order to arrive on time. The availability of vehicles and the relationship between the home and workplace location also influence the likelihood of traveling by a particular mode. For selected worker and household characteristics, Table 4 shows rates of commuting for bicycle, walking, and other modes.²⁵

²⁵ Appendix Table A-2 shows the distribution of several commuting characteristics by travel mode, an alternative way of showing the relationship between these characteristics and workers who bicycle or walk to work.

Table 3.

Travel Mode by Selected Social and Economic Characteristics: 2008–2012(For information on confidentiality protection, sampling error, and definitions, see www.census.gov/acs/www/Downloads/data_documentation/Accuracy/ACS_Accuracy_of_Data_2012.pdf)

Selected characteristics for workers 16 years and over	Total workers	Bicycle		Walk		All other modes	
		Percent	Margin of error (±) ¹	Percent	Margin of error (±) ¹	Percent	Margin of error (±) ¹
Nation							
Age							
16 to 24 years	18,419,637	1.0	Z	6.8	0.1	92.2	0.1
25 to 29 years	15,301,696	0.8	Z	3.1	Z	96.1	Z
30 to 34 years	14,824,955	0.7	Z	2.4	Z	96.9	Z
35 to 44 years	31,043,598	0.5	Z	1.9	Z	97.6	Z
45 to 54 years	32,874,031	0.4	Z	1.9	Z	97.7	Z
55 years and over	27,429,722	0.3	Z	2.3	Z	97.4	Z
Sex							
Male	73,887,429	0.8	Z	2.9	Z	96.4	Z
Female	66,006,210	0.3	Z	2.8	Z	96.9	Z
Race and Hispanic origin							
Hispanic or Latino (any race)	20,803,714	0.7	Z	3.3	Z	96.0	Z
Not Hispanic or Latino	119,089,925	0.5	Z	2.7	Z	96.7	Z
White alone	94,084,919	0.6	Z	2.6	Z	96.8	Z
Black or African American alone	14,762,128	0.3	Z	2.8	Z	97.0	Z
Asian alone	7,132,081	0.5	Z	4.0	0.1	95.4	0.1
Some other race or Two or more races	3,110,797	0.8	Z	4.2	0.1	95.1	0.1
Presence of children in household							
Under 6 years and 6 to 17 years	9,768,648	0.4	Z	1.8	Z	97.8	Z
Under 6 years only	11,102,415	0.5	Z	1.9	Z	97.7	Z
6 to 17 years	32,128,022	0.4	Z	1.9	Z	97.8	Z
No own children present	85,494,497	0.7	Z	2.8	Z	96.5	Z
Household income in the past 12 months							
Less than \$10,000	2,270,324	1.5	0.1	8.2	0.2	90.3	0.2
\$10,000 to \$14,999	2,559,351	1.1	0.1	6.6	0.1	92.2	0.1
\$15,000 to \$24,999	7,567,161	1.0	Z	5.0	0.1	94.0	0.1
\$25,000 to \$34,999	10,193,150	0.7	Z	3.8	0.1	95.5	0.1
\$35,000 to \$49,999	17,007,317	0.6	Z	2.9	Z	96.5	Z
\$50,000 to \$74,999	28,486,645	0.5	Z	2.2	Z	97.3	Z
\$75,000 to \$99,999	23,042,419	0.4	Z	1.7	Z	97.8	Z
\$100,000 to \$149,999	26,991,873	0.4	Z	1.5	Z	98.1	Z
\$150,000 to \$199,999	10,723,452	0.5	Z	1.6	Z	98.0	Z
\$200,000 or more	9,651,890	0.5	Z	2.1	Z	97.4	Z
Educational attainment for workers aged 25 and older							
Less than high school graduate	10,232,045	0.7	Z	3.7	0.1	95.6	0.1
High school graduate	30,427,068	0.3	Z	2.2	Z	97.4	Z
Some college or associates degree	37,966,296	0.3	Z	1.7	Z	97.9	Z
Bachelors degree	26,164,533	0.6	Z	2.0	Z	97.5	Z
Graduate or professional degree	15,841,086	0.9	Z	2.7	Z	96.5	Z

Z Rounds to zero.

¹ This number, when added to or subtracted from the estimate, represents the 90 percent confidence interval around the estimate.Sources: U.S. Census Bureau, American Community Survey 2008–2012, Tables S0801 and B08006, available on American Factfinder at www.Factfinder2.census.gov.

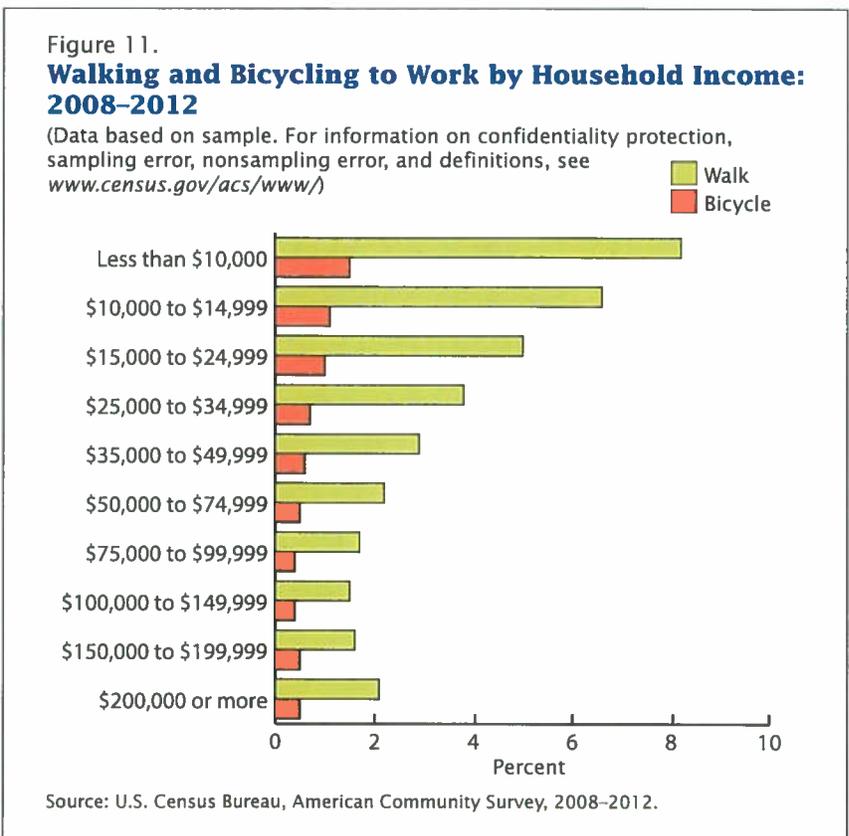
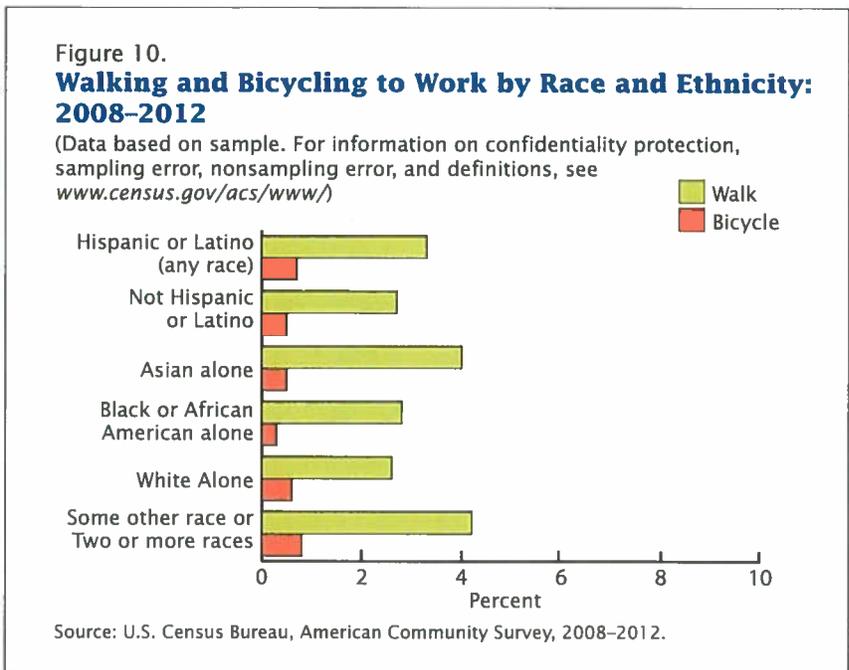
TRAVEL TIME AND TIME OF DEPARTURE FROM HOME

Nonmotorized travel is often suited for relatively short trips or as supplements to other travel modes such as transit. This is reflected in the low average travel time and high percentage of relatively short commutes for workers using nonmotorized travel modes. Workers who walked to work had an average commute time of 11.5 minutes, considerably shorter than that of bicycle commuters at 19.3 minutes, and all other workers who did not work at home at about 25.9 minutes (Figure 12). About 1 out of 10 workers with a commute of less than 10 minutes walked to work. As the length of the work trip increased, the percentage of workers who walked to work declined or held steady, reaching 0.5 percent for trips of 35 to 44 minutes and longer. Bicycle commuting was most prevalent for commutes between 10 and 14 minutes in length, with longer trips showing a relatively low percentage of bicycle commutes.

Compared with other workers, those who commuted by walking or bicycle generally departed for work later in the day. The highest rate of bicycle commuting occurred between 9:00 a.m. to 11:59 a.m. at 1.1 percent. Earlier departure time periods, particularly those before 8:00 a.m., had the lowest rates of bicycle commuting. Similarly, the highest rate of walking to work occurred between 9:00 a.m. and 11:59 a.m. at 5.7 percent. Industries or occupations that require later arrival or allow more scheduling flexibility may disproportionately employ workers who walk or bicycle to work.

VEHICLE AVAILABILITY

Vehicle availability influences the likelihood of traveling by bicycle or walking. Workers with no



available vehicles biked to work at a rate of 2.8 percent, compared with 0.8 percent for workers with one available vehicle, 0.4 percent

for workers with two available vehicles, and 0.3 percent for workers with three or more available vehicles (Figure 13). Similarly, 14.8

percent of workers with no available vehicle walked to work, compared with 3.7 percent for workers with one available vehicle. At 1.5 percent and 1.3 percent, respectively, workers with two available vehicles and three or more available vehicles walked to work at rates below the national average of 2.8 percent.

RELATIONSHIP BETWEEN HOME AND WORKPLACE

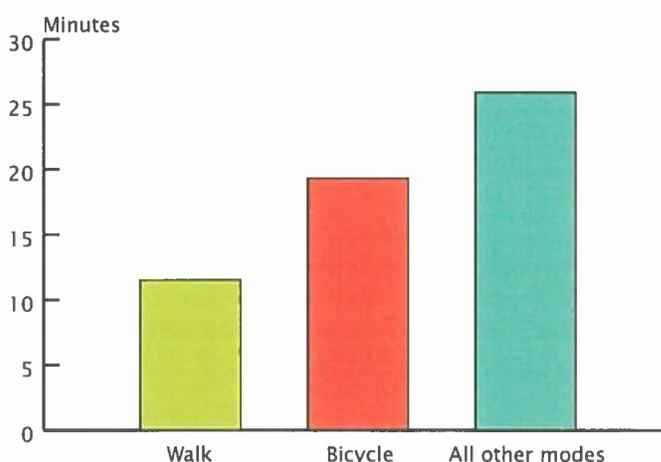
For any given commute, the utility of different travel modes is influenced by distance traveled. The ACS does not ask respondents about distance traveled to work, but the relationship between the place of residence and the workplace location may serve as a rough proxy for distance. Workers who live and work in the same place (meaning the same census-defined city, not those who work at home) have notably higher rates of walking and bicycling to work than workers who travel outside of their city of residence for work. Workers who live and work in the same place commute by bicycle at a rate of 1.2 percent, about four times higher than those who live and work in different places at 0.3 percent. Similarly, people who live and work in the same place walk at a rate of 6.6 percent, compared with 0.9 percent for other workers. These patterns are consistent with the relatively short travel times observed for nonmotorized commuting modes.

CONCLUSION

This report highlights the geographic, social, and economic dimensions that shape work-related travel by bicycle and walking. It unpacks the local variation overlooked in national snapshots of nonmotorized commuting rates and it reinforces that local factors play an important role in shaping

Figure 12.
Average Travel Time for Bicycling, Walking, and Other Modes: 2008–2012

(In minutes. Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)



Source: U.S. Census Bureau, American Community Survey, 2008–2012.

travel behavior. A regional comparison shows that bicycle commuting is highest in the West, where a handful of cities, particularly college towns, consistently show notably high rates of bicycle commuting. The Northeast stands out as having high rates of walking to work, which is driven by large, densely populated cities. Among the nation's largest cities that experienced a significant change in the rate of bicycle commuting during the 2000s, almost all experienced an increase. Across large cities, changes in walking were more mixed over the decade. Where workers live also matters, as workers who live in cities had a higher rate of walking and bicycle commuting than those in suburbs or outside of a metropolitan area.

ACS data, with its geographic reach and mix of social, economic, and housing information, provide an important tool for addressing unique transportation challenges across communities and the diverse

set of transportation needs across local populations. Men were more than twice as likely to bicycle to work as women were. Younger workers and those with low household incomes were more likely to walk and bicycle to work than their older counterparts and workers with higher household incomes. Workers reporting Hispanic or Some other race or Two or more races had relatively high rates of bicycle commuting. The presence of children in the household is associated with relatively low rates of nonmotorized travel.

The rapid increase in the number of bicycle sharing programs and the implementation of other bicycle-related facilities, along with the proliferation of local events such as "bike to work day," reflect local-level interest in incorporating bicycle travel into the overall transportation mix across communities. In 2013, New York City became one of several large U.S. cities to have implemented a bicycle sharing

Table 4.

Travel Mode to Work by Selected Commuting Characteristics: 2008–2012(For information on confidentiality protection, sampling error, and definitions, see www.census.gov/acs/www/Downloads/data_documentation/Accuracy/ACS_Accuracy_of_Data_2012.pdf)

Selected characteristics for workers 16 years and over	Total workers	Bicycle		Walk		All other modes	
		Percent	Margin of error (\pm) ¹	Percent	Margin of error (\pm) ¹	Percent	Margin of error (\pm) ¹
Nation							
Average travel time to work ²	133,916,010	19.3	0.1	11.5	0.1	25.9	Z
Travel time to work							
Less than 10 minutes	18,281,648	0.8	Z	10.5	0.1	88.7	0.1
10 to 14 minutes	19,304,483	0.9	Z	4.0	Z	95.1	Z
15 to 19 minutes	20,787,002	0.7	Z	2.5	Z	96.8	Z
20 to 24 minutes	19,785,976	0.6	Z	1.5	Z	97.9	Z
25 to 29 minutes	8,144,297	0.4	Z	1.0	Z	98.6	Z
30 to 34 minutes	18,189,632	0.5	Z	1.0	Z	98.5	Z
35 to 44 minutes	8,537,406	0.4	Z	0.5	Z	99.1	Z
45 to 59 minutes	10,073,930	0.3	Z	0.5	Z	99.2	Z
60 or more minutes	10,811,636	0.3	Z	0.5	Z	99.2	Z
Time of departure							
12:00 a.m. to 4:59 a.m.	5,607,965	0.5	Z	2.0	Z	97.5	0.1
5:00 a.m. to 5:59 a.m.	11,326,773	0.4	Z	1.5	Z	98.1	Z
6:00 a.m. to 6:59 a.m.	25,223,444	0.4	Z	1.5	Z	98.1	Z
7:00 a.m. to 7:59 a.m.	37,337,021	0.4	Z	2.0	Z	97.6	Z
8:00 a.m. to 8:59 a.m.	22,153,870	0.7	Z	3.8	Z	95.5	Z
9:00 a.m. to 11:59 a.m.	13,860,156	1.1	Z	5.7	0.1	93.2	0.1
12:00 p.m. to 3:59 p.m.	9,391,080	0.8	Z	5.1	0.1	94.0	0.1
4:00 p.m. to 11:59 p.m.	9,015,701	0.7	Z	4.6	0.1	94.7	0.1
Vehicles available for workers in household							
No vehicle available	6,134,666	2.8	0.1	14.8	0.1	82.4	0.1
1 vehicle available	29,608,754	0.8	Z	3.7	Z	95.5	Z
2 vehicles available	58,600,079	0.4	Z	1.5	Z	98.2	Z
3 or more vehicles available	44,150,083	0.3	Z	1.3	Z	98.5	Z
Workplace location for workers who lived in a place							
Workplace and residence are within the same place	44,092,758	1.2	Z	6.6	Z	92.2	Z
Workplace is located outside place of residence	59,927,706	0.3	Z	0.9	Z	98.8	Z

Z Rounds to zero.

¹ This number, when added to or subtracted from the estimate, represents the 90 percent confidence interval around the estimate.² Travel time estimates do not include workers who worked at home.Sources: U.S. Census Bureau, American Community Survey 2008–2012, Tables S0801 and B08006, available on American Factfinder at www.Factfinder2.census.gov.

program and several more cities have plans for bicycle sharing programs of some sort. Several communities have also demonstrated public and private interest in promoting more walkable built environments. In some large cities, indicators of neighborhood walkability have become a selling point in real estate advertising, and several communities have invested in pedestrian-oriented commercial spaces for economic development

purposes.²⁶ The U.S. Department of Transportation has also expressed its support for the development of integrated transportation systems that include bicycle and pedestrian infrastructure.²⁷

²⁶ Christopher B. Leinberger and Mariela Alfonso, "Walk This Way: The Economic Promise of Walkable Places in Metropolitan Washington, D.C.," Metropolitan Policy Program at Brookings, Washington, DC, 2012.

²⁷ For more information, see www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm.

As cities invest in walkability and bicycle-friendly programs and infrastructure, the demand for and relevance of bicycle and pedestrian data will increase. Local governments and planning agencies are interested in not only understanding changes in the rates of nonmotorized forms of travel, but also how these rates relate to transportation safety and performance standards, environmental protection, economic development, and

mobility options. The ACS provides one of the nation's most robust sources of data on bicycling and walking to work. It provides a valuable resource for planners, policy makers, and the general population to assess changes in these travel modes across communities.²⁸

SOURCE OF THE ESTIMATES

The American Community Survey (ACS) is a nationwide survey designed to provide communities with reliable and timely demographic, social, economic, and housing data for congressional districts, counties, places, and other localities every year. It has an annual sample size of about 3.5 million addresses across the United States and Puerto Rico and includes both housing units and group quarters (e.g., nursing homes and prisons). The ACS is conducted in every county throughout the nation, and every municipio in Puerto Rico, where it is called the Puerto Rico Community Survey. Beginning in 2006, ACS data for 2005 were released for geographic areas with populations of 65,000 and greater. For information on the ACS sample design and other topics, visit www.census.gov/acs/www.

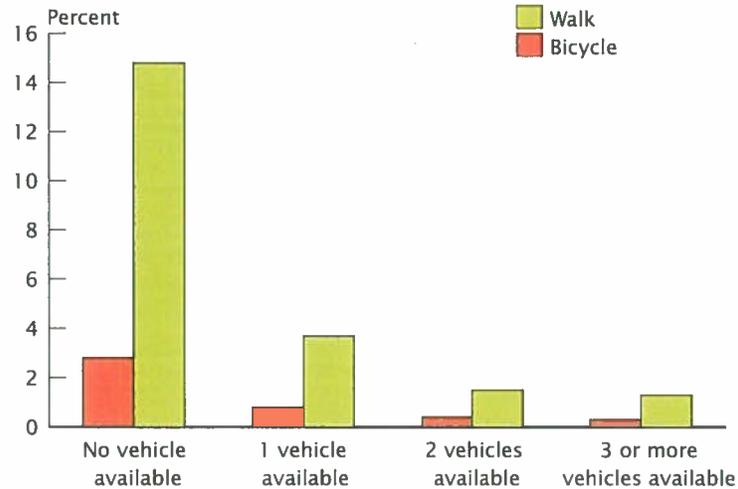
ACCURACY OF THE ESTIMATES

The data presented in this report are based on the ACS sample interviewed between 2008 and 2012. The estimates based on this sample approximate the actual values and represent the entire U.S. resident household and group quarters population. Sampling error is the

²⁸ For information on bicycle and pedestrian travel as a share of overall travel, see the *National Household Travel Survey* at www.nhts.ornl.gov.

Figure 13.
Vehicles Available by Bicycling and Walking to Work: 2008–2012

(Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)



Source: U.S. Census Bureau, American Community Survey, 2008–2012.

difference between an estimate based on a sample and the corresponding value that would be obtained if the estimate were based on the entire population (as from a census). Measures of the sampling error are provided in the form of margins of error for all estimates included in this report. All comparative statements in this report have undergone statistical testing, and comparisons are significant at the 90 percent level unless otherwise noted. In addition to sampling error, nonsampling error may be introduced during any of the operations used to collect and process survey data such as editing, reviewing, or keying data from questionnaires. For more information on sampling and estimation methods, confidentiality protection, and sampling and nonsampling errors, please see the 2012 ACS Accuracy

of the Data document located at www.census.gov/acs/www/Downloads/data_documentation/Accuracy/ACS_Accuracy_of_Data_2012.pdf.

For more information about the commuting patterns of U.S. workers, go to the U.S. Census Bureau's Journey to Work and Migration Statistics Branch Web site at www.census.gov/hhes/commuting/, or contact the Journey to Work and Migration Statistics Branch at 301-763-2454.

SUGGESTED CITATION

McKenzie, Brian, "Modes Less Traveled: Commuting by Bicycle and Walking in the United States," 2008–2012, *American Community Survey Reports*, ACS-26, U.S. Census Bureau, Washington, DC, 2014.

Appendix Table A-1.

Rates of Walking and Bicycling to Work by Region and City Size: 2008–2012(For information on confidentiality protection, sampling error, and definitions, see www.census.gov/acs/www/Downloads/data_documentation/Accuracy/ACS_Accuracy_of_Data_2012.pdf)

Region and city size	Walk		Bicycle	
	Percent	Margin of error (\pm) ¹	Percent	Margin of error (\pm) ¹
West				
Total	3.0	Z	1.1	Z
Small cities	2.8	Z	0.8	Z
Medium cities	2.7	0.1	1.3	Z
Large cities	3.4	Z	1.4	Z
Midwest				
Total	2.7	Z	0.5	Z
Small cities	2.4	Z	0.4	Z
Medium cities	2.9	0.1	0.6	Z
Large cities	4.4	0.1	1.1	Z
Northeast				
Total	4.7	Z	0.5	Z
Small cities	3.1	Z	0.3	Z
Medium cities	7.2	0.2	1.0	0.1
Large cities	10.2	0.1	1.0	Z
South				
Total	1.8	Z	0.3	Z
Small cities	1.6	Z	0.2	Z
Medium cities	2.3	0.1	0.6	Z
Large cities	2.7	Z	0.6	Z

Z Rounds to zero.

¹ Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval.Sources: U.S. Census Bureau, American Community Survey 2008–2012, Tables S0801 and B08006, available on American Factfinder at <www.Factfinder2.census.gov>.

Appendix Table A-2.

Commuting Characteristics for Workers Who Walked or Bicycled to Work: 2008–2012

(For information on confidentiality protection, sampling error, and definitions, see www.census.gov/acs/www/Downloads/data_documentation/Accuracy/ACS_Accuracy_of_Data_2012.pdf)

Travel Time to Work by Travel Mode

Travel mode	Workers who did not work at home	Minutes								
		Less than 10	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 44	45 to 59	60 or more
Bicycle	785,665	18.7	21.0	19.2	14.6	4.6	10.5	3.9	3.8	3.7
Margin of error (±) ¹		0.3	0.3	0.4	0.3	0.2	0.3	0.2	0.2	0.2
Walked	3,938,418	48.7	19.8	13.1	7.7	2.0	4.8	1.2	1.2	1.4
Margin of error (±) ¹		0.2	0.1	0.1	0.1	0.1	0.1	Z	Z	Z
All other modes	129,191,927	12.6	14.2	15.6	15.0	6.2	13.9	6.5	7.7	8.3
Margin of error (±) ¹		Z	Z	Z	Z	Z	Z	Z	Z	Z

Time of Departure to Work by Travel Mode

Travel mode	Workers who did not work at home	12:00 a.m.	5:00 a.m.	6:00 a.m.	7:00 a.m.	8:00 a.m.	9:00 a.m.	12:00 p.m.	4:00 p.m.
		to 4:59 a.m.	to 5:59 a.m.	to 6:59 a.m.	to 7:59 a.m.	to 8:59 a.m.	to 11:59 a.m.	to 3:59 p.m.	to 11:59 p.m.
Bicycle	785,665	3.3	5.5	12.3	20.9	20.3	19.4	9.8	8.6
Margin of error (±) ¹		0.2	0.2	0.3	0.4	0.4	0.4	0.3	0.3
Walked	3,938,418	2.8	4.3	9.7	19.0	21.3	20.2	12.3	10.4
Margin of error (±) ¹		0.1	0.1	0.1	0.2	0.1	0.2	0.1	0.1
All other modes	129,191,927	4.2	8.6	19.2	28.2	16.4	10.0	6.8	6.6
Margin of error (±) ¹		Z	Z	Z	Z	Z	Z	Z	Z

Workplace Location by Travel Mode

Travel mode	Workers who did not work at home	Workplace and residence within the same place	Workplace is located outside place of residence
		percentage	percentage
Bicycle	785,665	73.5	26.5
Margin of error (±) ¹		0.4	0.4
Walked	3,938,418	84.7	15.3
Margin of error (±) ¹		0.2	0.2
All other modes	129,191,927	40.7	59.3
Margin of error (±) ¹		Z	Z

Vehicles Available by Travel Mode

Travel mode	Workers in households	No vehicle available	1 vehicle available	2 vehicles available	3 or more vehicles available
		percentage	percentage	percentage	percentage
Bicycle	766,475	22.6	31.9	28.9	16.6
Margin of error (±) ¹		0.5	0.4	0.5	0.4
Walked	3,408,036	26.6	32	25.2	16.2
Margin of error (±) ¹		0.2	0.2	0.2	0.2
All other modes	134,319,071	3.8	21.1	42.8	32.4
Margin of error (±) ¹		Z	0.1	0.1	Z

Z Represents or rounds to zero.

¹ This number, when added to or subtracted from the estimate, represents the 90 percent confidence interval around the estimate.

Sources: U.S. Census Bureau, American Community Survey 2008–2012, Tables S0801 and B08006, available on American Factfinder at <www.Factfinder2.census.gov>.

Paul Harrison

From: Rebecca S Riley [BeckyR@uwyo.edu]
Sent: Wednesday, October 08, 2014 11:47 AM
To: Paul Harrison
Cc: Janine Jordan; Carol D. Frost; Eric W. Nye; John Nutter
Subject: Re: Neighborhood Proposed Plan for City and Lot 18 Parcel
Attachments: Indian Ridge Outlot A Proposed Overview.pdf

Mr. Harrison:

Attached is an overview of what the neighborhood would propose after acquisition of Indian Ridge Final 1 large lot north of the City property that is located north of Arapaho Drive and Bannock Drive near Kiowa Park.

There are a few differences from the original board. The maps that were on the board are of the proposed map of the Kiowa Park expansion in the P&R Master Plan, and that of Indian Ridge preliminary plat.

The neighborhood will begin the process of working on acquisition.

If you have any questions, please let one of us know.

Please, use this e-mail as you need, per our conversation of October 7, 2014.

Becky Riley
1063 Arapaho Dr
Laramie
beckyr@uwyo.edu

NORTHEAST LARAMIE OPEN SPACE PROJECT

(Kiowa Park/Outlot A)

Current situation

- Kiowa Park 7.4 acre expansion finalized 2/2014
- Outlot A reserved by city for purchase until 2/2016
- Neighborhood must show interest and develop ideas for city to purchase Outlot A (16.6 acres; value uncertain but likely \$300K-540K)

- City has long-term proposal to upgrade Kiowa expansion (see diagram)
- Some open space preservation grants require 20-25 acres minimum, so best if Kiowa expansion plan is not adopted

NORTHEAST LARAMIE OPEN SPACE PROJECT

(Kiowa Park/Outlot A)

Ideas for Open Space development

- 1. Regional *plein air* natural history museum**
 - a. Preserve area as native shortgrass prairie** (complements the riparian ecology of the Laramie greenbelt)
 - b. Install loop trail for biking, skiing**
 - c. Install gravel *nature trail*, benches and signs**
 - d. Interpretive signs at appropriate places on:**
 - i. Geology (on ridge looking E)*
 - ii. Laramie's groundwater sources (on ridge)*
 - iii. History of Warren Livestock Company*
 - iv. Botany of native shortgrass prairie*
 - v. Invasive species*
 - vi. Wildlife (pronghorn, badgers, deer etc.)*
 - vii. Laramie plains weather systems (looking W)*
- 2. Observatory:** place where residents can set up personal telescopes, benches, signs with sky maps
- 3. Natural Amphitheatre** for school groups, parks activities
- 4. Connect with Laramie greenbelt** via UW Golf Course trail system, Cirrus Sky trail system

Northeast Laramie Greenbelt-Connect

Regional shortgrass prairie
preserve and open space

A proposal to the City of Laramie
from citizens of the Alta Vista/
Indian Hills Neighborhood

Steering Committee:

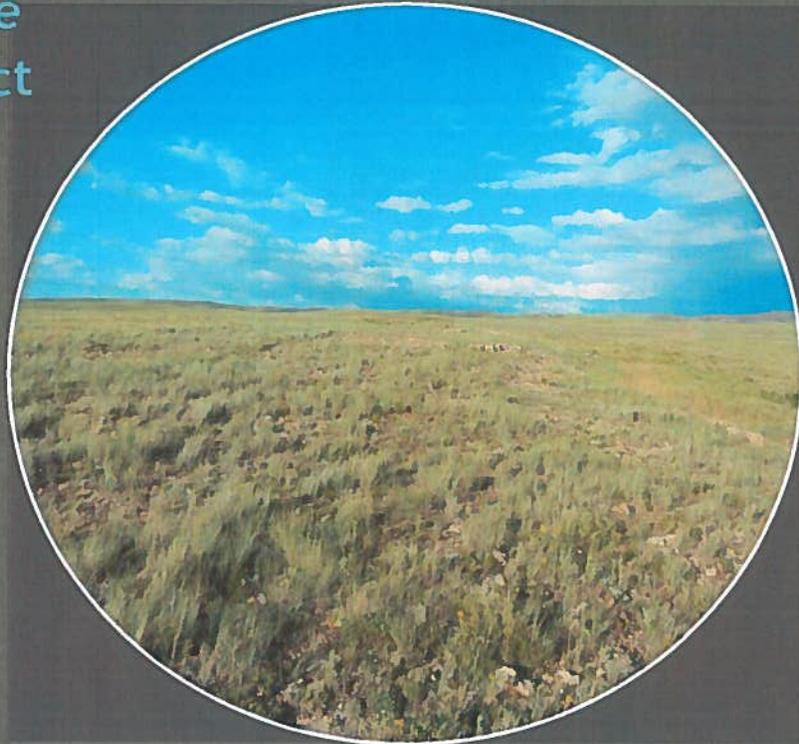
Suzanne Lewis shlewis@bresnan.net

John Nutter nutter@uwyo.edu

Carol Frost frost@uwyo.edu

Eric Nye nye@uwyo.edu

Elizabeth Traver traver@uwyo.edu



Northeast Laramie Greenbelt-Connect

Regional shortgrass prairie preserve and open space

The Current Opportunity

In February 2014, the City of Laramie finalized a 7.4 acre expansion to Kiowa Park in northeast Laramie.

At the same time the city reserved the right, through February 2016, to purchase an additional 16.6 acres of undeveloped land located immediately north (“Outlot A”) of the recent acquisition for Kiowa Park. The city has encouraged interested citizens to develop a proposal for this potential expansion.

The Alta Vista/Indian Hills neighborhood recognizes an unparalleled opportunity to provide much needed community open space in northeastern Laramie, and a chance to connect this space with the Laramie Greenbelt trail system. Hence, we propose a three-stage project, the:

Northeast Laramie Greenbelt-Connect

Stage 1: Create NE Laramie shortgrass prairie preserve

Stage 2: Connect with city greenbelt trail system

Stage 3: Extend shortgrass prairie open space

Stage 1: Creating the Northeast Laramie shortgrass prairie preserve

Stage 1 involves the following:

1. The city will preserve the Kiowa Park expansion as a natural area, and acquire Outlot A (16.6 acres) as additional, contiguous natural area.

2. Together these parcels comprise contiguous open space of 24 acres, large enough to be eligible for open space preservation grant support. The neighborhood will lead or assist in grant applications.
3. The city will develop the parcels as a regional open space that preserves and interprets the native shortgrass steppe of eastern Laramie. This project complements the riparian ecology of the Laramie River segment of the city greenbelt.

The Northeast Laramie shortgrass prairie preserve could feature:

1. Loop trails for walking, bicycling, and skiing that in the long term will connect to the city greenbelt trail system.
2. A nature trail with benches and interpretive signs on:
 - a. Geology (on ridge looking east)
 - b. Laramie's groundwater sources (on ridge)
 - c. History of Warren Livestock Company
 - d. Botany of native shortgrass prairie
 - e. Invasive species
 - f. Wildlife (pronghorn, badgers, deer etc.)
 - g. Laramie plains weather systems (looking west, source of prevailing winds)
3. An observation site: a place with benches and sky map signs, where residents can set up personal telescopes.
4. A natural amphitheater for school groups and city parks and recreation activities.

Stage 2: Connect with the city greenbelt trail system

The second stage of the project provides connections to the city greenbelt trails:

1. An east trailhead at Shoshone and Indian Hills Drive and a south trailhead at the north end of Arapaho Drive provide easy access from the northeast Laramie shortgrass prairie preserve to the public trails on the UW golf course.
2. A west trailhead at Sioux and Apache Drive allow access to Northview and west to the Cirrus Sky trail system. (Note: Shoshone Drive will not be extended across the ridge north of Outlot A.)
3. Map boards help orient walkers and cyclists to the Laramie Greenbelt trail system.

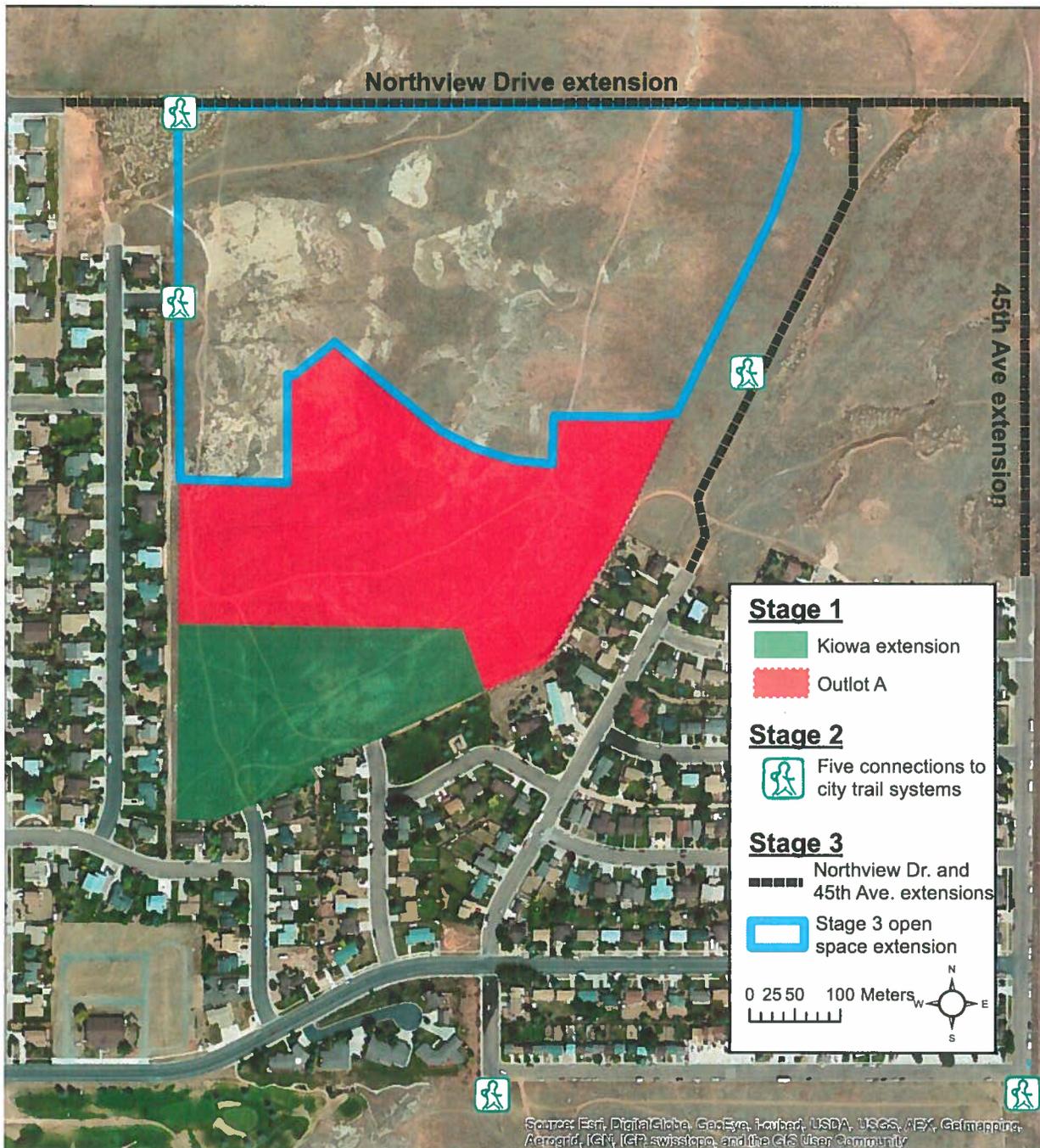
Stage 3: Extend shortgrass prairie open space

The third stage of the project extends the open space northwards to Northview Drive.

1. Acquisition of the land north of Outlot A ("Stage 3 open space expansion" on map) for open space makes good use of land with exposed bedrock that would be difficult to develop.

2. Eastward extension of Northview Drive and northward extension of 45th Street provide Indian Ridge subdivision a second point of access/egress, a direct route to the Cirrus Sky site, and allow for future development of the property north of Northview Drive.
3. A trailhead at Northview and Apache Drive provides more direct access to the Cirrus Sky trail system.
4. The extended open space provides a safe migration pathway for pronghorn and deer displaced by Indian Ridge development.

Northeast Laramie Greenbelt-Connect



**YOUR INPUT IS NEEDED! STAND UP FOR
YOUR PROPERTY RIGHTS!
IF YOU DON'T DO IT, WHO WILL???**

The City's Parks and Recreation Master Plan has extended beyond the City limits, and symbols for proposed parks, trails, natural areas and more have been placed on private property in the County. The County Planning and Zoning Commission has unanimously recommended that the County Commissioners **strongly** request that the City remove these map symbols. The County Commissioners will discuss this issue at their Tuesday, October 21 meeting at 9:30 am in the Commissioners' Chambers downstairs in the Court House. Two Planning and Zoning Commissioners have been invited to explain the recommendation.

These PZC commissioners need your help.

The impact of you attending this meeting cannot be overstated.

A full room and comments from you would be very, very helpful.

However, if you cannot attend the meeting, at a minimum, **PLEASE** submit a short e-mail or note stating that you support the PZC's recommendation. If you want to address more issues, below are some starting points upon which you can elaborate your opinion:

- symbols are located in County's jurisdiction, not in City's jurisdiction
- City is over-reaching—possible "bullying" when you subdivide
[Note: land subdivided within 1 mile of the City must have its approval as well as the County's]
- this master plan is not wanted/not needed by County residents
- County residents were not contacted for permission to have symbols on their properties
- County Commissioners are our only and last line of defense from the City's possible negative effects on your property rights
- trespassing
- liability
- effect on your property value
- perceived use of your property (could affect prospective buyers)
- maps symbols don't benefit you or your use of your land
- you paid for the property, pay to maintain it & pay taxes

Please send your e-mail correspondences to ALL of the following, preferably by 5pm on Thursday, October 16.

wyo58@juno.com; sos@carbonpower.net; bmline@wyfb.org;
smoore_dtre@hotmail.com; dgertsch@co.albany.wy.us;
sadler@co.albany.wy.us; jstone@co.albany.wy.us;
tsullivan@co.albany.wy.us; jkennedy@co.albany.wy.us;
tchesnut@co.albany.wy.us; PTRMasterPlan@cityoflaramie.org

For more information, contact Kimberly at 745-8433.

Paul Harrison

From: Mr. Stacy Snook [stacy@wyosnooks.com]
Sent: Wednesday, October 15, 2014 12:44 PM
To: tchesnut@co.albany.wy.us; PTR Master Plan; wyo58@juno.com; smoores_dtre@hotmail.com; dgertsch@co.albany.wy.us; sadler@co.albany.wy.us; jstone@co.albany.wy.us; tsullivan@co.albany.wy.us; jkennedy@co.albany.wy.us; sos@carbonpower.net; bmoline@wyfb.org
Subject: Parks and Rec Ad Hoc Committee plan

Hello.

Please do not concur with any plans offered by the City (via the Parks, Trees, and Rec Ad Hoc Committee) which contain any delineations on non-city-owned property.

I have attended many Ad Hoc Committee meetings. I was not involved in the process because I live out in the county (the one mile zone around the city), and the founding documents for the Ad Hoc Committee was restricted to "City and City Owned Properties" (a term which was used six (6) times in the City Council's motion to create a resolution to form the ad hoc committee, and a term which occurs five (5) times in the resolution itself - including in the title of the document). However, when the committee published maps which showed plans far outside of the "City and City Owned Properties", I wanted to learn more about what the committee was doing.

I tried to become informed, but found several conflicting data points offered on the City's website, Power Point Presentations, etc. So, I wrote to the committee, asking for clarification. In that correspondence, I admitted my ignorance of the issue, and voiced that I would like to learn more about the issues, and asked how I might become involved in the process. I asked whether there was any representation for someone like me, in the county. I asked if clarifications about meeting schedules could be made. I asked what the basis was for the committee's makeup. I reiterated that I was trying to become informed, but had found inconsistent data provided by the committee and City, and would appreciate any clarifications.

I received only a response (addressed to several others) which assured me on the topic of trespassing (an issue I never touched on), and was supplied a meeting date for the next planned meeting. Nearly all of my questions had been ignored.

The website said that our input was valued, yet I was unable to get any answers on how I might become informed/involved, except for when the very next meeting would be.

Since I knew when the next meeting was, I attended, and asked the same questions there, but received no answers to these questions, which frustrated me. This was soon to become the pattern.

In the meetings I attended, 100% of the citizens who attended and spoke, did so in opposition to the "placeholders" (as they were called at the time) being placed on private property, and shown on maps. Yet, the committee voted in favor of keeping the "placeholders" on the maps - ensuring us that these placeholders were nearly meaningless. This vote was in the summer of 2013. Continued opposition to these "placeholders" was voiced at future meetings.

A year passed, we learned (via a legal opinion from the City Attorney) that these "placeholders" were not benign, and would limit/restrict/regulate, and cost us...and once again, the committee had (on it's "Public Comments/Topics of Discussion for the Ad Hoc Committee on August 13, 2014" document) the option to vote against placing these "placeholders" on the maps. Yet one committee member simply said, "I thought we had already voted on this, I don't understand why this is even on the list!" at which point the issue was quickly pushed aside, thus a full year of effort/voices from the citizens of Albany County (speaking out against these "placeholders") were summarily ignored/discarded from the conversation. Once again proving that the committee is not interested in dissenting voices. I encourage you to scour the correspondences to the committee and see how very few people have spoke out in favor of the placeholders. The opposition to these placeholders is overwhelming!

I feel from the very beginning, the committee has publically asked for input, and even states the reason for extending timelines is so that it can receive input; but that input has been warmly received only if sent by special interest groups, and

not by the citizens who feel so strongly about the issue that they come to the meetings, take time off work, go through countless pages of records, etc. and voice their concerns.

For instance, on the same date (August 13, 2014) that the committee quickly discarded a year's worth of input from multiple parties who had spoke again the placeholders, the committee spent several minutes discussing singular requests from individual bicyclists pertaining to bike lanes (whether to use one line, or two lines...or move the lane so that it was against the curb and push parking out from the curb), paint (which might be slippery to one cyclist), etc.

Through this process, it has become painfully obvious that the City (via the committee) is treating unincorporated county landowners with a mute ear because they know we have no recourse. We have no representation (elected or unelected) in this battle. They have bullied us, spoken down to us, and even become agitated with us for voicing our concerns.

As an example (a mundane one at that) of the views taken by this committee; one statement made by a committee member in casual conversation was: "There's a new house up there now, and - and, it's - it's coming up the hill; and I know that whomever built that has to know that that pathway's in the plan! I mean, their windows are gonna be looked on by everyone who walks that pathway. I'm like, 'Why would you design a house so that it's looked on by everyone that goes along that path?!'" - perhaps it is because the land is owned privately, and precedes the plan? Why is it this committee's business, and how dare they look down at a private owner simply for building a house the way they want to build it on private property!

Likewise, the committee sent correspondences to the BLM voicing the desire to limit use of Roger's Canyon to "non-motorized activities" and to make it a "no-shooting zone" which is "enthusiastically supported by the Committee..."

The agenda (January 11, 2012) listed "Wyoming Legislature, Joint Appropriations Committee"; a Letter of Support for Laramie aquifer protection and open space...possibly related was an "example" in document PTRAdHocCommittee3.13.13 for a vision statement: "Secure permanent access to the east of town to ensure preservation of the natural areas, and at a minimum, access to the National Forest." This statement makes much more sense when viewing the committee's plans for county land on the east side of town.

There are many, many more points, contradictions, disenfranchisement attempts, etc., along with legal opinions given by the former City attorney. We county citizens have been mistreated because they know we have no recourse.

The County Commissioners are our only chance of having our voices heard, so I beg that you refuse any plans which show icons, maps, placeholders, or other delineations on privately-owned land in unincorporated Albany County. Please do not concur with any plans from the committee which show any such markings, and please let the Ad Hoc Committee and City know that you will not consider any plans which contain such markings, unless the committee/city has full agreement with the affected land-owners.

Thank you,
Mr. Stacy Snook
Resident of Albany County

Paul Harrison

From: Marianne Viner [lctaz@yahoo.com]
Sent: Wednesday, October 15, 2014 6:43 PM
To: Tim Sullivan; jkennedy@co.albany.wy.us; tchesnut@co.albany.wy.us
Cc: PTR Master Plan; wyo58@juno.com; sos@carbonpower.net; bmlone@wyfb.org; Shaun and Mandy Moore; David Gertsch; sadler@co.albany.wy.us
Subject: City Parks and Recreation Master Plan Oct21-2014 Meeting

I am unable to attend the County Commissioners meeting of Oct 21, 2014 for discussion of the Albany County Planning and Zoning Commission (PZC) proposals. However, I want my opinions to be noted.

As a County resident, I am requesting that the Commissioners accept the PZC's UNANIMOUS recommendation that the map symbols for proposed parks, trails, and other natural areas be removed from the City's Parks and Recreation Master Plan map!! These symbols are placed on PERSONAL PRIVATE PROPERTY!!!!

I own my land, maintain this land, and pay taxes for this land. It does NOT belong to the City; it does NOT belong to the County; it belongs to ME! If the City wants to purchase this land or provide land use payment to me for City trespassers, AND maintain the land, AND pay my taxes, AND provide liability coverage for private landowners, we can have an honest and open discussion concerning this.

With the City placing "public use" symbols on maps, it indicates these areas are NOT private property and implies it is perfectly legal for anyone to stroll along these trails and utilize private land as public parks. This is not so!

Property values have already fallen as seen with homes placed on the realty market. Once a buyer hears that there is a government dispute over public use on private land, they are quickly disinterested. If these homes cannot be sold for true market value, then the County Appraiser needs to make a complete reassessment of these "public use" areas on private land and begin decreasing our County property taxes significantly.

Please support the removal of these misleading symbols and support the City staying the heck out of the County.

Marianne Viner
15 October 2014

Paul Harrison

From: Stephen Paul Ford [SPFord@uwyo.edu]
Sent: Friday, October 17, 2014 8:19 AM
To: wyo58@juno.com; sos@carbonpower.net; bmline@wyfb.org; smoore_dtre@hotmail.com; dgertsch@co.albany.wy.us; sadler@co.albany.wy.us; jstone@co.albany.wy.us; tsullivan@co.albany.wy.us; jkennedy@co.albany.wy.us; tchesnut@co.albany.wy.us; PTR Master Plan
Subject: Laramie Parks and Recreation Master Plan

I strongly support the recommendations from the County Planning and Zoning Commission to remove the map symbols on private property, privately-maintained roads, and private roads outside the Laramie city limits in the City's Parks and Recreation Master Plan. I will be unable to attend the meeting of the County Commissioners on Tuesday Morning October 21st, but wanted to make my opinion clear. I have already had to deal with increased numbers of trespassers who are looking for the City's trails, and I feel that the Laramie City Council is infringing on my private property rights and potentially affecting my property value. I am a county resident who paid for my property outside the Laramie city limits and pays to maintain it with no help from the city of Laramie. I were never contacted about this cities master plan before these map symbols appeared, and feel it has been thrust upon me with no buy-in by me or my neighbors. Plan stop the city from its bullying tactics on County Residents!!

Sincerely,

Stephen P. Ford
12 Snowy View Court

Paul Harrison

From: Rsmarti [randis.martinsen@gmail.com]
Sent: Sunday, October 19, 2014 10:02 AM
To: wyo58@juno.com; sos@carbonpower.net; bmlone@wyfb.org; smoore_dtre@hotmail.com; dgertsch@co.albany.wy.us; sadler@co.albany.wy.us; jstone@co.albany.wy.us; tsullivan@co.albany.wy.us; jkennedy@co.albany.wy.us; tchesnut@co.albany.wy.us; PTR Master Plan
Subject: Map symbols on private land

PLEASE NOTE that I support the Planning and Zoning Commission's recommendation to have all the map symbols on private property outside the City limits removed.

Putting symbols on privates property is an invasion of my privacy rights as well as my property rights.

Randi S Martinsen
6597 Pilot Peak Road
Laramie, WY 82070

Paul Harrison

From: Thane McKinsey [thane_mckinsey@yahoo.com]
Sent: Monday, October 13, 2014 11:18 AM
To: PTR Master Plan
Subject: Laramie

Hi Vicky @ city of Laramie

I am happy that you agree that the birds need protect too. About twenty years ago I had a friend from West Virginia who's parents where both bird watchers. He knew the names of many of these birds. He is also the one who first suggested that I make this area into a bird sanctuary. I began to notice all the birds myself and many of my other friend also commented on how many birds are in this area.

I have identified three different species of ducks within a fifty foot diameter circle. They all had their little Quakers following them around. There is a flock of about ten Pelicans that live down on the river during the warm season. The Sand Hill Cranes graze out in the meadows. There is a Blue Herring Harem and many Red tailed hawks. It is not unusual for me to see a bird that I have never seen before. There are many, many species of migratory birds here. They all need a safe place to make a living and raise their young.

In the cooler months the Owls hoot down on the river through out the night. Big black Ravens find refuge here. I occasionally see Bald Eagles here hunting for prey. There is a really big Raptor type bird that is mostly black with a lighter colored head and white spots on the under side of its wings that spends the winter here. I was thinking that it maybe is a Bald Eagle but its head is not white.

Laramie is surrounded by barren wind blown, frozen [in the winter] grassland desert. The only sanctuary for wildlife is the Big Laramie River Valley. There are White Tail deer Mule deer, raccoons, skunks, possums, weasels, rock chucks or wood chucks I don't know which. There are at least two different species of foxes. I have spotted a Bobcat den and I have captured a Mountain Lion which I turned it over to Game and Fish. The Mountain Lion was living right here at the main ranch complex and was eating my domesticated Snow Geese. In the fall about this time of year thousands of wild Geese will stop here to rest for the night on their long journey south. I think it would be interesting to track some of these birds to discover where the go in the winter.

This path along the river is just ridiculous. The city has NO rights along this part of the river and the only way for the city to get this path is to buy a very, very expensive easement which neither me nor Romsa want. I am "Not" going to let the public into this Bird and Wildlife Sanctuary.

Thane McKinsey

PS. Please share this letter.

Paul Harrison

From: JOAN GARVER [garver1670@msn.com]
Sent: Thursday, October 16, 2014 7:41 AM
To: wyo58@juno.com; sos@carbonpower.net; bmlone@wyfb.org; smoores_dtre@hotmail.com; David Gertsch; sadler@co.albany.wy.us; jstone@co.albany.wy.us; tsullivan@co.albany.wy.us; jkennedy@co.albany.wy.us; tchesnut@co.albany.wy.us; PTR Master Plan
Subject: Your Property Rights!!!!!!

PRIVATE PROPERTY!!!!

WE ARE NOT INTERESTED IN ANY BICYCLE OR WALKING PATHS RUNNING THROUGH OUR _____PRIVATE PROPERTY!!!!!! _____ THAT IS USED FOR LIVESTOCK. PEOPLE USING IT WILL BE CONSIDERED AS TRESPASSING AND CAN DEAL WITH THE SHERIFFS OFFICE.

Paul Harrison

From: Kdbirks@aol.com
Sent: Monday, October 13, 2014 10:16 PM
To: wyo58@juno.com; sos@carbonpower.net; bmlone@wyfb.org; smoores_dtre@hotmail.com; dgertsch@co.albany.wy.us; sadler@co.albany.wy.us; jstone@co.albany.wy.us; tsullivan@co.albany.wy.us; jkennedy@co.albany.wy.us; tchesnut@co.albany.wy.us; PTR Master Plan
Subject: Planning and Zoning Commission recommendation

Sirs:

As residents of Albany County, we support the County's Planning and Zoning Commission's recommendation to have all the map symbols on private property outside the City limits removed. These symbols are located within the County's jurisdiction, outside of the City's jurisdiction, and placed on properties of County residents who were not contacted for permission. We consider this an over-reach by the City of Laramie under its Parks and Recreation Master Plan.

Mr. and Mrs. Keith C. Birks

Paul Harrison

From: Linda Johnson [lindadjohnson@hotmail.com]
Sent: Friday, October 17, 2014 5:42 PM
To: wyo58@juno.com; sos@carbonpower.net; bmline@wyfb.org; smoores_dtre@hotmail.com; dgertsch@co.albany.wy.us; sadler@co.albany.wy.us; jstone@co.albany.wy.us; tsullivan@co.albany.wy.us; jkennedy@co.albany.wy.us; tchesnut@co.albany.wy.us; PTR Master Plan
Subject: Park and recreation symbols

To Whom It May Concern,

I respectfully request the Commissioners to request the City to remove all parks and recreation symbols on private property, privately maintained roads, and private roads.

Thank you for the work you all do.

Linda D Johnson
6620 Pilot Peak Road
Laramie, WY

Paul Harrison

From: jnbs79@wyo2u.com
Sent: Thursday, October 16, 2014 10:59 AM
To: PTR Master Plan; wyo58@juno.com; sos@carbonpower.net; bmoline@wyfb.org; smooore_dtre@hotmail.com; dgertsch@co.albany.wy.us; sadler@co.albany.wy.us; jstone@co.albany.wy.us; tsullivan@co.albany.wy.us; jkennedy@co.albany.wy.us; tchesnut@co.albany.wy.us
Subject: Response to City's Park and Recreation Master Plan

I am writing this email in 100% support of the Albany County Planning & Zoning Committee's recommendation to remove the map symbols/icons that have been placed on the City Parks and Recreation's Master Plan maps – all unauthorized by the property owners.

My property consists of approximately 76 acres, all bordering the City of Laramie boundary, just south of Highway 230. My property address is 2796 Jackson St and includes my adjoining county acreage.

It is very evident that virtually all of my land is encumbered with proposed parks, play lots, paths and trails. These mapped symbols/icons that have been plastered all over my property, without my knowledge or permission, can be very detrimental to the value of my property with respect to future prospective sales, and in no way benefit me or the use of my land. I already have a trespassing problem, only to be heightened by these already publicized, symbolized maps. That in turn increases my liability on the property.

I am appalled at the City of Laramie's audacity in preparing this Master Plan without the knowledge or permission from the effected County property owners, and am demanding that the symbols/icons be immediately removed from the maps of this proposed Master Plan.

Jody Nordin

Brenda Spiegelberg

Paul Harrison

From: Cindi Scott [cscott@wyoming.com]
Sent: Sunday, October 19, 2014 11:10 PM
To: wyo58@juno.com; sos@carbonpower.net; bmoline@wyfb.org; smoores_dtre@hotmail.com; dgertsch@co.albany.wy.us; sadler@co.albany.wy.us; jstone@co.albany.wy.us; tsullivan@co.albany.wy.us; jkennedy@co.albany.wy.us; tchesnut@co.albany.wy.us; PTR Master Plan
Subject: Parks/Recreation Master Plan

I am writing in reference to the City of Laramie's Parks and Recreation Master Plan. Be it known, I do not support the Master Plan nor do I feel a need for it.

It has been my understanding, at some point in the future, the Laramie City Council intends for the city limits of Laramie be extended further south than presently on record. Past decisions made by the City Council members support this. Need anyone be reminded, however, that this has not occurred to date. Due to that fact, I question the legality of the City placing markers on private property, outside of the current city limits, without the owner's permission. Were the people who placed these markers not guilty of trespassing?

Our city government officials have clearly overstepped their authority concerning this issue. I would suggest that they reconsider their actions and take responsibility for what they did by removing the markers immediately. I've no doubt they will meet with opposition if their actions are not reversed. I believe the Albany County Commissioners should remember that it is county residents who they represent. I also suggest both the city and county representatives give serious consideration to reports and presentations delivered by the County Planning and Zoning Commissioners.

Cynthia Scott
4825 Dome Road
Laramie, WY 82070-6820

Paul Harrison

From: Clifford D Ferris [cdferris@bresnan.net]
Sent: Tuesday, October 14, 2014 9:07 AM
To: PTR Master Plan
Subject: Planning and Zoning Commission Recommendation

I support the Planning and Zoning Commission's recommendation to have all map symbols on private property outside of the city limits removed. The city does not seem to understand the meaning of private property. I live outside of the city limits.

Clifford D. Ferris
5405 Bill Nye Ave.
Laramie, WY 82070

Paul Harrison

From: Gail Christensen [matjas@msn.com]
Sent: Sunday, October 19, 2014 9:56 PM
To: wyo58@juno.com; sos@carbonpower.net; bmline@wyfb.org; smoore_dtre@hotmail.com; dgertsch@co.albany.wy.us; sadler@co.albany.wy.us; jstone@co.albany.wy.us; tsullivan@co.albany.wy.us; jkennedy@co.albany.wy.us; tchestnut@co.albany.wy.us; PTR Master Plan

I am writing in response to the postcard that I received last Wednesday regarding the upcoming meeting with the county commissioners. I attended the planning meeting several weeks ago. I had received a letter regarding that meeting about ten days prior. During that meeting I was shocked to learn that this plan has been in place for approximately three years. When I received that letter, it was the first that I had ever heard of it. I still did not realize exactly what was involved and what properties were affected until I arrived at the meeting and my neighbor had a map. I was shocked to find out that the proposed trail runs long the property line on two sides of our property. The proposed trail runs the full length of our property on both the west and north property lines. We purchased our property because we wanted peace and quiet and not a lot of activity.

We are asking that the markers be removed from our property, It is very frustrating to think that we as landowners were not contacted regarding the proposals. We paid for the property and pay yearly taxes on the property. I will be unable to attend the meeting on Tuesday due to work commitments, but hope that the landowner's voice is heard. Thank you for the information.

Wayne and Gail Christensen
4770 Dome Road

Paul Harrison

From: Arnold Lee Willems [AWillems@uwyo.edu]
Sent: Thursday, October 09, 2014 8:16 PM
To: Paul Harrison
Cc: wyo58@juno.com; sos@carbonpower.net; bmlone@wyfb.org; smoore_dtre@hotmail.com; dgertsch@co.albany.wy.us; sadler@co.albany.wy.us; jstone@co.albany.wy.us; tsullivan@co.albany.wy.us; jkennedy@co.albany.wy.us; tchesnut@co.albany.wy.us; PTR
Subject: Master Plan
City of Laramie Parks and Recreation Comprehensive plan

October 9, 2014

Dear Mr. Harrison:

After attending the October 8, 2014, meeting of the Albany County Planning and Zoning Committee, and listening and thinking about all the comments and presentations made, we are requesting that all icons and planning notations be immediately removed from the planning maps on any land not located within the city of Laramie.

While realizing these maps represent planning that has not been approved by either the Albany County Commissioners or the City Council of Laramie, they have been posted on the City of Laramie website and we saw multiple copies of the map at the committee meeting. These maps are being used by some as a done deal. A trail is marked on the map; therefore it can be used. Property owners see these icons as an encumbrance on their property which likely affect property values. They also view the city's planning as unfair "taking" of their private property.

In addition, the planning process was grossly flawed. There were no landowners from outside the city of Laramie on the ad hoc committee. The maps, with all the icons and notations, were posted on the city website, printed, and publicized with no prior notification to landowners affected. They were left to find out on their own until into October about the possible location of a recreational site on their land. They should have been notified before any publication of the plans and informed about any options they had.

Once again the city of Laramie is attempting to impose control on us and our property outside the Laramie city limits. Governance without representation has no place in a democracy.

Sincerely,

Wanda Willems
Arnold Willems

Arnie Willems
5517 Bill Nye Avenue
Laramie, WY 82070
307-745-8250
awillems@uwyo.edu

Paul Harrison

From: Bob Rucinski [rucinskir@gmail.com]
Sent: Thursday, October 16, 2014 10:45 AM
To: David Gertsch
Subject: City Parks & Rec Master Plan

To whom it may concern:

As an affected land owner I would like to go on record that I oppose the city dictating use of my land. The map symbols should be removed so as to not give people the impression they can trespass on private property.

Robert D. Rucinski
RDR, LLC

Paul Harrison

From: Brian Florum [brian@modernwyoming.com]
Sent: Thursday, October 16, 2014 8:20 AM
To: tchesnut@co.albany.wy.us; PTR Master Plan

To all concerned,

We would like to voice our opposition to the City of Laramie Parks and Recreation Master Plan regarding symbols for proposed parks, trails, natural areas that extend BEYOND the city limits, therefore infringing on **private property rights in the county**. We expect our county commissioners to be our voice to keep the city in check against over-reaching governmental policies that affect their constituents.

Thank you for your consideration,

Brian and Reesa Florum
2316 Mountain Shadow Lane

October 14, 2014

City of Laramie

Director of Parks and Recreation

Parks, Trails and Recreation Master Plan Ad Hoc Advisory Committee

Laramie, WY 82070

Dear Mr. Harrison and Members of the Parks, Trails and Recreation Master Plan Ad Hoc Advisory Committee:

We own property located within Service Area 12. A map showing the approximate location is attached.

This is a supplement to my comments dated September 12, 2014 (attached) and includes two recommendations for you to consider. Our recommendations stem partly from what we heard from other County property owners at the meeting hosted by the Albany County Planning Commission October 8th.

1) Include County Representation on Ad Hoc Advisory Committee Membership and Participation

My first recommendation is to add two members to the committee who live and own agriculture use property outside of the City limits. The outside-of-the-City-perspective needs to be included in the way the City finalizes the Parks, Trails and Recreation Master Plan.

At the October 8th meeting many of the property owners expressed anger and a feeling of distrust toward the City because they were "blind-sided." The Parks, Trails and Recreation Master Plan maps included specific facilities denoted by icons on their deeded lands. The property owners had received no communication from the committee that they were doing this. Seeing these icons on printed maps and on the internet made many County property owners feel disrespected and threatened with more public trespass that would be encouraged by a planning map shown on the internet or printed for circulation. We feel very strongly this way. Experiencing trespass leaves rural property owners feeling violated just as a City resident would feel if they would discover a stranger enjoying himself in their yard.

Seeing these icons also made many County property owners feel like their property values would be jeopardized. The icons would be considered like encumbrances in the future, and this would be the first step toward "taking" property by right of public domain.

2) Replace the Icons on Lands Outside of the City Limits

My second recommendation is to take all icons outside of the City limits off the planning maps and replace with a narrative similar to the following:

In addition to the specifically identified Park and Recreation facilities within the City limits of Service Area 12 there is, with property acquisition, potential for several hundred acres of "Natural Area" and/or "Park Space." Through acquisition of easements 5 to 10 miles of "Multiple Use Trails" and/or "Share Use Paths." could also be developed.

We know the intent of the Parks, Trails and Recreation Master Plan is to identify, in a conceptual way, possibilities and alternatives for the future of Parks, Trails and Recreation development within the community of Laramie. However, seeing the specific facilities designated on a map has made many if not all property owners outside of the City limits feel ignored and threatened by the possibility of "taking" of their property and their rights. If the plan is only a "conceptual plan" the property owners should not feel

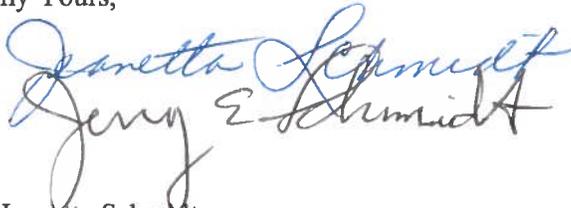
the way they do. Also, if the plan is only a “conceptual plan” the icon map symbols do not need to be on private properties outside of the City limits.

The icons on private lands outside of the City boundary should be removed immediately from all maps and all private properties should be clearly designated as private properties.

This planning process is fostering distrust between the City government and County residents which can spill over and have negative effects on many other issues such as water needs, future transportation and access facilities, land acquisition, tax initiatives, public access across deeded lands like the Game and Fish Department acquires for public fishing access.

Again, the above are two recommendations to supplement our comments outlined in our letter of September 12, 2014.

Respectfully Yours,

Handwritten signatures of Jeanetta Schmidt and Jerry E. Schmidt in blue ink. The signatures are written in a cursive style and are positioned above the typed names.

Jerry and Jeanetta Schmidt

2031 Cottonwood Drive

307-760-5695

RECEIVED OCT 15 2014

September 12, 2014

City of Laramie

Director of Parks and Recreation

Parks and Recreation Ad Hoc Committee

Laramie, WY 82070

Dear Mr. Harrison and Members of the Parks and Recreation Ad Hoc Committee:

We own property located within Service Area 12. A map showing the approximate location is attached.

This is a request to make three (3) changes to the Master Plan Map for Service Area 12.

1) Designate Private Properties

Service Area 12 includes recommendations on privately owned lands that are both within and outside the City Boundary. Outside the City boundary land is owned privately and publicly i.e. County lands, State lands, BLM lands, UW Lands, leased public access routes and possibly other ownerships. It is often not clear where the public recreationist can and cannot go. Please designate all privately owned properties to clarify to the map users where they can and cannot go. Private land is not for public use unless otherwise designated.

For the following reasons we are requesting that you remove the following placeholders on our property from the current Master Plan Map for Service Area 12.

2) Water Recreation

We have no objection to our public's right to travel on river water through all properties. In fact at the two water-gaps where the river crosses our pasture boundary fence we are converting the water gap fence wire to smooth wire to facilitate river travel access. Most river travelers access the river on the Monolith Ranch where there is adequate parking and safe easy shoreline access.

We request the removal of the *Water Recreation* symbol located between 200 and 300 feet west of our house where Cottonwood Drive and the river are in close proximity. Trespass is already a property management and liability issue for us because some recreationist park next to our pasture fence and access the river with rafts and kayaks by going over and under our fence as well as through a gate at that location. Our fence condition is being damaged and occasionally our horses have escaped the pasture and wandered onto and across Cottonwood Drive.

Seeing this symbol on the Draft Map calls attention to this location for more recreationist who may see it as an additional opportunity they can start using now. Beside the problem with our fence condition, our property owner responsibilities and livestock control there is no designated parking space. Increased parking at this constricted location could interfere with Cottonwood Drive traffic safety.

Living adjacent to the City includes several issues involving property rights, liabilities and safety. Calling the County Sheriff or City Police is not always the best solution. In fact the best solution is not always clear.

3) Shared Use Path

In the introduction to the written section pertaining to Service Area 12 it states the following: *“Proposed access to the Monolith Ranch via this SA and preservation of the riparian area along the Laramie River are highly desired”*

To us these seem like reasonable goals. However, it is unrealistic to imply you can accomplish this by recommending a system of “Shared Use Paths” within and along the natural river corridor as recommended in the Draft plan. Please remove the “*Shared Use Paths*” symbol from our property and adjoining river-side properties and reword the priority statements for Shared Use Paths to be re-designated in flood-free areas. See attached suggestion.

Again, for the same reason given above in the Water Recreation discussion seeing this symbol on the Draft Map calls attention to this location for more recreationist who may see it as an additional opportunity they can start using now – trespassing.

Another important reason to remove the shared use pathway from the river corridor and riparian areas is because of the physical difficulty and cost of implementing this. The flood plain of the Laramie River is flooded almost every spring and certainly every 2 or 3 out of 5 years. The flooding creates forces that alter the river channel and course location. The natural meandering of the river includes bank erosion and bank caving. It includes beaver activity and other natural activities brought on by the flooding that alter the exact course and pattern of flow. Also, along the river are small-sized willow and cottonwood habitats key to white tail deer and other species for security and raising of young. A system of shared path use through these areas will fragment these important habitats, causing some of the wildlife to go elsewhere and diminishment of the Natural Area character.

Successful development of a “Shared Use Path” along river channel will probably require some river bank stabilization and some straightening of the river channel. Doing this will jeopardize the condition of the riparian, the “Natural Areas” and fisheries within the river itself. Expensive straightening and bank stabilization has been done along the current segment of river running through Riverside Park on the west side of Laramie. Recently the Laramie River Conservation District led an expensive multi-year fisheries and aquatic habitat restoration project within this two mile river segment. If river stabilization is not done some of the path segments in different locations will have to, at times, be redeveloped.

Path development along the river within the flood zone can mean added cost to the taxpayers and tolerance of the pathways being closed during Spring run-off for 3 to 8 weeks each year, similar to the current Riverside Park trail system. Again, developed pathway and trail systems should for the most part be planned in flood-free zones.

The integration of more recreation along the river will make it difficult for property owners to keep livestock and, if so, grazing use will cease or decrease allowing increased rangeland fuel build up and an occasional grass- fire hazard after productive growing seasons such as this year in 2014.

Again privately owned properties are not for public use. The Master Plan Map, when used by some people, may create questions regarding public access along the river.

We suggest that the "Shared Use" access routes for reaching the Monolith Ranch be planned on the lands that are infrequently flooded and in conjunction with the other travel corridors (streets and highways) already developed for east – west travel.

Suggest rewording of the Shared Use Paths and Bike Lane priorities below is as follows:

Current wording:

- Develop Bike Lanes per SA 12 map. Development of these Bike Lanes should coincide with needed street improvements, such as paving, sidewalks, curbs and gutters, and will provide better continuity through the SA and connectivity to adjacent SA's and their facilities.

Develop Shared Use Paths per SA 12 map to provide better continuity through the SA and connectivity to adjacent SA and their facilities.

- Develop Shared Use Paths per SA 12 map. Special attention should be given to making connections to the Monolith Ranch.

Suggested Wording and Priority Consolidation

- Develop Bike Lanes and Shared Use Paths per SA 12 map. Development of these Bike Lanes and Shared Use Paths should coincide with needed street improvements, such as paving, sidewalks, curbs and gutters, and will provide better continuity through the SA and connectivity to adjacent SA's and their facilities.

Develop Shared Use Paths in flood free zones per SA 12 map to provide better continuity through the SA and connectivity to adjacent SA and their facilities.

- Develop Shared Use Paths in flood-free zones per SA 12 map. Special attention should be given to preserving the character of the riparian zones and natural areas while making connections to the Monolith Ranch.

Sincerely

Janetta Schmidt
Jerry E. Schmidt

Service Area 12

