



Master Plan- Phase 1 ■ Town of Pinedale, Wyoming

STREETScape DESIGN - 2011

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1930s PINEDALE, WY- PINE STREET

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TOWN OF PINEDALE DOWNTOWN MASTER PLAN

SECTION 1 – INTRODUCTION

1.1 PURPOSE

The purpose of the Town of Pinedale Downtown Master Plan is to develop a clear strategy for Downtown improvements and economic development. The first phase of the Master Plan is largely design oriented and focused on streetscape elements, landscape design, lighting, parking, wayfinding, and the possible addition of medians in Pine Street. This phase of the Master Plan is intended to help set the stage for visual improvements for groups like Main Street Pinedale, the Pinedale Travel and Tourism Board, the Pinedale Fine Arts Committee and the Town of Pinedale.

For residents and visitors alike, downtown Pinedale is one of the prominent features that define what and who Pinedale is. This historic stretch of Pine Street must be taken care of and invested in to ensure long-term viability and sustainability. During the fall of 2010 and spring of 2011, the Town and the community at-large recognized that investment in downtown is necessary- but must occur in an organized fashion under the auspice of a Master Plan. This approach would allow new investment and improvements to compliment, not compromise, the character that exists today. Secondly, this approach would also allow organizations such as Main Street Pinedale and the Pinedale Travel and Tourism Board to use this Master Plan as the basis for applying for grants to fund downtown improvements.

The Downtown Master Plan is intended to be a proactive document to help direct Town budgetary and capital improvement decisions and strengthen eligibility for grants and other funding sources. The Downtown Master Plan will be considered successful if it becomes the catalyst for projects and other ideas that fulfill the vision for Downtown.

In concept, the Downtown Master Plan is one phase of a broader look at vitality, which can be expanded by other planning efforts. Future planning efforts can be woven together with this Downtown Master Plan to create a healthy, economic atmosphere for Pinedale into the future. For example, future planning efforts could include the PFAC Public Art Master Plan, Pinedale Park and Tree Master Plan, and the need for other plans that may evolve over time.

Based on these current and future efforts, the following Downtown Streetscape Plan has been created. Through a process that engaged stakeholders and Pinedale residents, a plan has been developed that will serve as a guide for long-term public investment in the downtown.

This plan hopes to distinguish itself from other plans and do more than just address street furniture, way finding systems, and other typical street elements. The driving factor in this plan is more than beautification but strives to be an economic engine for reinvestment in the historic area of Pinedale. It also hopes to enhance the

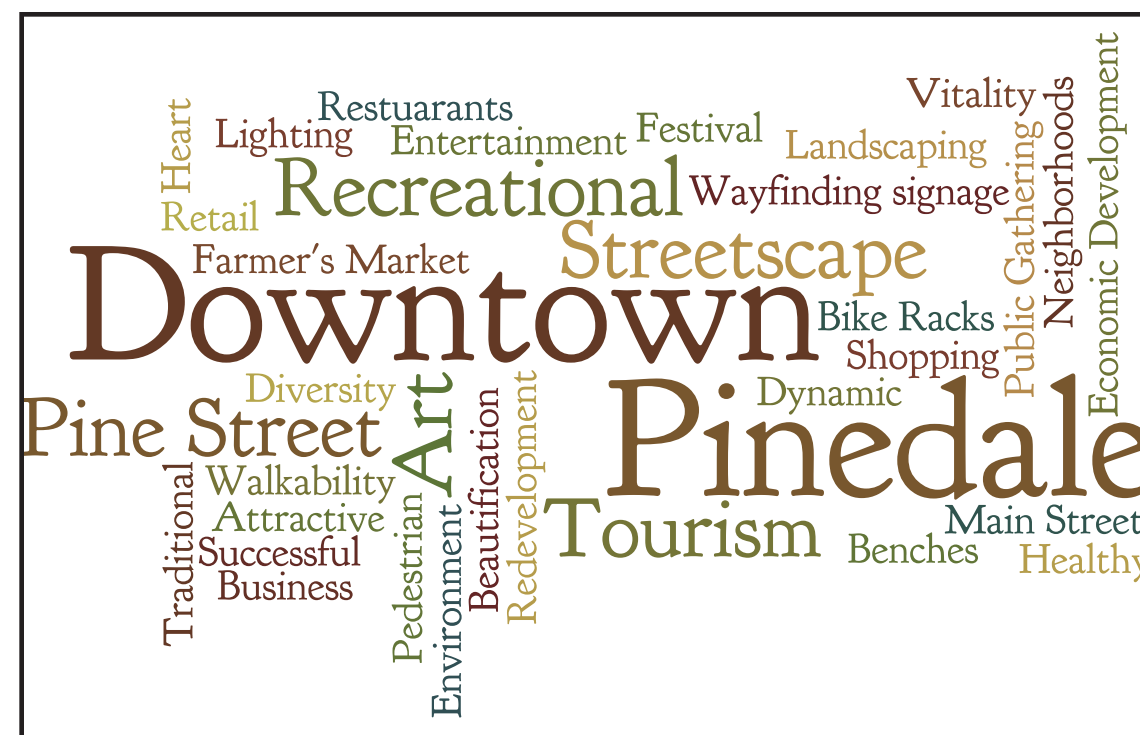
physical realm and the experience people have when visiting downtown. This plan focuses on making improvements in the public realm that work together to make downtown Pinedale welcoming.

This document represents the completion of a six-month process to formulate a framework and implementation strategy for the Downtown Pinedale streetscape project. Included are brief descriptions of the streetscape goals and objectives, descriptions of the selected streetscape elements, cost estimates, and a recommended implementation strategy. This plan should be used as a template for future decisions regarding both public and private improvements within the project area.

1.2 PROCESS

Steering Committee

Mayor Steve Smith and the Town Council selected seven citizens with a wide variety of experiences and interests to assist in the development of the first phase of the Master Plan. Steering Committee meetings ran from January to March of 2011 with very lively and interactive discussions. Preliminary public discussions





Athens, GA



Public Workshop

about the downtown had also taken place in numerous public workshops and Main Street meetings for the previous two years.

The Steering Committee's first goal was to try to define Pinedale's look in a historical context as well as looking into the future 15 to 20 years. While hundreds of words and descriptions were brainstormed, the conclusion was that this group felt Pinedale needed to portray a "modern, industrial, western town." This conclusion was largely gathered through looking at physical elements commonly found in Pinedale such as barn wood, steel, brown/earthy tones, and the Town's geographical relationship to the mountains and oil/gas industry. This group of citizens and business owners helped to identify specific improvements to the public realm that would reinforce a unique identity and improve the image, function and livability of Downtown Pinedale.

See Appendix A for list of descriptions.

1.3 COMMUNITY INPUT

The residents and business owners in Downtown Pinedale have a lot to say about what the Downtown area should look and feel like and how future streetscape plans affect their lives and property. The intent of the process for the Downtown Pinedale Streetscape Plan was to collaborate with the community, particularly through the Main Street Pinedale organization, to assist the participants with reaching informed decisions. Decisions regarding boundaries for the initial study, character, costs, benefits, and implementation concerns associated with the

streetscape improvements were determined through various public workshops during 2009 and 2010.

Community Open House

A public open house was held on March 2, 2011 to present the variety of benches that the steering committee had solicited from local artists and had also selected from catalogs. The intention of this open house was to solicit votes for the public's favorite bench and collect additional feedback regarding the other streetscape elements. A total of seven benches were presented and participants were asked to vote for their favorite three. Four of the benches were created by local artisans and three were chosen from a catalog for their materials and visual appeal. Photos of all seven benches and the voting results can be found in Appendices 2 & 3. In the end, a local representative from the Visual Arts Committee of the Pinedale Fine Arts Council was voted as the favorite and most appropriate bench for Pine Street. Other locally created benches were felt to be very representative of the varying styles of Pinedale, but more appropriate along the nature trails, in parks, or next to creeks and lakes in/near town.

1.4 STRATEGIC ROLE OF PINEDALE IN SUBLETTE COUNTY

The importance of maintaining Downtown Pinedale as Sublette County's primary retail area has been expressed over time in past Comprehensive Plans. In the regional context, Pinedale is the activity center for Sublette County supporting residents, tourists, businesses, and government functions. Services should be

provided to maintain Pinedale as the County's largest residential and family base. In addition, the Town of Pinedale, Main Street Pinedale, and the Pinedale Travel and Tourism Board are anticipating that these streetscape improvements will be the first of many steps to improve the aesthetics of Downtown Pinedale in an effort to attract more tourists to the area.

1.5 IMPORTANCE OF DOWNTOWN

A successful downtown is one component of a successful local economy. There is a desire to create a diverse local economy with well paying jobs that are not solely dependent on one sector. Downtown Pinedale is also uniquely positioned to allow local residents to open shops and stores that provide services for Pinedale residents and tourists. These jobs and business activities will provide the tax base to allow community amenities and services in a more sustainable fashion. Successful downtowns are dependent on a mix of complementary activities that help generate human activity and foot traffic. These pedestrians then become the customers to retail businesses within a downtown. Retail and service, offices, residences, government, religious institutions, entertainment, and cultural facilities are all needed to make downtown vibrant.

Promoting mixed use in Downtown ensures a diversified, sustainable economic condition. As more mixed-use buildings become developed along Pine Street and nearby side streets, there is greater commercial activity on the ground floor with residences or offices above. This type of planning will help maintain the small town charm of Pinedale. These types of buildings also ensure more round the clock activity and add eyes on the street for added safety.

1.6 DOWNTOWN GOAL:

The Downtown goal is to: Create a viable historic business center with the setting to attract businesses and people to Downtown. The setting includes elements related to infrastructure, beautification, walkability, functional streetscape and public art.

1.7 DOWNTOWN DEFINED

Downtown Pinedale is the center of the Commercially Zoned area of Pinedale as well as being the historic center of Town. The study area encompasses approximately 25 square blocks along the Pine Street corridor from Sublette Avenue on the east to Jackson Avenue on the west. The Commercial Zone is also 2 blocks south of Pine Street and 1.5 blocks north of Pine Street for the length described.

There are three main characteristics that distinguish Downtown from other commercial areas of Pinedale: 1) it is the traditional retail core of Town, 2) it is the historic downtown and 3) it has the greatest concentration of both commercial and civic activity creating a walkable environment.

1.8 EXISTING CONDITIONS AND OPPORTUNITIES OVERVIEW

Community Assets

Healthy Environment

- Overall, Pinedale enjoys a very healthy environment with clean air, water, and an active lifestyle.

Recreational Opportunities

- Recreational opportunities within Town are numerous with the Pinedale Aquatic Center, Town trails and other parks and recreational opportunities.

Tourist Traffic

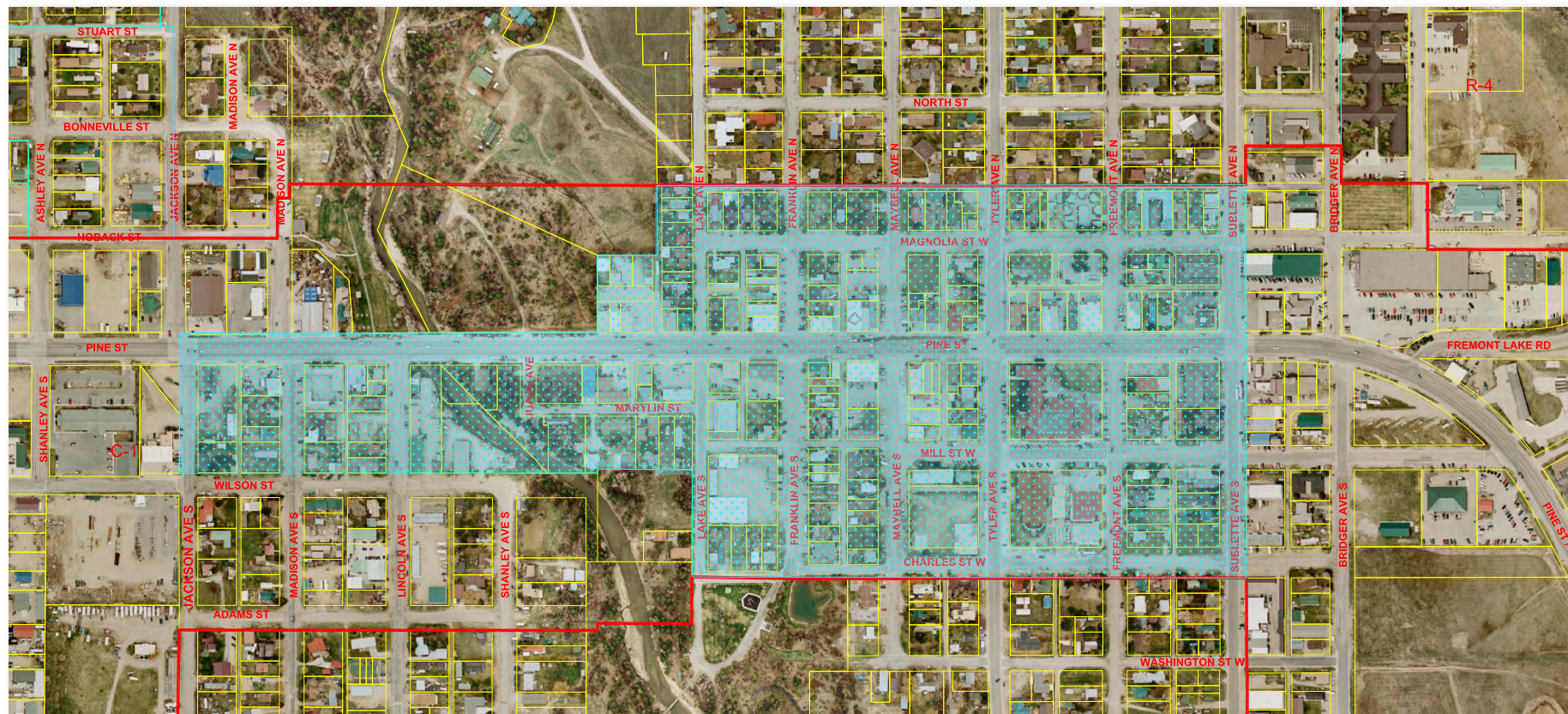
- Tourism has been stated as a source of revenue that needs to be taken advantage of even more in the future to help create a sustainable economy in Pinedale.

Motivated Groups working toward Downtown beautification

- There is no shortage of passion from Town citizens when it comes to the success of Pinedale. Citizens' groups and volunteer boards are numerous.



Pinedale, WY- Pine Street



Downtown Pinedale, WY- aerial



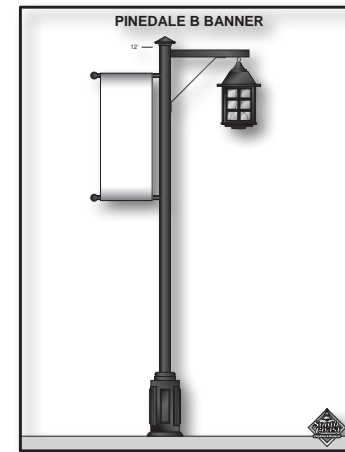
Existing Pine Street



Conceptual Pine Street



Pine Street Bench- Steel & Ipe



Pine Street Pedetrian Light



Public Art example



Public Plaza example

SECTION 2 - UNIFYING ELEMENTS OF THE DOWNTOWN STREETSCAPE

2.1 OVERVIEW

This section of the Pinedale Downtown Master Plan describes the improvements that will help in creating a special identity for the historic area of Pinedale. Elements are selected for their ability to create visual appeal, to upgrade the function and attractiveness of the Town, and to assist in environmental enhancement. Street trees, landscaping and other design treatments are intended to reduce solar heat gain, calm traffic, and improve the quality of pedestrian space. These are principal goals of the Master Plan and a key ingredient, along with land use patterns, in changing the predominant character of the Town from an auto-oriented environment to more of a pedestrian-oriented Downtown.

LANDSCAPING

This element includes street trees, landscape bulb-outs, possible sidewalk planters and other accent plants. Urban greening is a key feature in redevelopment activities. The addition of street trees alone in many cases can be the single biggest improvement to a revitalizing community. It is the number one improvement priority for the Downtown.

SIDEWALKS, PEDESTRIAN IMPROVEMENTS, AND INTERSECTIONS

Providing a smooth and attractive sidewalk is critical in attracting pedestrian

use. Sidewalks need to be designed with enough width to be comfortable to stroll down, with smooth paving and special accent paving in select locations, and with buffering from fast and noisy vehicular traffic. Crosswalks also need special attention. Proper location, traffic control devices, and visual markers all are important in encouraging use by pedestrians and in increasing safety. Key intersections are important nodes in the Downtown. Special paving, gateway elements, public art, information kiosks, enhanced crosswalks, and other features are elements that can be used to emphasize selected intersections.

STREET FURNISHINGS

Street furnishings consist of amenities such as decorative street lights with banners, benches, trash and recycling containers, bollards to define special edge conditions, bicycle racks and parking areas, and special attractions at select locations such as public art, fountains and other focal elements. It is the collection of these amenities that will help to define the character of Pinedale and serve to attract pedestrians by supporting the adjacent stores and offices.

SIGNS

Signs are an effective method to reinforce the identity of Pinedale through graphic arts. Distinctive logos, catch words, colors and images can be displayed in an effective manner to advertise the desired image. Gateways and entry monuments help announce important transitions as one enters the Downtown. Signs also are critical in providing consistency in messages and directions to destinations, such as public parking, public facilities, and parks.

PUBLIC ART

Public Art is one of the most desirable elements to personalize an urban environment and connect it to a community's own unique and special character. Art can be integral to other public improvements, such as unique benches and trash containers, decorative street lights, signs, paving patterns, etc., or it can be used as a special place-making feature and integrated into gateways and other elements.

2.2 LANDSCAPING

STREET TREES

Street trees are a key element to creating unified street scenes and softening otherwise discordant roadways. Pine Street should be the pride of all of Pinedale and effective landscaping can help accomplish this. Adding scale, comfort, foliage colors, and textures contribute to the Downtown's unique identity and help improve air quality. Street trees will also help to announce your arrival in town compared to the more barren landscape along Highway 191 in both directions. The following are general guidelines for street tree planting and placement:

- For each block on a street, no more than two tree species are recommended.
- Tree species that are suitable to the size of the planting area and which carry minimal risk of raising gutters & sidewalks should be selected.
- Install structural soil systems to direct new root growth downward below hardscape areas to help minimize root damage caused to the surrounding hardscape and structures. A minimum of six feet of structural soil shall be provided for trees. The structural soil can be provided under tree grates and pavement.
- Trees that provide attractive fall colors, seasonal flowers, or large amounts of shade are preferred for the Downtown.
- Tree grates are required within sidewalks, as these allow for improved accessibility and increased sidewalk usability area and are consistent with the desired urban character. The ultimate size of the tree trunk should be considered when choosing grates; the grate opening should be appropriately sized to accommodate a mature tree. (Refer to street furnishings section for tree grate example.)
- Street tree placement shall be carefully considered to avoid conflicts with functions of adjacent businesses. The trees should not block views of storefront businesses or signs to the greatest extent possible.



Enhanced pedestrian experience with shade



Enhanced street view from automobiles



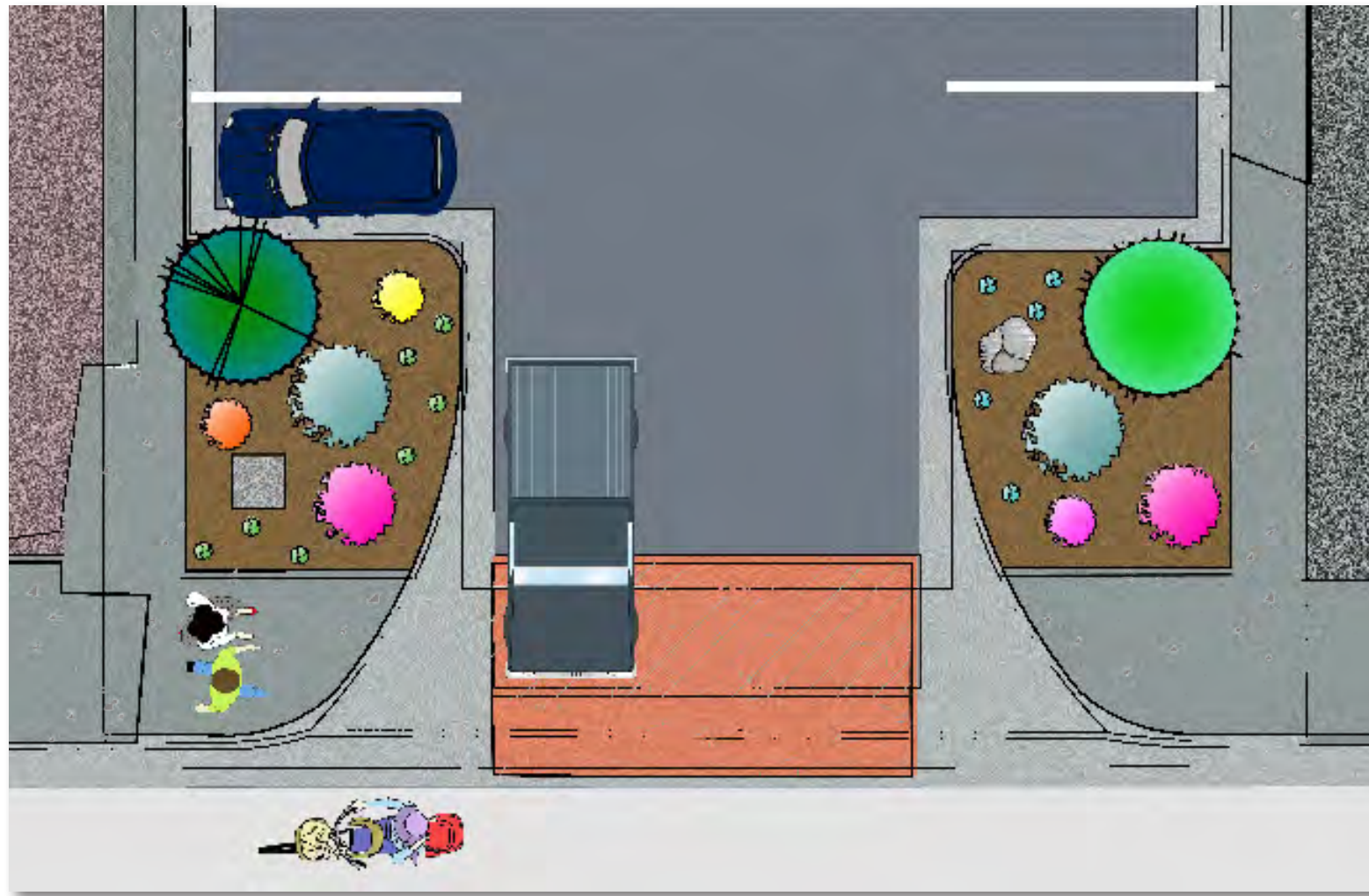
Enhanced pedestrian experience with separation from automobiles



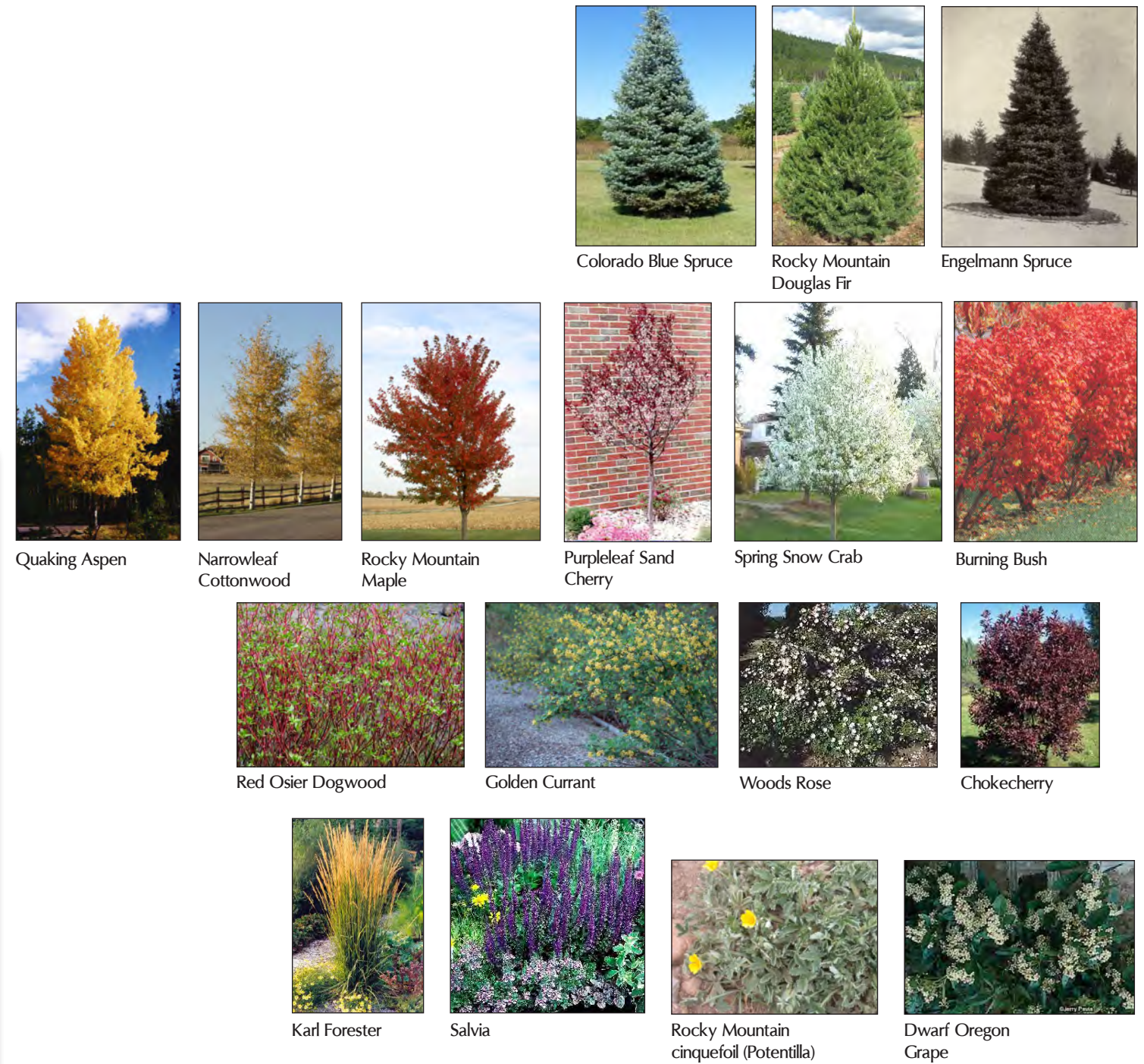
Enhanced street aesthetics during winter

SPECIFIC PLAN AREA TREE PALETTE

Tree species will be selected with input from the Park and Tree Board for suitability within the Downtown boundary and within the specific area to be planted. Overall selection of tree species should be based upon the tree's overall ability to provide pedestrian-friendly benefits, such as shade from summer heat, storefront visibility and general aesthetics which contribute to a vibrant downtown. Species should be hardy and not easily affected by extreme temperatures, wind, water supply, or handling. Highly visible areas, such as seating areas, gateways and intersections, should be planted with ornamental and interesting species that exhibit contrasting foliage, color and texture. Trees should not interfere with necessary sight distance lines for passing traffic. Finally, the selected tree species should require minimal maintenance and should exhibit a clean and healthy appearance in all seasons of the year.



Illustrative landscaping plan for typical intersection





Allen, Texas



Toronto, Canada



Sun Prairie, Wisconsin



US Route 1- California



Conceptual Model of Pinedale, WY median

MEDIAN LANDSCAPING

A long term planning option to add medians to Pine Street has been proposed with this Master Plan and would have to be approved by the Wyoming Department of Transportation. The increased safety and functionality of Pine Street are the primary reasons for preliminary interest in the median concept from WYDOT. Aesthetics and traffic calming benefits, enhanced pedestrian experience, and economic development opportunities are all positive secondary effects from adding medians to Pine Street. More detail on the functioning and traffic design/capacity of medianized roadways is included later in the document.

Medians and pedestrian refuge islands function as safety and traffic calming measures. While also providing opportunities to aesthetically enhance Pine Street in Downtown, landscaped medians provide a visual separation between oncoming traffic and create a narrowed lane perception that slows traffic.

Medians also create opportunities to provide pedestrian refuges across wide traffic rights-of-way. Located within the driver's primary line of sight, medians can greatly influence how passing motorists perceive the community. The following guidelines give general direction for medians:

- Select median trees that have high branching structure to avoid interference with truck and vehicle traffic, provide safe sight lines, and minimize conflicts in maintaining median trees. Use plant materials that are less than three feet tall at maturity to maintain sight distance lines for passing vehicles. At crosswalks and pedestrian refuge islands, use plant material that has a mature height no greater than 18 inches for pedestrian visibility.
- Choose species that need minimal maintenance to ensure a clean and healthy appearance.
- Provide a minimum 18-inch paving strip at the perimeter of the median area to provide a buffer between plant materials and traffic lanes.
- Avoid plants that are easily hedged. This maintains the original intent of the planting design and avoids a homogenous character.
- Select materials that have a strong color contrast with the driving lanes. Integral color in the medians can help minimize the maintenance associated with stains, fading, and dirt. Warm earth tones in the brick red to terra cotta range provide an excellent contrast to black asphalt. These colors are common in clay and concrete paving units. Avoid pavers in the gray range with blue or violet tones.

- Intersection design in the Historic District shall incorporate a median with no less than eight feet of width. Minimally, this leaves sufficient room for a pedestrian refuge island and directional signs.

- Consistent median treatments help create an identity that unites the Downtown through the use of paving, directional signs, and plant materials.

- Medians with turning lanes or tapered ends should be enhanced with special paving.

SIDEWALK LANDSCAPING/SIDE STREETS

Sidewalk area planting in the Historic area shall include landscape bulb-outs and volunteer or business plantings in planter pots or hanging baskets. In an effort to construct public right-of-way improvements to achieve a cohesive appearance and maintain an urban atmosphere, joint participation between private property owners and the Town will be required. Some of the beautification efforts can be simply implemented by the Town or Main Street organization as funding and grants are secured.

Cooperation and participation by individual property owners, merchants, special interest groups, and others will be required with future property development. This may be an opportunity to establish entities such as a Business Improvement District to facilitate public/private cooperation. The following are general guidelines for sidewalk landscape treatment:

- The use of accent plants with special qualities (e.g. spring flowers and/or good fall color) shall be used to accent entry drives and intersections to unify the Downtown and identify it as a place of special destination.
- Choose species that are hardy and not easily affected by extreme temperatures, wind, water supply, or handling. Near pedestrian traffic, it is important to anticipate some amount of damage to plants, and tougher plant materials will help to maintain an attractive streetscape appearance.
- Choose ornamental and interesting species for highly visible areas such as near seating areas, gateways, and intersections. Use plants with

contrasting foliage, color, and texture; scented varieties; or those that have an especially interesting bloom.

- Be aware of necessary sight distance lines for passing traffic and safety issues. At crosswalks and driveways, keep plant material below 18 inches for pedestrian visibility.
- Choose species that need minimal maintenance and tend to look good all year to ensure a clean and healthy appearance.

2.3 SIDEWALKS AND PEDESTRIAN IMPROVEMENTS

SIDEWALKS

Sidewalks are the key component of the Downtown pedestrian circulation network. Sidewalks provide pedestrian access to virtually every activity and provide critical connections between other modes of travel, including automobiles and bicycles. The pedestrian experience plays a very important part in the functionality and the economic health of a downtown environment. Wide sidewalks, street trees and landscaping, and consistent street furnishings all contribute to a desirable pedestrian street scene.

For the most part, sidewalks are found on both sides of the streets in the Historic area. There are some locations where sidewalks are not available, such as the west side of North Tyler and Lake Avenue. Sidewalks should be installed at these locations as development occurs. The success of downtown businesses will, to some extent, rely on the ability of customers to get from their cars to the

commercial uses in the downtown. Therefore, adequate pedestrian connections to future parking facilities will be necessary.

The following recommendations are made to provide safe and efficient pedestrian circulation within the Specific Plan area:

- Sidewalk Gap Closures. Sidewalks should be built on any street segments that currently do not have sidewalks within the area.
- Pedestrian Connections to Parking Facilities. Most of the parking facilities that would serve businesses along Pine Street would be located off of Pine Street. A proposed public parking lot at Magnolia and Maybell needs to be clearly signed from Pine Street. Future parking facilities have been mentioned at Madison and Hoback, American Legion Park, and at Lincoln and Wilson. These future parking facilities should only be brought online if a parking study warrants their development and implementation and if sidewalk connections to the rest of Downtown are able to be completed.
- Pedestrian Safety. The future pedestrian facilities in the Downtown Master Plan area (sidewalks and pedestrian paths) should be well lit to provide a safe environment for nighttime use. Crossing opportunities for pedestrians along Pine Street are the most critical points within the study area. Special attention needs to be paid to crosswalk demarcation, lighting and use of traffic control lights at these points. A Safe Routes to School plan would be a valuable plan to have in the future for the Town of Pinedale and the Sublette School District. Paths that provide pedestrian connection to the numerous parks within Downtown Pinedale are a valuable asset to the Town and should continue to be improved and provided for Pinedale citizens.



Loveland, Colorado residential



Haddonfield, New Jersey Main Street

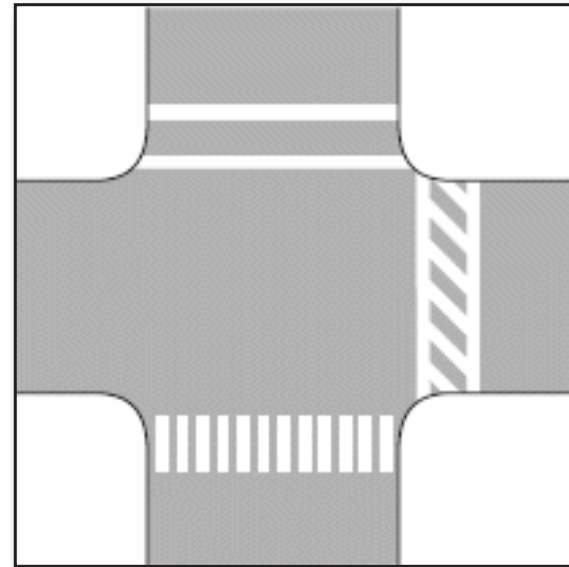


Telluride, Colorado downtown



Hendersonville, North Carolina

Common Crosswalk Options



Painted Options



Stamped and Colored



Decorative Stamped & Colored

The following are general guidelines for sidewalk and pedestrian treatments:

- Design features such as enhanced paving on walkways; streetscape elements; landscaping; and low level decorative lighting shall be used to distinguish the pedestrian route from the vehicular route.
- Decorative concrete may be an option when sections of the sidewalk along Pine Street need to be repaired or replaced due to age, new construction, or road improvements.
- On-street parallel parking, raised planters, and landscaped sidewalk planting strips shall be used to define the sidewalk edge and provide a buffer between pedestrians and moving vehicles.
- Sidewalk surface shall be stable, firm, smooth, and slip-resistant.
- Sidewalks shall have a “through pedestrian zone” that is kept clear of any fixtures and/or obstructions. A minimum of four feet shall be reserved to allow for two people to walk comfortably side by side and in accordance with the Americans with Disabilities Act (ADA) requirements.
- Planting areas, bike racks, street lighting, news racks, and other street furniture shall be contained in the area between the sidewalks and street to keep the “through pedestrian zone” free for walking.

CROSSWALKS

Pedestrian crossings are critical components of the pedestrian mobility in the Downtown. Due to more pedestrian activity on Pine Street and Tyler Avenue in particular, critical pedestrian crossings shall be located at signalized intersections. Mid-block crossings are discouraged in Pinedale because of the short 250' block lengths and would be highly discouraged when medians are implemented.

The following are general guidelines for crosswalks:

- Incorporate accent paving at the following intersections:
 - Pine Street at Sublette, Fremont, Tyler, Maybell, Franklin and Lake Avenues,
 - Future pedestrian and bicycle improvements along Tyler Avenue from Mapfel to Rendezvous Streets as the main north-south route would be anticipated in a Safe Routes to School plan and could be implemented prior to that plan. Connection of these 10 blocks and the school campus to South Tyler Park would be a valuable asset to the Town and should be a partnership effort with Sublette County School District #1.
- Crosswalks should be a minimum of eight feet in width.
- Extensions of the sidewalk into the roadway at crosswalks are called “bulbouts” or “curb extensions.” Designed to give pedestrians greater visibility as they approach the crossing, bulbouts decrease the distance users must cross as well as slow traffic. Sidewalk bulb-outs shall be used where feasible considering the requirements of traffic volumes and specific storm drainage conditions.
- Crossing distances shall be minimized to the greatest extent possible.
- Refuge islands are extensions of the median that create a protected area in the middle of the street and area appropriate in Pine Street. Side streets in the Town of Pinedale do not carry sufficient traffic to warrant medians.
- Minimally, pedestrian refuge areas shall be four feet in width to reduce the possibility of island users, particularly those in wheelchairs propelled by attendants, from projecting into the traffic lanes. The width of a refuge island walkway shall not be less than the width of the crosswalk.

- It is required that the median be extended a short distance beyond the edge of the crosswalk in order to ensure that turning vehicles do not encroach on the median pedestrian refuge area.
- Refuge areas shall be level with the crosswalk with an accented paving surface different in color and texture to surrounding surfaces.
- Turning radius of corners at intersections shall be reduced in order to minimize the crossing distance of pedestrians and help slow traffic. The presence of buses, trucks, and other large vehicles must be considered in designing turning radii.
- Pedestrian crosswalks shall be adequately lit, have clear sight distances, and be free from view-hindering obstructions such as foliage and poles at crosswalk entries and median refuge islands.



KEY INTERSECTIONS

Due to the high visibility and substantial vehicular and pedestrian interaction, the Downtown intersections on Pine Street between Sublette Avenue and Jackson Avenue are considered key intersections. Intersections have the highest potential for impacting visitors due to their frequent use and role of stopping both vehicular and pedestrian traffic. Therefore, key intersections provide an opportunity for visually enhancing the street with accent paving and creating pedestrian-friendly crossings. Improvements at key intersections shall consist of accent paving, additional landscaping at corners, directional signs, and selected urban street furnishings.

2.4 STREET FURNISHINGS

OVERVIEW

Street furnishings serve an aesthetic and utilitarian function and can enliven areas that provide variety to outdoor spaces used for public interaction. Street furniture includes all items placed within the public right-of-way, such as benches, trash receptacles, plant containers, tree grates and guards, bicycle racks, bollards, kiosks, and fountains. Proper design and placement of such amenities will reinforce a unified Downtown design theme and create a lively and appealing atmosphere.

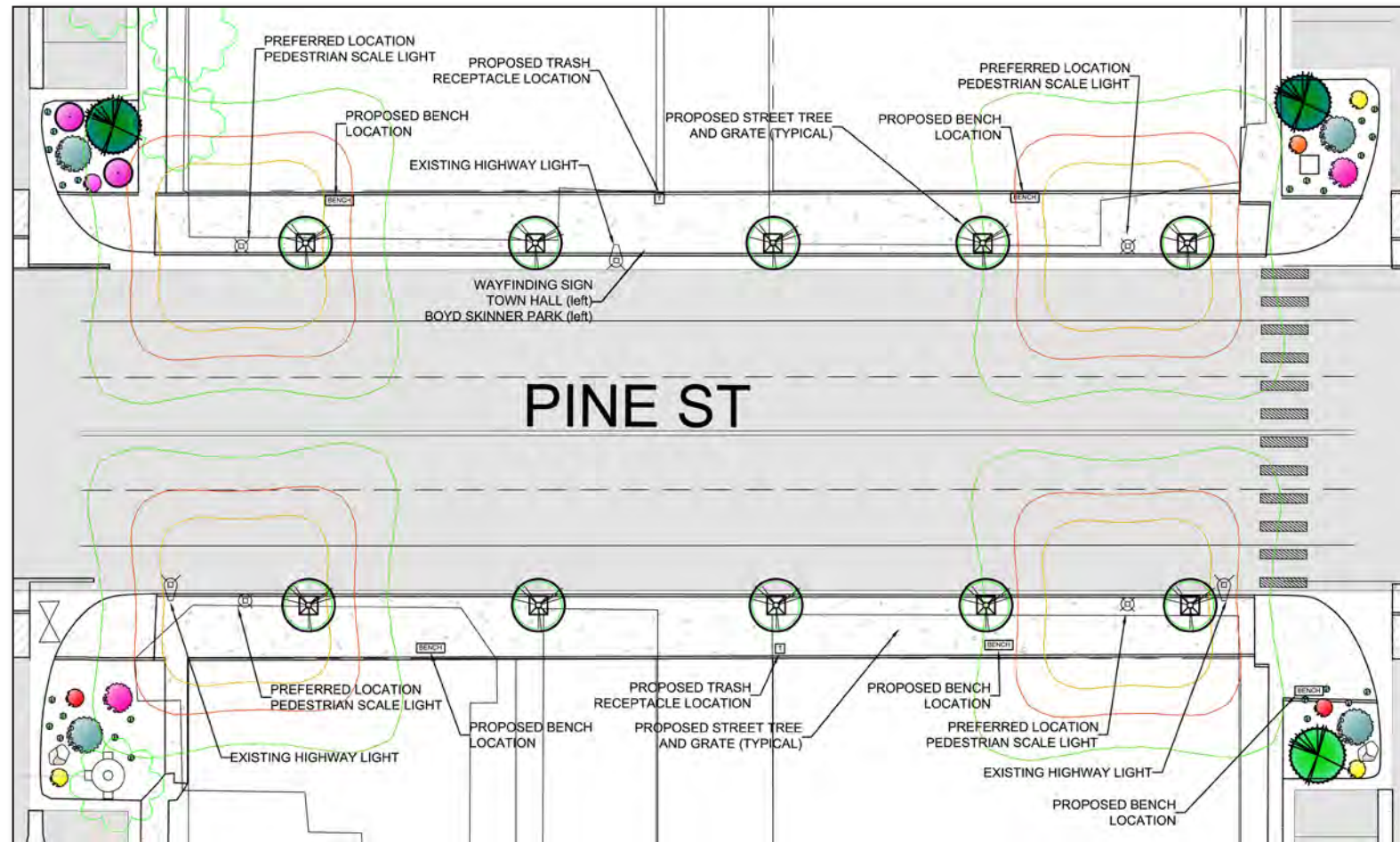
Locations shall be determined through the implementation of this Master Plan and review of public improvement design plans. Some of the envisioned public improvements may require private property owner participation and/or cooperation at the time of project development. Others can be implemented by the Town as a part of a Capital Improvements Program or in coordination with the Main Street Pinedale organization. The following imagery represents recommended furnishings; however, final selection is to be coordinated with the Main Street Pinedale and Public Works Department to ensure maintainability, durability, adequacy, and vandal resistance.

GENERAL STREET FURNISHINGS GUIDELINES

- Street furniture shall be located along the edge of the sidewalk. Provisions to accommodate persons with disabilities shall be incorporated into the design and location of furnishings. This includes a provision for space adjacent to walkways for wheelchair and/or stroller parking.
- Items should be securely anchored to the sidewalk, and a graffiti-resistant coating shall be applied to street furniture elements to ensure a good long-term appearance.

BENCHES AND TRASH RECEPTACLES

Benches may be produced in any size desired but 70" in length will be the standard and the price will be decreased/increased accordingly. Each bench will be unique in form, though the seating area will remain identical (except in length if other sizes are requested). Materials and finishes will be consistent from one bench to the next, highlighting the versatility of the heavy steel tubing and lpe hardwood. Benches will include a feature to allow them to be bolted to a concrete surface



Pine Street Bench designed by PFAC Visual Arts Committee



Back detail



Leg detail



Numerous Tree Grate options are available



TREE GRATES

The use of tree grates is required where street trees are proposed to be located in the sidewalk area. Tree grates provide more area for pedestrians on the sidewalk while reinforcing the desired urban character. Tree grates for the Downtown must comply with the Americans with Disabilities Act (ADA) requirements.



Suggested Bike Rack (or similar)



Smaller profile Bike Rack

BIKE RACKS

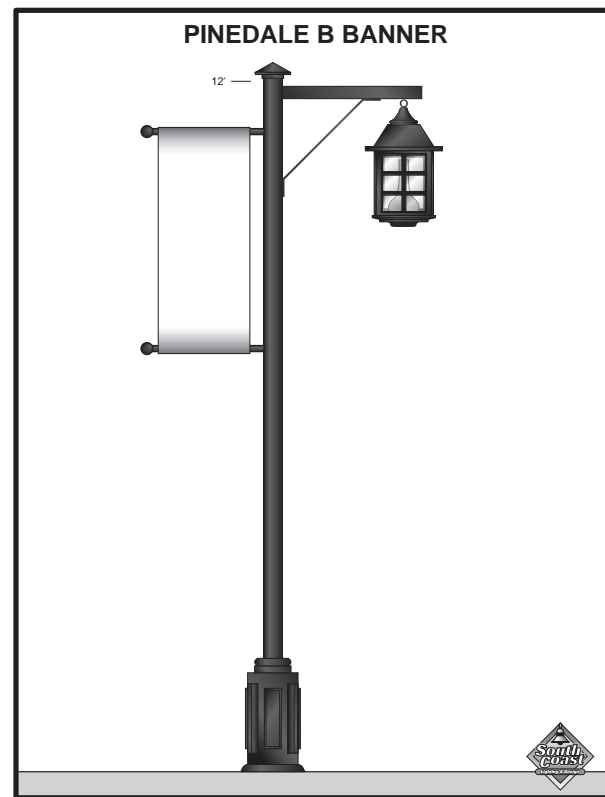
Bike racks shall be located throughout commercial areas, event areas, and parking lots as well as recommended in the site design of private projects. Well placed and secure bike racks will encourage bicycle ridership and provide an attractive alternative to locking bicycles to trees and light poles. Along Downtown streets, bike racks are suggested at key locations as ridership increases. The "U" shape style rack works well in an urban setting because it allows bikes to be parked parallel to the sidewalk, which keeps them out of the pedestrian zone of the sidewalk. It also is a preferred design by cyclists due to its functionality and ease of use. Custom bike racks are not discouraged however.



Small business overflows into public space.



Custom Bike Rack



Suggested Pedestrian Lighting from South Coast Lighting

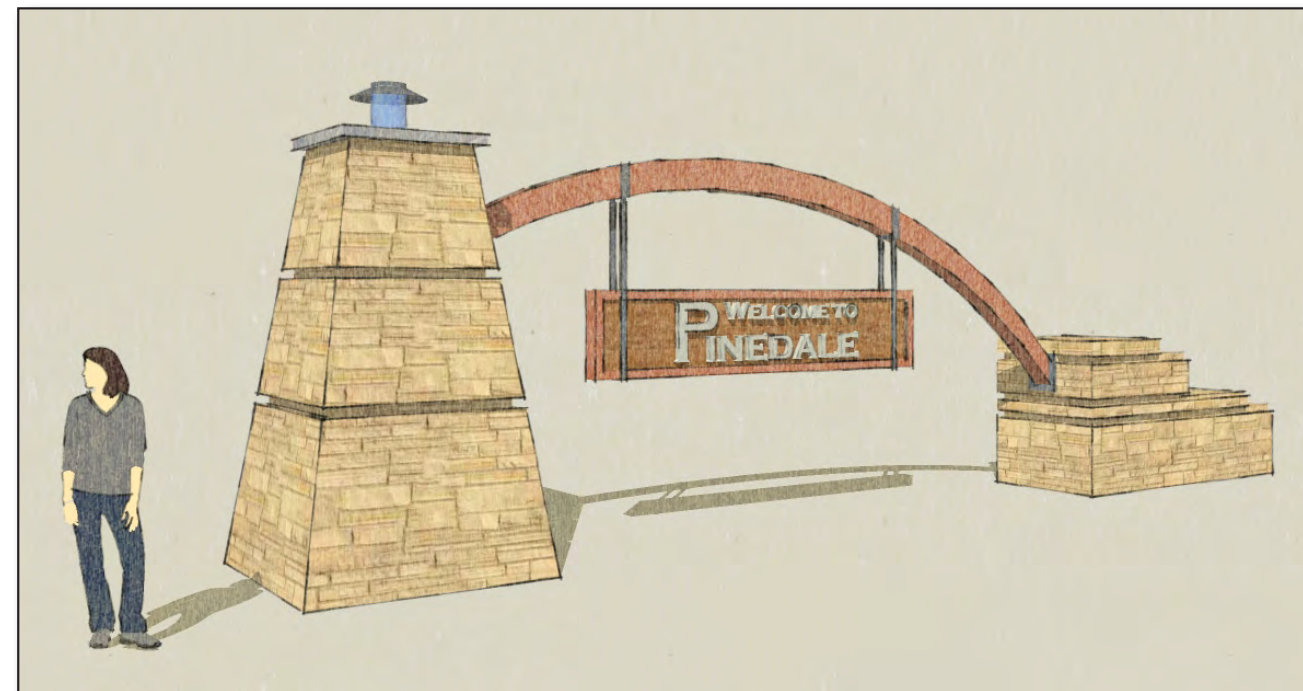
2.5 LIGHTING CONCEPTS

A lighting standard has been selected and implemented in portions of the Downtown. To reinforce Pinedale's historic image, a more traditional lighting style is planned to be used on all streets. Street lighting plays both an aesthetic and safety role in urban areas. These guidelines encourage downtown lighting which:

- Contributes to the safe and efficient use of Downtown streets,
- Enhances security,
- Helps unify the Downtown Plan area,
- Enhances and encourages evening activities, and
- Uses full cut-off lighting fixtures to minimize light pollution and glare.

The following are general guidelines for street lighting:

- Pedestrian street lighting shall be provided along sidewalks and pedestrian pathways, particularly in areas where street beautification and higher pedestrian use is desired, such as Pine Street, Magnolia Street, Mill Street and future improvements along Tyler Avenue.
- Electrical service for seasonal/event lighting in all street lights and at street trees shall be provided on Pine Street.



Conceptual Entry Monument

2.6 GATEWAYS AND ENTRY MONUMENTS

Gateways and entry monuments will be instrumental in providing a sense of arrival and transition into the Downtown. These visual gateway features are civic in emphasis and serve to identify and promote the distinct identity of the Downtown. Gateways announce entry into the Downtown area and entry monuments highlight entry into the more traditional and historic heart of Downtown. Gateway treatments have been discussed to be located along Pine Street west and south of Town but are outside of the scope of this Master Plan. Entry monuments are proposed to be located along Pine Street at Sublette Avenue and Jackson Avenue to designate the historic pedestrian portion of Pine Street.

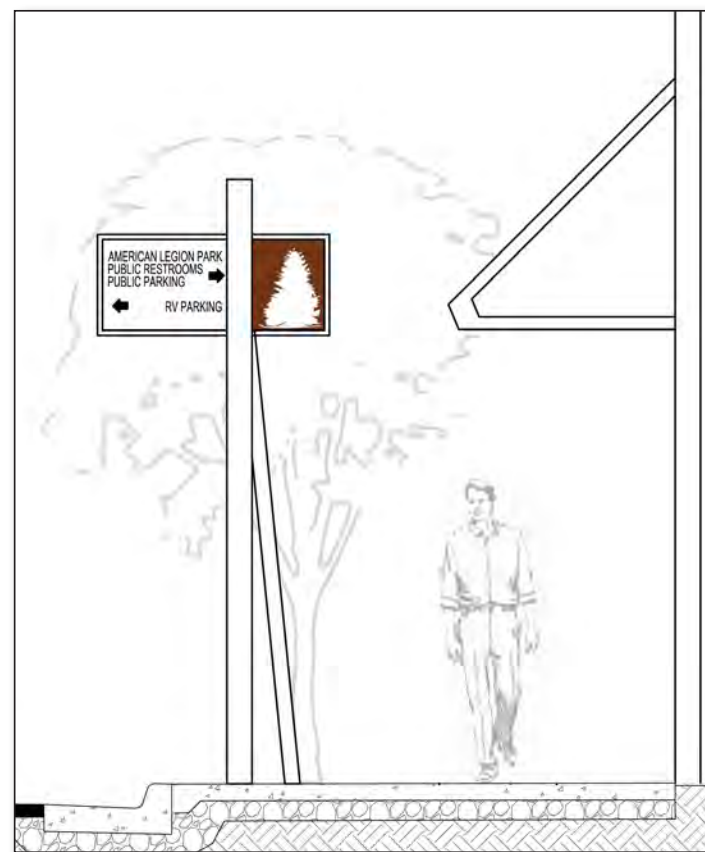
In addition to serving as entryways, gateways and entry monuments are important places for directional and informational signs to guide motorists to their destinations. The visual design of gateways should be attractive as well as functional, conveying a ceremonial sense of entry that reflects the traditional importance of a downtown and conveys the unique identity of the Town.

Physical elements of the entry, including medians, signs, paving materials, and landscape planting materials, should function together to physically define the entry and establish a positive first impression of the Downtown. Increased landscaping at gateways and entry monuments will help emphasize that one is entering the Downtown.

2.7 DIRECTIONAL SIGNS

Of key importance in the Downtown is a clear and attractive directional sign system to provide direction to important services and destinations such as public parking, town hall, the library, performance venues, parks, etc. The following are guidelines for the development of a directional sign program for the Downtown.

- The sign program shall include a common directional sign with directional arrows and labeling to denote key areas, public parking, civic buildings, and tourist attractions.
- Directional signs shall be oriented to vehicular traffic but not overwhelming to pedestrians.
- The directional signs shall reflect design materials and components of the gateways, entry monuments, and streetscape elements to provide consistency and unity.



Conceptual Wayfinding Sign

2.7.1 SUGGESTED LOCATIONS ON PINE STREET AND POSSIBLE ARTWORK FOR DIRECTIONAL SIGNS OR BANNERS

DESTINATION	CROSS STREET
Rendezvous Meadows Golf Course Sublette Ice Arena	Country Club Lane
Trails Creek Park Split Diamond Park Willow Lake Soda Lake	Jackson Avenue
American Legion Park Public Restrooms Public Parking RV Parking	Madison Avenue
Entering Pinedale Historic District	Lincoln Avenue
Cole Street Commercial District	Ashley
Town Hall Boyd Skinner Town Park	Franklin Avenue
Sublette County Library Public Parking Wrangler Skate Park Boyd Skinner Town Park New Fork Access Other Direction Pinedale Aquatic Center Chamber of Commerce Public Restrooms	Tyler Avenue
Pinedale High School Public Parking Fire Hall	Franklin Avenue
Entering Pinedale Historic District Pinedale Middle School Auditorium S Sublette Commercial District	Sublette Avenue
Burzlander Park Mountain Man Museum Medical Clinic Dudley Key Fields Cemetery CCC Ponds Pathways Fremont Lake Halfmoon Lake White Pine Ski Resort Elkhart Park	Fremont Lake Road





Conceptual Public Art- Horse by Deborah Butterfield



Conceptual Public Art- Richmond Historical District



Conceptual Public Art- Sun Sphere by True Mosaics Studio



Conceptual Public Art- Mother and Child



Conceptual Public Art- Drill by Ken Little

2.8 PUBLIC ART

Display of public art is an important way of expressing the personality and character of a community. An arts program to engage local artists in representing various aspects of the Town greatly personalizes a community. The Town presently has an established Visual Arts Committee as a part of the Pinedale Fine Arts Council; however, it is recommended that the Town become a more coordinated partner to better meet the characteristics and needs of the Downtown. The public art program should provide various methods to incorporate art either as stand alone individual pieces or incorporated into the design of other urban improvements such as paving, benches, street lights, etc. Incorporation of public art is an intriguing way to enhance the pedestrian environment of sidewalks, plazas, parks, or other pedestrian spaces. Locations for public art pieces are suggested at most public spaces, such as streets, plazas or along pedestrian passageways.

- Public art can be used in a variety of locations. It can be created in small elements such as tile banding on building facades or in larger pieces such as interpretive sculptures and functional art.

- Public art can be an interactive media, such as a climbing structure, or other features like fountains or water elements.
- Public art can be used as a way finding feature to attract pedestrians to key locations such as a plaza or park or can be developed as murals representing the area's unique history and people of significance.
- Art can be in the form of decorative tiles integrated into paving on benches, walls, stairs, and entries.
- Seating areas and signs are also opportunities for public art.



Conceptual Public Art- St. Johns, OR street painting



Conceptual Public Art- Portland, OR cairns project

SECTION 3 – ROAD DIET ON PINE STREET

3.1 DEFINING A ROAD DIET

One of the more impactful recommendations of this streetscape plan is to pursue the addition of a medianized Pine Street. This recommendation is a long term goal that will have significantly positive effects on the beautification, safety and economics of the Town of Pinedale. Putting Pine Street on a so-called “road diet” consists of utilizing the current street width in a leaner, safer and more efficient manner. Providing more multi-modal options and a more productive economic environment can help turn Downtown Pinedale into a more robust, vital, and economically sound place. Often, similar road changes not only allow the road to function more efficiently, but can increase the value of existing properties and can lead to commercial and residential development or redevelopment in the area. Overall, the goal of a road diet is to create safer, more efficient roadways with an improved quality of life for residents and a better experience for visitors.

3.2 FOUR-LANE TO TWO-LANE CONVERSION

This is possibly the most common form of a road diet and one that fits Pine Street most appropriately. Roads across North America have been put through this process with great success. Determining which roads are good candidates for this conversion is the first step. In general, a roadway should meet some of the following criteria:

- Moderate volumes (6,000-15,000 ADT)
- Roads with safety issues
- Transit corridors
- Popular or essential bicycle routes/links (current or future)
- Commercial reinvestment areas
- Economic enterprise zones
- Historic streets
- Scenic roads
- Entertainment districts
- Main streets

Pinedale’s Pine Street meets every one of these criteria with average daily traffic (ADT) counts at approximately 7,500 vehicles per day. Safety issues on Pine Street are generally of the vehicle and non-vehicle variety, meaning that pedestrians and crossings are often the most dangerous situations. The rest of the above criteria are self explanatory and fit Pine Street very well.

3.3 THE PROCESS OF CHANGE

Street conversions are as much a process as they are a product. The controversy that surrounds putting a road through this process can be mostly eliminated with good public communication and education through an interactive process. One documented case involved Electric Avenue in Lewiston, PA. where public opinion was as much as 95% against the project initially. In this same town, the public now favors this road conversion also by 95% because of a good public participation campaign at the beginning but also because of the immediate positive impacts on the quality of life for residents. Specific examples of these successful conversions are:

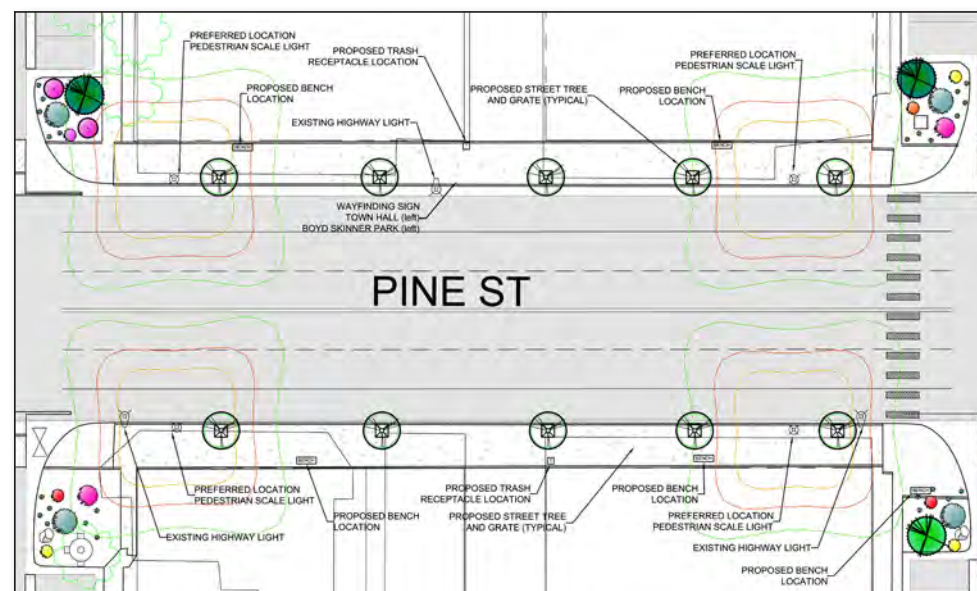
- Kirkland, WA- Lake Washington Boulevard
- East Lansing, MI- Grand River Boulevard
- Del Ray Beach, FL- Atlantic Boulevard
- Toronto, Seattle, Portland, Santa Monica and Mountain View, California each have several successful conversions.

3.4 CONVERTING PINE STREET

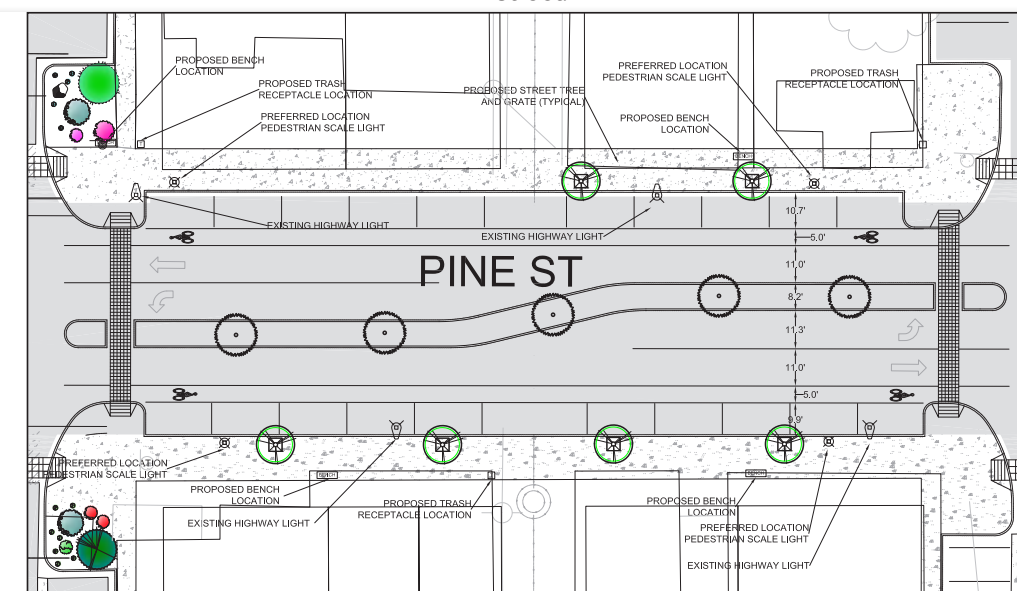
The recommended vision for the future of Pine Street begins with the same study area as the Downtown Master Plan and will consist of two different methods for traffic control. The section of Pine Street stretching from Sublette Avenue to Lake Avenue would utilize landscaped medians while sections west of Sublette Avenue and east of Lake Avenue would utilize painted turn lanes. After a successful transformation of the historic downtown section, additional conversions can easily be added.

Specifically in the historic downtown, from Sublette Avenue to Lake Avenue, Pine Street is currently two travel lanes in each direction with parallel parking on each side of the street. The curb-to-curb distance, and thus the pedestrian crossing distance, is approximately 76’ of the 100’ right-of-way. While the sidewalks along Pine Street are generously wide and provide a good walking atmosphere, this lengthy distance for pedestrian crossings is a concern for many residents in Pinedale.

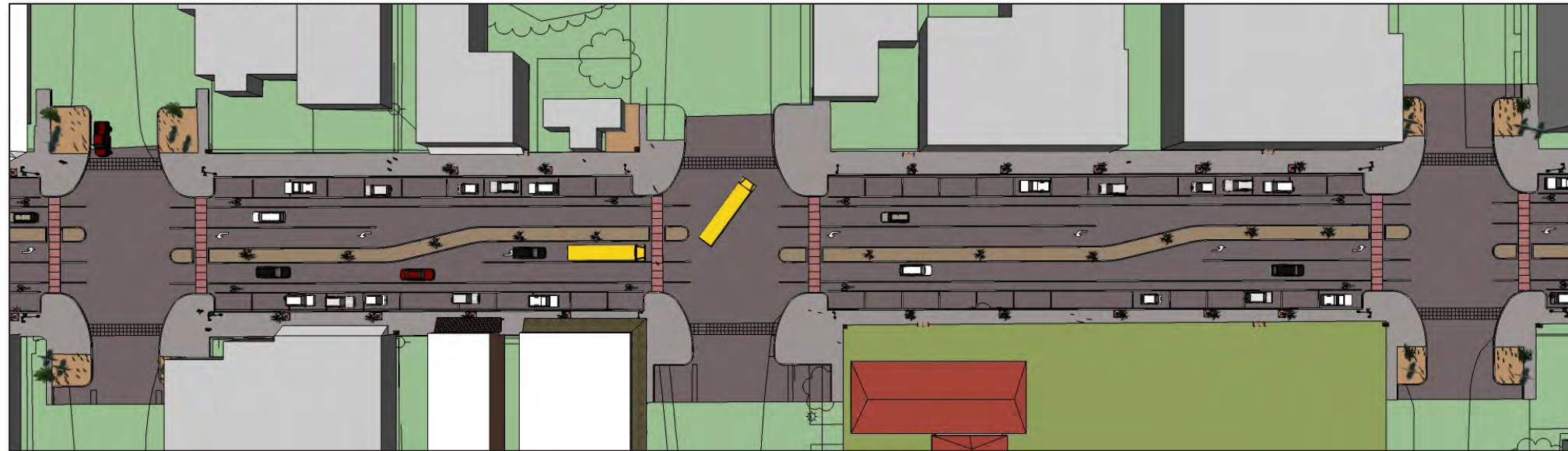
The proposed road diet of Pine Street would utilize the same curb and sidewalk as currently exists except at the corners where pedestrian bump-outs would be added to allow the pedestrian to stand on a sidewalk even with the inside of the parallel parked vehicle. The current speed limit of 25 miles per hour would also remain the same. Parallel parking would still be employed on both sides of the street. Next to the parallel parking would be a new 5’ wide bike lane. This new bike lane will encourage more riders by providing a safe place to ride. It will also help buffer moving traffic from those that are parked. A single 12’ wide drive lane will be utilized to convey all traffic. And finally, an elongated “S” shaped median approximately 10’ wide will be constructed for each block and will create a dedicated left turn lane eliminating traffic congestion at intersections along Pine Street.



Existing Design of Pine Street block with 4 Travel Lanes



Schematic Design of Pine Street block with turn lane and median



Conceptual Design of Pine Street - Aerial



Conceptual Design of Pine Street - Oblique

3.5 US DEPARTMENT OF TRANSPORTATION

Per the Federal Highway Administration, this type of roadway is estimated to have a capacity up to about 20,000 vehicles before congestion will increase. On a four-lane street, drivers change lanes to pass slower vehicles (such as those in the left lane waiting to make a left turn). In contrast, drivers' speeds on two lane roads are limited by the speed of the lead vehicle. Pedestrians gain the most by this system of roadway from a reduced crash risk when crossing less lanes of traffic. There is also an increase in the control of turning movements with this system of roadway.

Perhaps most compelling is the crash data provided by the USDOT. Pine Street does not have nearly the number of crashes that other roadways do with similar traffic numbers, but proactive design can help to avoid the possibility of those numbers going up. The following chart shows a portion of the study completed by the USDOT comparing roadways after going through the road diet conversion to comparison roadways:

3.6 MAIN STREET ECONOMICS

Beyond the studies and traffic analysis, a divided Main Street with better pedestrian amenities will provide a better quality of life for Pinedale residents and visitors. The announcement that you are entering a significant place of interest will be dramatically increased with medians, landscaping and pedestrian-scaled lighting. The ability for pedestrians to cross the street at designated crosswalks will be greatly improved, thus allowing for a more pedestrian-friendly shopping environment.

Numerous studies have been conducted across North America on the effects of converting a road from four lanes to two travel lanes with a dedicated turn lane and medians. Some of the findings are:

- Emergency response is unaltered or better because cars can move to the bike lane allowing a responder to pass.
- Travel times through downtown are unaffected or improved, especially in distances shorter than 1 mile.
- Homebuyers are willing to pay \$20,000 premium for homes within a quarter mile of a pedestrian-friendly district.
- Reducing the number of travel lanes is shown to lower the number of crashes, lessen the severity of crashes and create fewer conflicts with pedestrians and bicyclists.
- Property values along "road diet" boulevards have been shown to go from \$10-\$40 per square foot to \$50-\$100 per square foot and lease rates tend to go up as well.
- Vacancies rates can go from 80% down to 20%.
- Pedestrian traffic increases
- Private investment is stimulated.

3.7 QUALITY OF LIFE

With data supporting the conversion of four lane roads to two lane roads in circumstances similar to those of Pinedale, the real impetus for such a project will come down to quality of life issues and support from local residences. The creation of a strong gateway and downtown district is economically important for the community. The announcement to visitors and tourists that they have just entered a special place that needs to be explored is in every downtown merchant's best interest. Also, boulevards such as the one proposed, create additional opportunities for wayfinding signage placement that makes navigation within Town much easier. Finally, these features, along with other streetscape features and some future code revisions, will create a safer environment for all citizens.

Table 1. Study sites and crashes used in the analysis.

CITY	NUMBER OF SITES		NUMBER OF CRASHES	
	Road Diet	Comparison*	Road Diet	Comparison*
Bellevue, WA	1	2	134	307
Mountain View, CA	1	2	20	134
Oakland, CA	2	5	443	2,067
San Francisco, CA	2	5	450	1,339
Seattle, WA	5	9	969	4,485
Sunnyvale, CA	1	2	52	224
TOTAL	12	25	2,068	8,556

* Each road diet had one or more comparison sites.

SECTION 4 – PARKING

4.1 OVERVIEW

As a part of the Pinedale Downtown Master Plan, an examination of parking in the defined downtown area was conducted. This informal study focused on existing parking conditions, on-street parking, off-street parking, and the current uses in terms of conformance to the parking code. The study area covered the same blocks as the Downtown Master Plan with a focus on Pine Street from Sublette Avenue to Jackson Avenue and 1.5 to 2 blocks north or south of Pine Street respectively. The parking study, for statistical purposes also included the remainder of the Commercial Zone to the east of Sublette Avenue. It was important to keep the study area similar to the Downtown Master Plan boundary but also to the defined Main Street program area. This cohesive examination of the Downtown area will help to guide further development and possible code revisions.

Most downtowns, including Pinedale, were developed before the automobile was such a dominant force in our society. So people walked. Stores were close to each other. Main boulevards were wide enough to turn horse and buggies around, but everything was at a much slower pace. Historically, when we skip ahead to post World War 2, we get the invention of the suburbs, massive increases in the numbers of automobiles, and stores tended to follow the population to the strip malls of the suburbs. We also get the introduction of planning codes and parking was one of them and rightfully so. In order to accommodate this new phenomenon of people driving for everything, parking lots were necessary.

Fast forwarding to 1984, and Pinedale adopts it's first planning codes from Gillette. These codes are verbatim and written for the suburban expansion that was happening in Gillette and not completely appropriate for Pinedale.

4.2 PROCESS OF STUDY

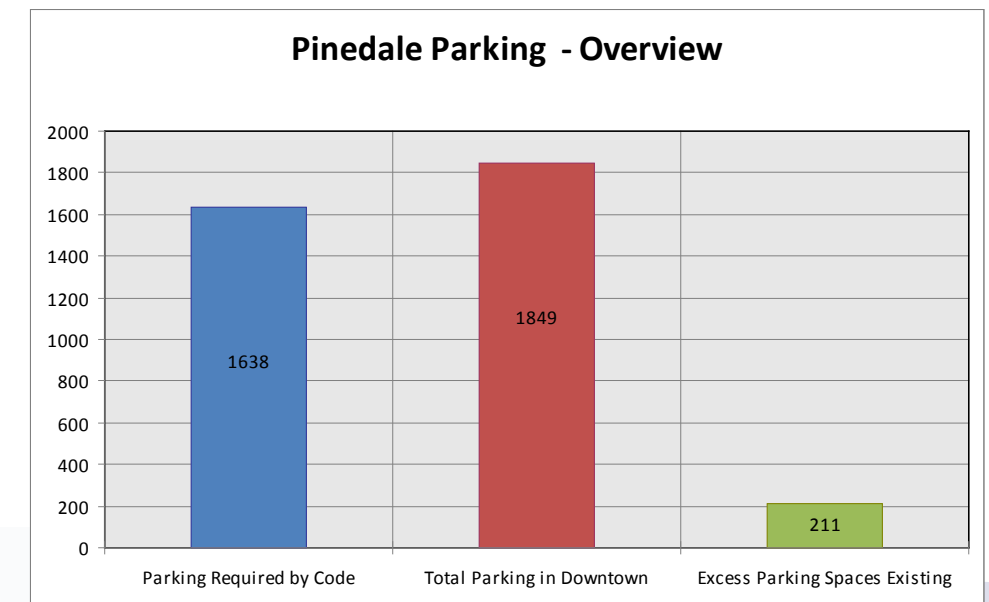
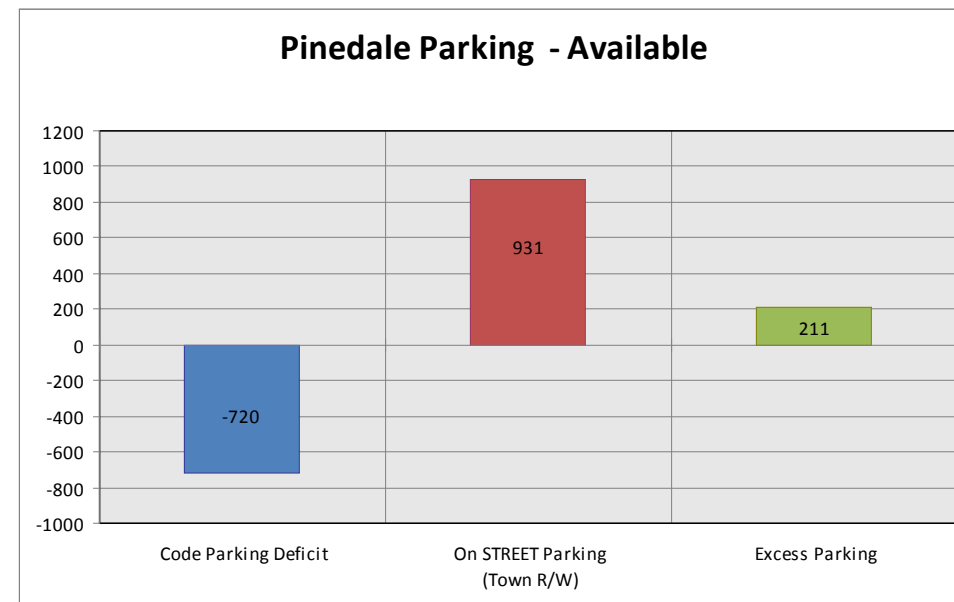
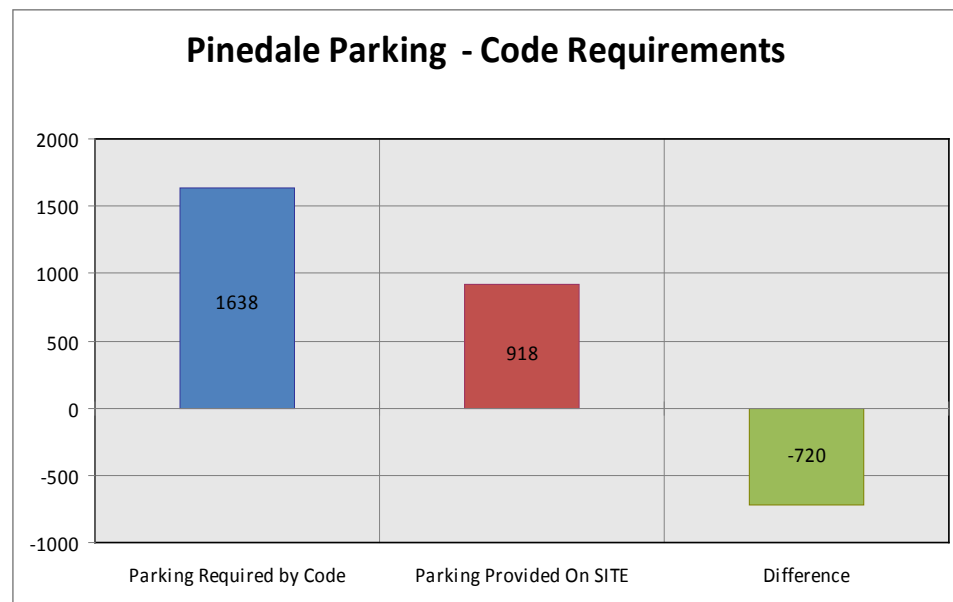
The parking study began by identifying the uses of all buildings located in the defined area, determining business uses, and then eliminating residential uses from the study. Of the remaining buildings in the study area, there were 124 buildings with commercial businesses at the time of the study. Approximately 10 commercial buildings in the study area were currently empty and also included in the study using their last commercial use to calculate parking requirements. Parking requirements for the 124 buildings/businesses were calculated using the current parking code for off-street parking per Chapter 475, Article XVIII (18) of the Pinedale Municipal Code. These calculations showed that 82 of the 124 businesses did not meet the current off-street parking code.

Specifically, per the calculations of the current code for off-street parking, the 124 businesses should have a total of 1,638 parking spaces provided. Current estimates put the actual number of provided spaces at 918 leaving a deficit of 720 parking spaces. The number of parking spaces is an estimate based on field inspection,

aerial photographs, and actual user parking patterns because some of the "identified" parking spaces are not currently striped in the Town of Pinedale.

The study went on to calculate the current number of on-street parking in the study area. These are spaces that are provided by the Town of Pinedale within street rights-of-way. The Town of Pinedale has been completing a major street rehabilitation project over the last 4 years which has allowed on-street parking spaces to become better defined and striped. On-street parking spaces in the study area totalled approximately 931 parking spaces. Total parking spaces within the study area, with off-street and on-street parking, are approximately 1,849 parking spaces. This is actually 211 spaces more than what is required by current code when looking at the study area in a comprehensive manner.

"In a dull place, you want a parking space right in front of where you're going... arbitrary minimum parking requirements assure that a place will be uninteresting."



Institute for Traffic Engineers:

"Most small city downtowns have enough parking if used efficiently...Most small city CBDs need to have parking within one to one and one-half blocks for retail customers and two to three blocks for employees and other long-term parker. The perception of parking shortages is more serious than the reality."



Successful Main Street

4.3 PINEDALE CONSIDERATIONS

The Town of Pinedale has some key advantages over some other towns in terms of total parking provided. First, these 1,849 parking spaces are evenly distributed across the study area. The other main advantage is that smaller areas within the study area that are most often considered "congested," utilize shared parking at varying times of day. Shared parking is a term describing a situation where a single parking lot is used by one business during certain hours of the day and another business during different hours. This shared parking situation is most often an undocumented arrangement and often times utilizes on-street parking but is very effective. Anecdotally, walking distances within the study area from the nearest available on-street parking space to most places of business is less than one block with some areas requiring walks up to two blocks during particularly busy periods. Special events, such as during parades, farmers markets, or Rendezvous Days are excluded from this generalization.

Even with the numbers provided above, there is a largely held perception by residents that Pinedale lacks sufficient parking. This perception is extremely common in towns and cities of almost every size. In Pinedale specifically, concerns stem from a lack of walkability because of inclement weather, empty store fronts, and a lack of sidewalk facilities. These valid concerns were voiced at a Public Open House discussing the parking study.

Of these concerns, the first to be addressed are the sidewalk facilities which are incorporated into the street rehabilitation projects previously

mentioned. Every on-street parking space that was counted in this study area is now connected to a sidewalk but utilization of these sidewalks can be considered low due to a lack of visibility or promotion of them to residents. Secondly, a lack of comprehensive snow shovelling of these sidewalks in winter months hampers walkability.

The second primary concern is that of empty store fronts that do not provide a very aesthetically pleasing walking atmosphere. While this could be a chicken and egg scenario when considering parking, the Town has been very proactive in providing a new ordinance as of March 2011 that eliminates the need for existing buildings to provide off-street parking until a new Overlay Zoning District code is formed and finalized. The Town Council's goal of this new ordinance was to fill empty building spaces that are part of the 66% of study area businesses that do not meet current parking off-street parking requirements.

The third concern of inclement weather is not one that residents or government can control, but Pinedale is fortunate to have historically significant overhangs in many of the buildings fronting Pine Street. These overhangs provide protection from the weather as well as provide a symbolic identification for the Town. With the first two concerns mentioned becoming less significant, inclement weather will also be less of a concern for residents when walking distances up to two or three blocks to reach their destination.

4.4 ECONOMICS OF PARKING

The future promotion of a "park once and walk" ambiance is key to the vibrancy of a small town, and especially one that is looking to capture a greater benefit from a tourism based economy. Each time more surface parking is added to the downtown, it further deadens downtown by tearing the urban fabric. For an enjoyable atmosphere, it is recognized that most pedestrians need to feel a sense of enclosure and need to have engaging storefronts but parking lots take away from these experiences. It is found that several factors are generally true when looking at a downtown's vibrancy relationship to its parking:

- Oversupply of parking deadens downtown vibrancy;
- Required parking makes downtown less walkable; less convenient for walking, less interesting, and less enjoyable;
- Required suburban parking standards harm the ability for small business to move into downtown;
- Required suburban parking standards significantly reduces the density of downtown, and especially that of the pre-World War 2 downtown such as the Pinedale study area.

Many cities adopt and maintain off-street parking ratios beyond what is needed. One major goal of governance of areas that are stagnant or in decline is to attract reinvestment capital into the area. In other words, zoning ordinances need to focus more on the management of the area to ensure its continued active use. Vacant buildings encourage neighboring owners to think maybe they should leave too. What is clearly needed is to treat older areas just like the newer areas.

As mentioned, the Town of Pinedale Planning Administrator has recommended to the Town Council that a comprehensive Overlay Zoning District for the Downtown area be developed that will address among other items, parking standards for the historic district of the study area. The parking components of the Overlay Zoning District will strive to serve the increasing demands for adequate parking supply while at the same recognizing that parking should not damage the key characteristics of a healthy downtown, namely higher density, a pedestrian-friendly atmosphere, vibrant business atmosphere, and a strong sense of place. The Overlay Zoning District will also work to balance the importance of parking to a healthy economy with the needs of pedestrians, keeping in mind that all drivers become pedestrians once they arrive in downtown.

Too often, downtown planners and businesspeople put too much emphasis on parking, by elevating its importance over the functions that actually attract people downtown in the first place. Nobody decides to go downtown because there is enough parking. Helping the Pinedale Downtown remain and become even more of a desirable destination are directly attributable to having a sense of place, walkability and being an interesting place. A key to this is to understand the proper role of parking.

4.6 LOOKING TO THE FUTURE

The parking in Pinedale is evenly spread across the study area as mentioned earlier. This does not mean that there are not opportunities for improvement through strategically placed public parking facilities. A further parking study to determine true demand and projected future demand will help to determine the most desirable locations for these facilities. Going along with that, good directional signage directing residents but especially visitors to these facilities is critical.

From a business owner and future developer perspective, it will be important for the Town of Pinedale to value the utility of on-street parking in the downtown. Roughly, it is estimated that the Town has spent over \$700,000 to provide on-street parking through the street rehabilitation projects and this should be taken full advantage of when writing the Overlay Zoning District codes. On-street parking is not only valuable for businesses in that it provides close parking and allows full build out of their parcel, but it is also beneficial to pedestrians. Especially on heavily traveled streets, like Pine Street, parallel parking spaces provide a good buffer between moving traffic and the sidewalk, which can make people feel safer.

Overall, planning for parking in a comprehensive manner will allow for downtown to retain its unique context but not force the area into a vacuum where outside factors are ignored. Downtown parking demands will need to factor in its contribution to and impact upon traffic patterns and flow, particularly on Pine Street. Also factored into determining future parking needs for downtown will be the pedestrian experience, density levels, activity patterns, aesthetic and historical qualities and finally creating a vibrant sense of place.



Casper, WY downtown traffic calming, landscaping, pedestrian bumpouts, and business friendly parking standards



Pedestrian friendly Main Street



Jackson, WY downtown reinvestment

APPENDIX A- STEERING COMMITTEE

Brainstorm descriptions of Pinedale-

(bolded **blue** items were from both groups)

- Log cabins
- Boardwalk
- **Trees**, aspen, pines, spruces
- Western architecture
- Funky (Rock Rabbit)
- **Pine Creek**
- Woods
- Log church
- Brown stain
- Small houses
- **Town parks**
- **Wind River Brewery**
- Wind River Mtns
- Wy Range, Sawtooths, Gros Ventre
- Hitching post
- Franklin Street (historic significance)
- Pine Street (Original spot Town started)
- **Cowboy Shop**, Cowboy Bar, **Hair Emporium** (architecturally)
- Clustered retail
- Fish on Failers (Ridley's)
- Charm
- Western flavor
- **Old McGregor's**
- **Durrant's new building**
- Ski bench at Power Co/Verizon Building
- Moose statue at Chinatown
- Episcopal church
- Wagons
- Old wood & flowers
- **Library combination of old & new- rustic copper roof**
- Burgundy, reds, greens, brown
- Log Cabin Motel
- Sagebrush
- Delphinium
- **New Elementary school**
- Historical stuff
- **Murals**
- **St. Andrews Church**
- PAC- nice modern architecture
- Two Rivers Building- eclectic
- Neon signs
- Stockmans
- Metal cut-outs on signs
- Classic western
- Obo's building- rustic but classy
- Visitor's center/Chamber
- Art in vacant buildings
- **Limited parking** in front of buildings
- Wash windows in empty buildings (community project?)
- Link one building to the next (continuous storefronts)
- Psychological links using lighting and wayfinding
- **Improve gateways** into town (**bridge** and east side)
- Turn old Town shop into park
- No cobra heads on Pine Street
- Need trash cans, Nice light fixtures &
- Benches that all match
- Promote outdoor activity
- More Discovery of town by residents and tourists
- More Modern interpretation of architecture (library & PAC)
- Incentive program from Town to redevelop buildings
- **Add more art**
- **Add more color** (red/purple/blues/greens)
- Add more color (Town colors of green and brown)
- Visitor's center needs a bike rack
- Need fun/playful/funky atmosphere (in small amounts)
- PAC- too much steel and glass (good location though)
- *** Town looks TIRED (Listed 4 separate times!)***
- Dark brown

APPENDIX B- BENCH OPTIONS PRESENTED DURING PUBLIC OPEN HOUSE



Option A for Pine Street bench



Option B for Pine Street bench



Option C for Pine Street bench

Thank you for the opportunity to present a line of artistic options for the improvements considered for downtown Pinedale. In producing these prototypes, we tried to incorporate the materials that are most representative of Pinedale past, present, and future. These designs are intentionally artistic, and utilize similar materials, form and structure in order to create consistency while retaining a unique artistic quality. Below is pricing and contextual information for each of the designs presented.

Benches may be produced in any size desired and the price will be decreased/ increased accordingly. Each bench will be unique in form, though the seating area will remain identical (except in length if other sizes are requested). Materials and finishes will be consistent (heavy steel tubing and lpe hardwood) Benches will include a feature to allow them to be bolted to a concrete surface, but installation would be priced separately. Benches have a 5 year warranty on materials and workmanship. 10% of the proceeds of these benches will go to the Pinedale Fine Arts Council Visual Arts Committee to help provide and promote more art in Downtown Pinedale.

Available in 2 styles and 3 sizes, finish can be natural, stained, or varnished etc.

4' log bench \$300

5' log bench \$450

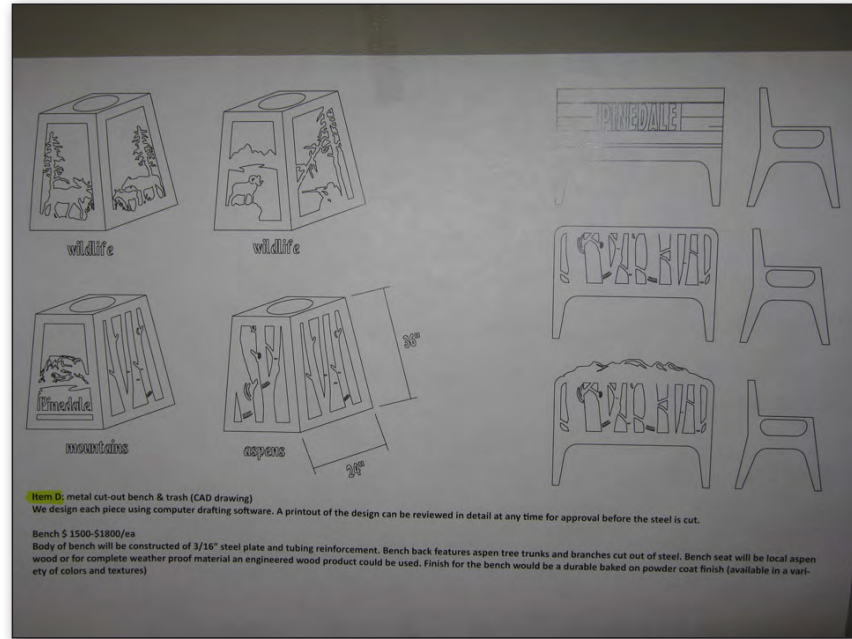
6' log bench \$500

4' log bench with log back \$550

5' log bench with log back \$650

6' log bench with log back \$750

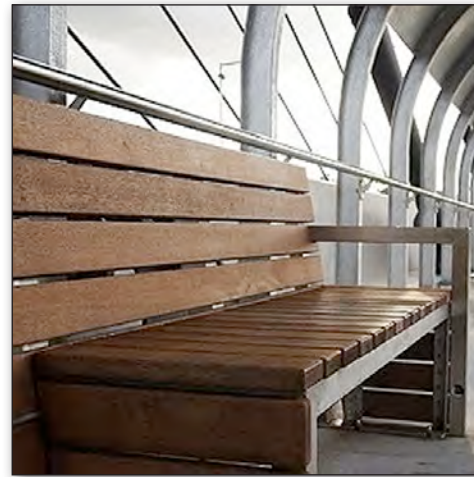
The bench and trash can will be constructed using western red cedar, both for its aesthetic appeal, and weathering capabilities. Both products will utilize mortise and tenon construction for great durability and long lasting stability. The bench will have a hole bore completely through it and a metal insert depicting a different Wind River Peak will be placed inside each one. The trash can is essentially a box that will sit over a container. It will have one side that can be removed for access to the container inside. The prototype was constructed of Douglas fir due to availability of the cedar, and is not built to the standards of the final product.



Option D for Pine Street bench

We design each piece using computer drafting software. A printout of the design can be reviewed in detail at any time for approval before the steel is cut.

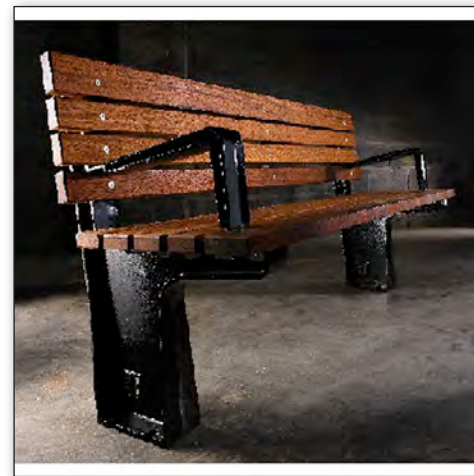
Body of bench will be constructed of 3/16" steel plate and tubing reinforcement. Bench back features aspen tree trunks and branches cut out of steel. Bench seat will be local aspen wood or for complete weather proof material an engineered wood product could be used. Finish for the bench would be a durable baked on powder coat finish (available in a variety of colors and textures)




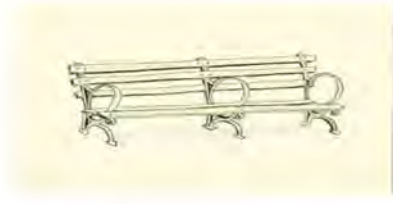
Bridge



Looker



North Lake

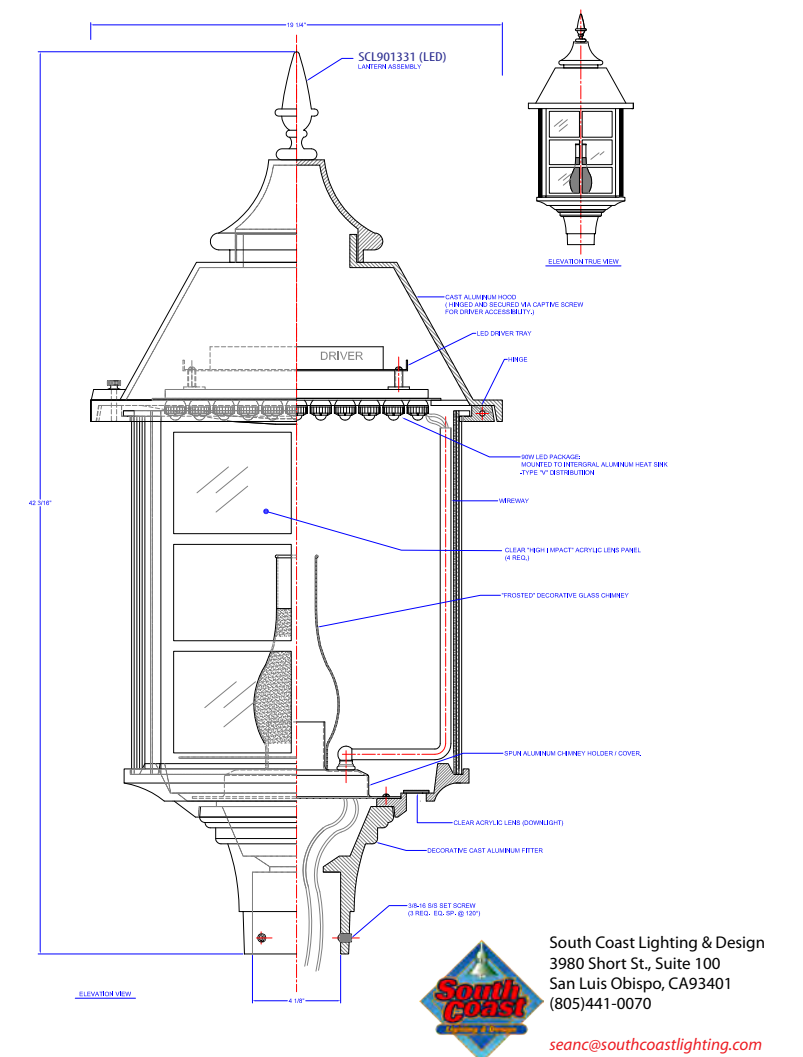
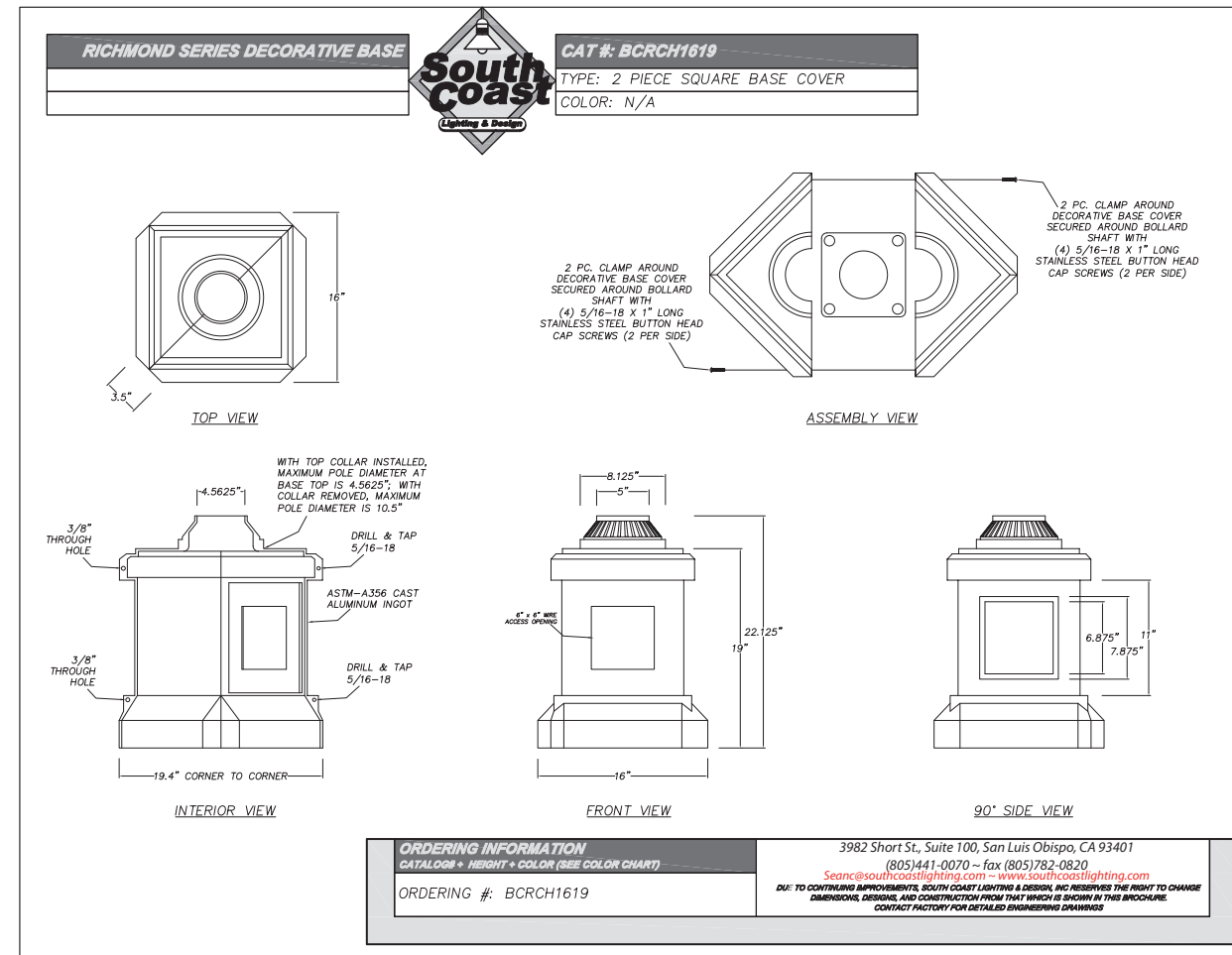
Town of Pinedale Park Bench Survey

60 Ballots Cast

Submitted Design	Voting Results*
"Item A" - Steel and Ipe Hardwood.	114 pts.
"Item B" - Split Pine Log.	60 pts.
"Item C" - Western Red Cedar.	85 pts.
"Item D" - Steel cut-out w/ Rust Finish.	26 pts.
"Bridge"	23 pts.
"Looker"	13 pts.
"North Lake"	19 pts.

* - Results compiled by awarding 1st choice votes with 3 points, 2nd place votes with 2 points, and 3rd place votes with 1 point.

APPENDIX C- PEDESTRIAN LIGHTING



APPENDIX D- STREETScape COST ESTIMATE

APPENDIX E: REFERENCE PICTURES



PINEDALE
P.O. BOX 1519
PINEDALE, WY 82941
P: 307-367-6548

Pinedale Streetscape Cost Estimate				May 23, 2011
Item	Quantity	Total Quantity	Cost	Total Cost
Bench (materials)	28		406	\$11,368.00
Bench (labor & equipment)	28		552	\$15,456.00
Bench (install)	28		150	\$4,200.00
Trash Receptacle (materials)	17		400	\$6,800.00
Trash Receptacle (labor & equipment)	17		810	\$13,770.00
Trash Receptacle (install)	28		150	\$4,200.00
Wayfinding Signs (material)	20		310	\$6,200.00
Wayfinding Signs (cutout)	20		100	\$2,000.00
Wayfinding Signs (labor & equipment)	20		510	\$10,200.00
Wayfinding Signs (insert)	20		160	\$3,200.00
Wayfinding Signs (install)	20		500	\$10,000.00
Street Lights	30		4000	\$120,000.00
Street Trees	54		600	\$32,400.00
Street Tree Grates	54		800	\$43,200.00
Street Tree Concrete demo	54		600	\$32,400.00
Bumpouts into Pine Street	20		3000	\$60,000.00
ADA Ramps	10		500	\$5,000.00
Median curbing	15 medians (lf)	3,005	45	\$135,225.00
Stamped Concrete Crosswalks	10 (sqft)	3,060	15	\$45,900.00
Restriping of Downtown blocks	5 blocks (lf)	7,318	1.5	\$10,977.00
Restriping West of Downtown	linear feet	12,224	1.5	\$18,336.00
Restriping East of Downtown	linear feet	5,000	1.5	\$7,500.00
Median Trees	25		600	\$15,000.00
Median Areas- Stamped concrete	10 areas (sqft)	881	15	\$13,215.00
Median Areas- landscape	5 areas (sqft)	9,586	15	\$143,790.00
Street surface preparation	5 blocks (sqft)	125,315	4	\$501,260.00
New Asphalt	5 blocks (Sqft)	114,848	4	\$459,392.00
			TOTAL	\$1,730,989.00
Contingency- 20%				\$346,197.80
Year 2014 Inflation costs- 10% for all items EXCEPT benches, trash receptacles, & wayfinding signs				\$164,359.50
GRAND TOTAL				\$2,241,546.30

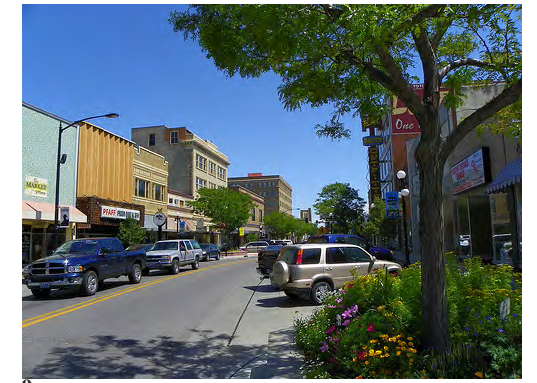
CASPER CHEYENNE GILLETTE RAWLINS
DEDICATED TO CLIENTS. DEFINED BY EXCELLENCE.



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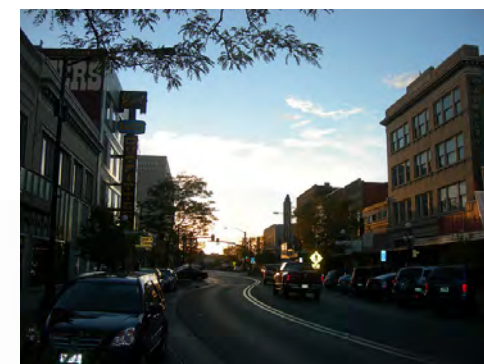
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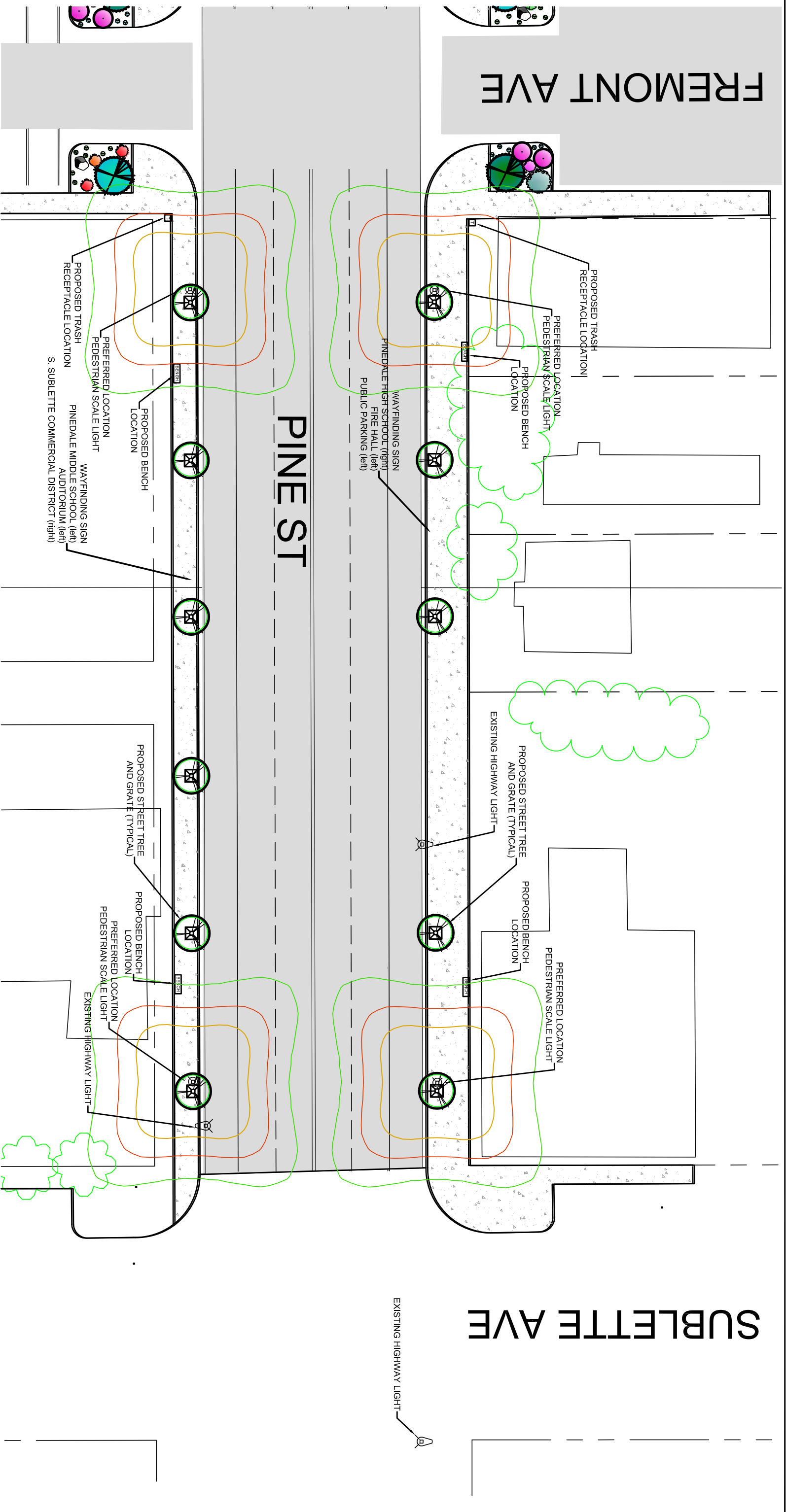


14.



17.

- 1) Ellensburg, WA
- 2) Danville, KY
- 3) Easton, MO
- 4) Gilbert, AZ
- 5) Juneau, AK
- 6) Hendersonville, NC
- 7) Buffalo, WY
- 8) Casper, WY
- 9) Casper, WY
- 10) Gillette, WY
- 11) Jenks, OK
- 12) Powell, WY
- 13) Springfield, MO
- 14) Austin, TX
- 15) Missoula, MT
- 16) Loveland, CO
- 17) Loveland, CO
- 18) Wakefield, MA
- 19) Portland, OR



LEGEND

- EXISTING CONCRETE
- EXISTING TREE
- EXISTING WYDOT LIGHT
- PROPOSED BENCH LOCATION
- PROPOSED STREET TREE & GRATE
- PROPOSED TRASH RECEPTACLE
- PROPOSED PEDESTRIAN LIGHT
- PROPOSED LANDSCAPE BED (SEE LANDSCAPE PLANS)



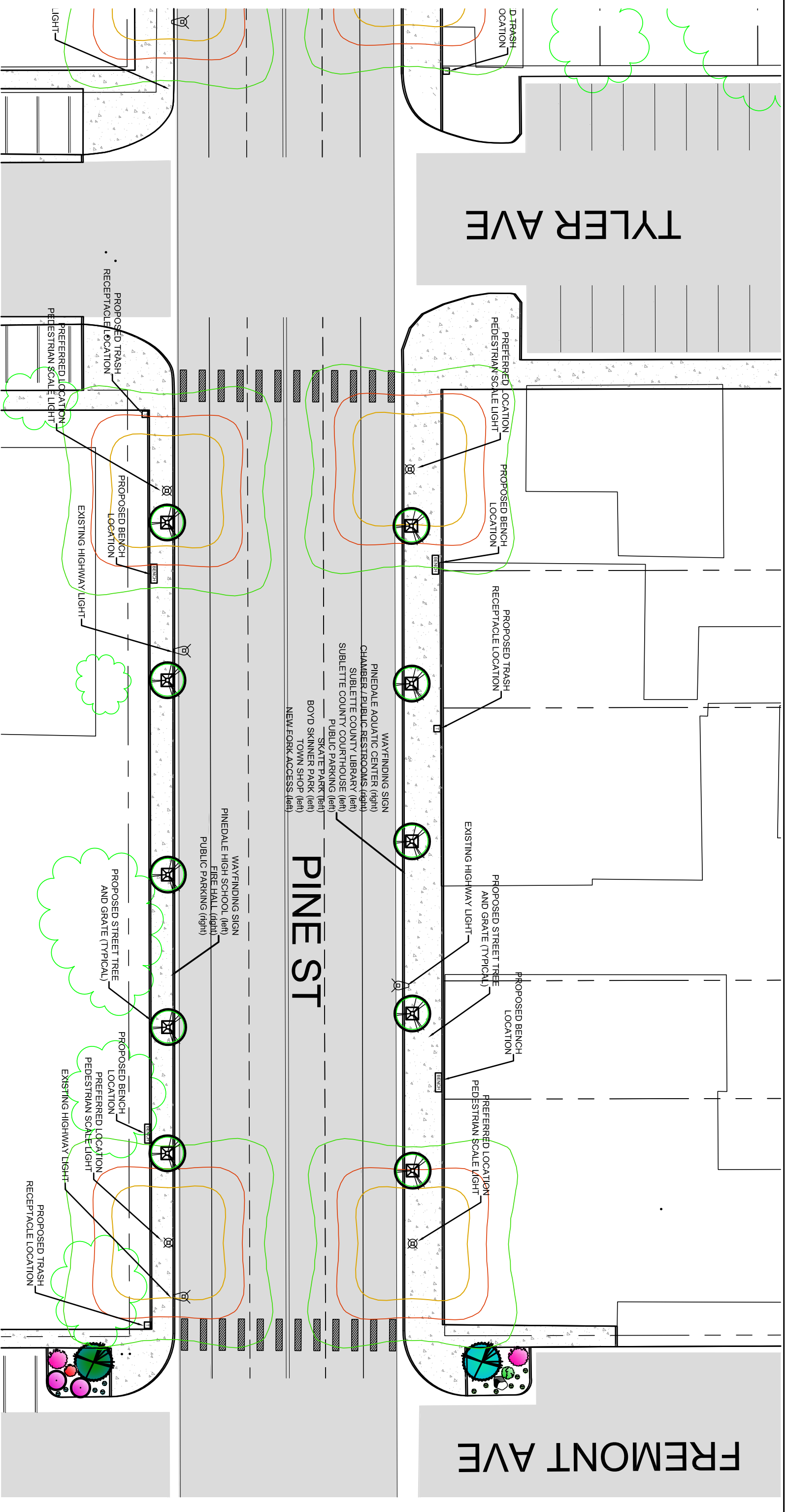
HOR. SCALE: 1" = 30'

FOR: Town of Pinedale
210 W. Pine Street
Pinedale, WY 82941









Downtown Streetscape Plan

DATE: **06-2011**
SHEET: **1 OF 6**

W.O. No.: 13988
 Drwg. By: jeh
 Chk. By: BDC



LEGEND

-  EXISTING CONCRETE
-  EXISTING TREE
-  EXISTING WYDOT LIGHT
-  PROPOSED BENCH LOCATION
-  PROPOSED STREET TREE & GRATE
-  PROPOSED TRASH RECEPTACLE
-  PROPOSED PEDESTRIAN LIGHT
-  PROPOSED PEDESTRIAN LIGHT (SEE LANDSCAPE PLANS)

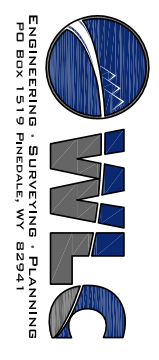


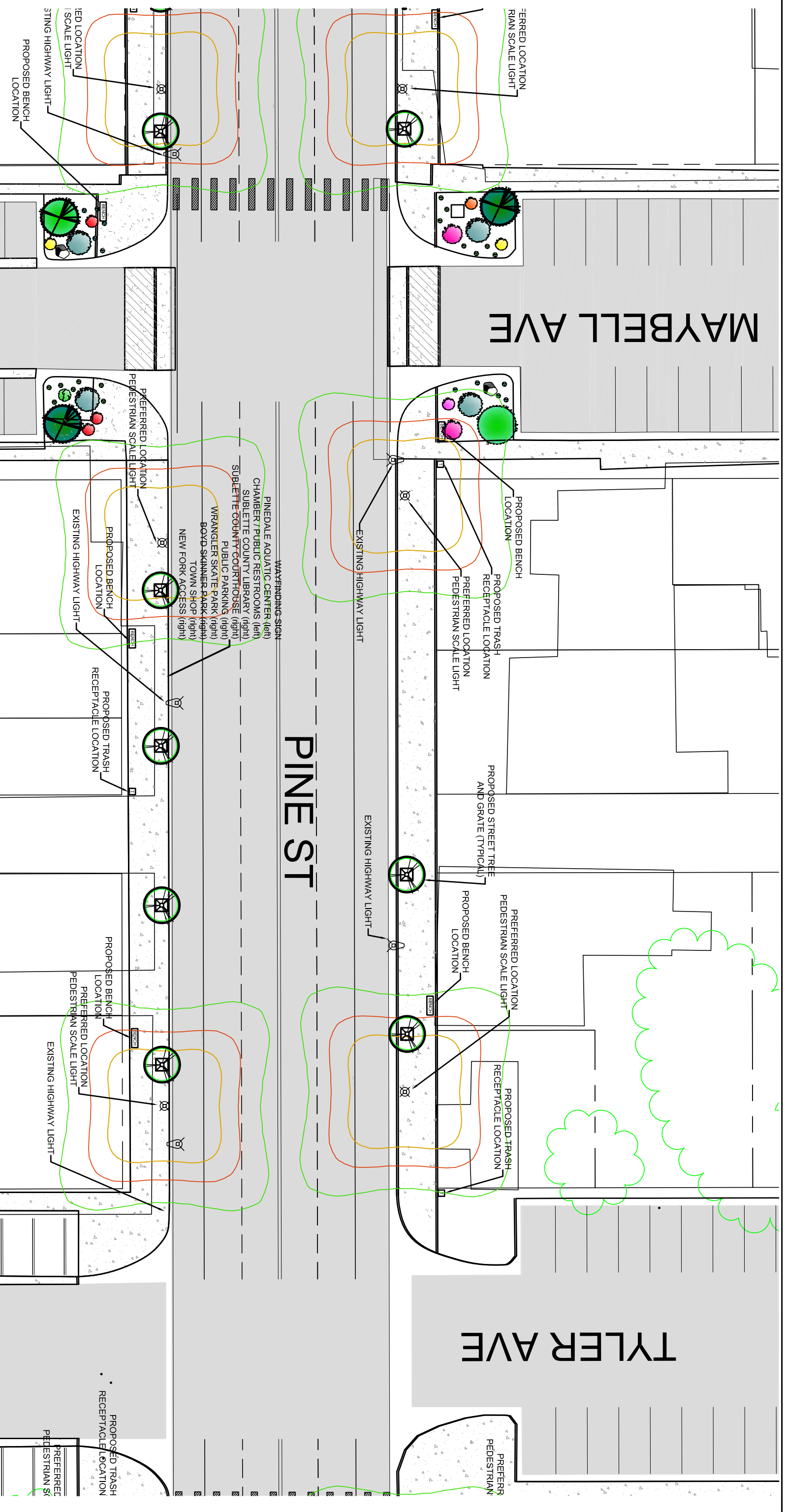
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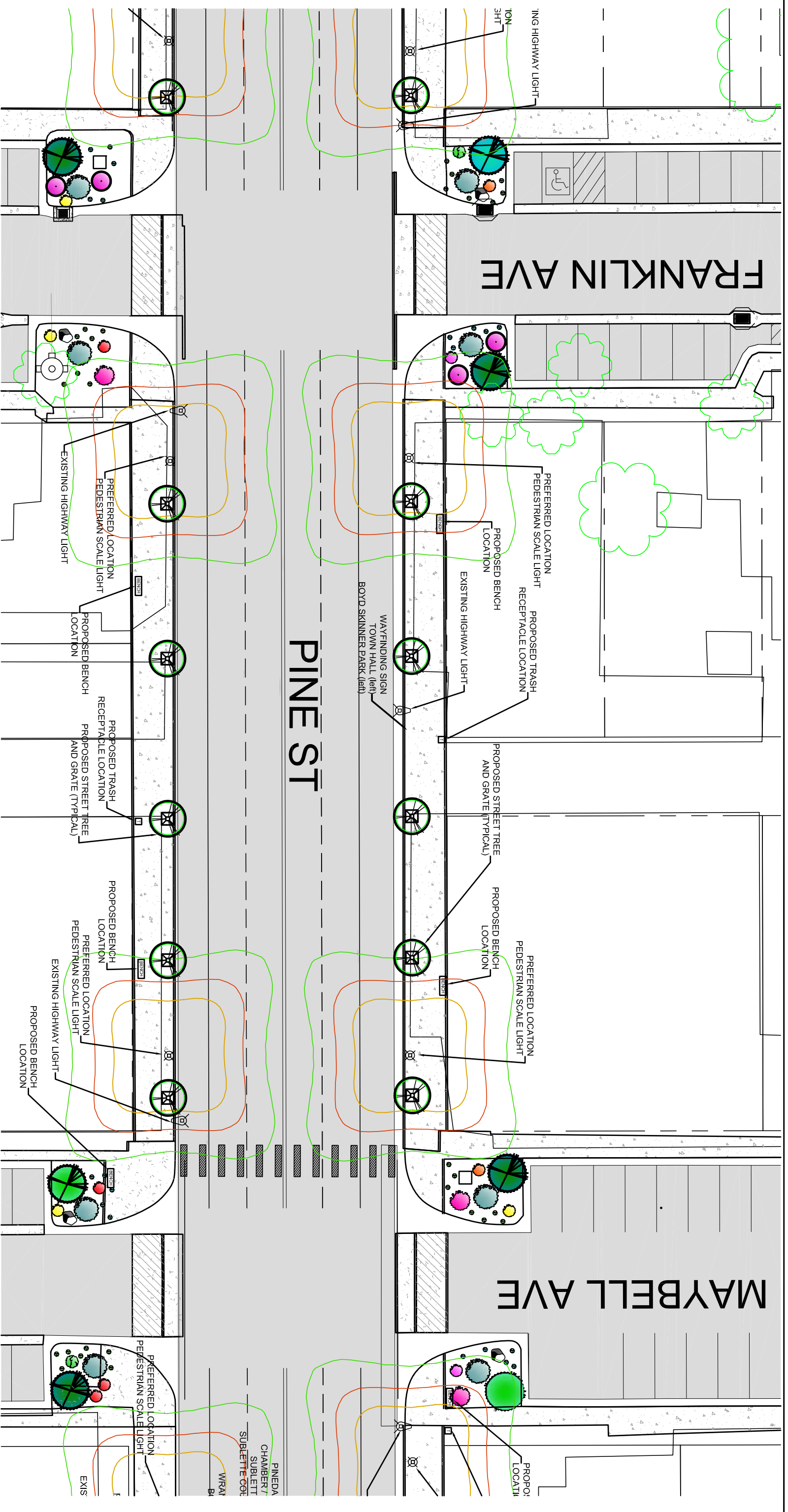
FOR: Town of Pinedale
210 W. Pine Street
Pinedale, WY 82941

Downtown Streetscape Plan

DATE: **06-2011**
SHEET: **2 OF 6**
W.O. No.: 13988
Dwg. By: jeh
Chk. By: BDC







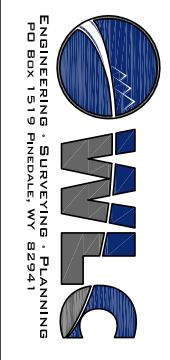
LEGEND

- EXISTING CONCRETE
- EXISTING TREE
- EXISTING WYDOT LIGHT
- EXISTING BENCH LOCATION
- PROPOSED STREET TREE & GRATE
- PROPOSED TRASH RECEPTACLE
- PROPOSED PEDESTRIAN LIGHT
- PROPOSED BENCH LOCATION
- PROPOSED LANDSCAPE BED (SEE LANDSCAPE PLANS)

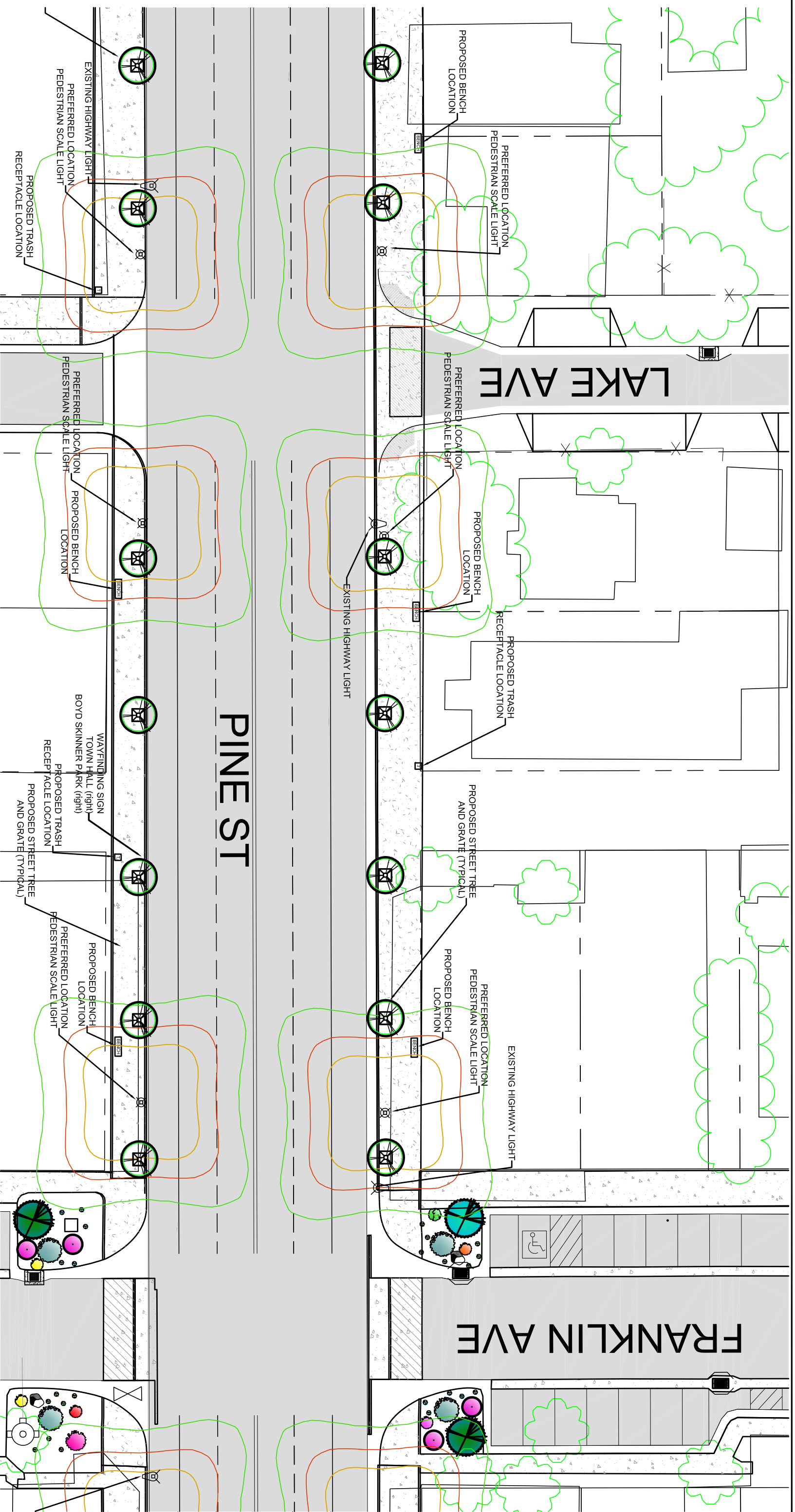
FOR: Town of Pinedale
210 W. Pine Street
Pinedale, WY 82941

Downtown Streetscape Plan









DATE: 06-2011
SHEET: 4 OF 6



HOR. SCALE: 1" = 30'



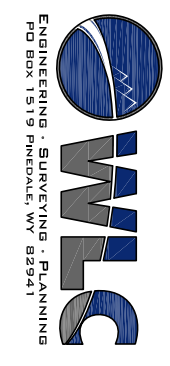
LEGEND

-  EXISTING CONCRETE
-  EXISTING TREE
-  EXISTING WYDOT LIGHT
-  PROPOSED BENCH LOCATION
-  PROPOSED STREET TREE & GRATE
-  PROPOSED TRASH RECEPTACLE
-  PROPOSED PEDESTRIAN LIGHT
-  PROPOSED LANDSCAPE BED (SEE LANDSCAPE PLANS)

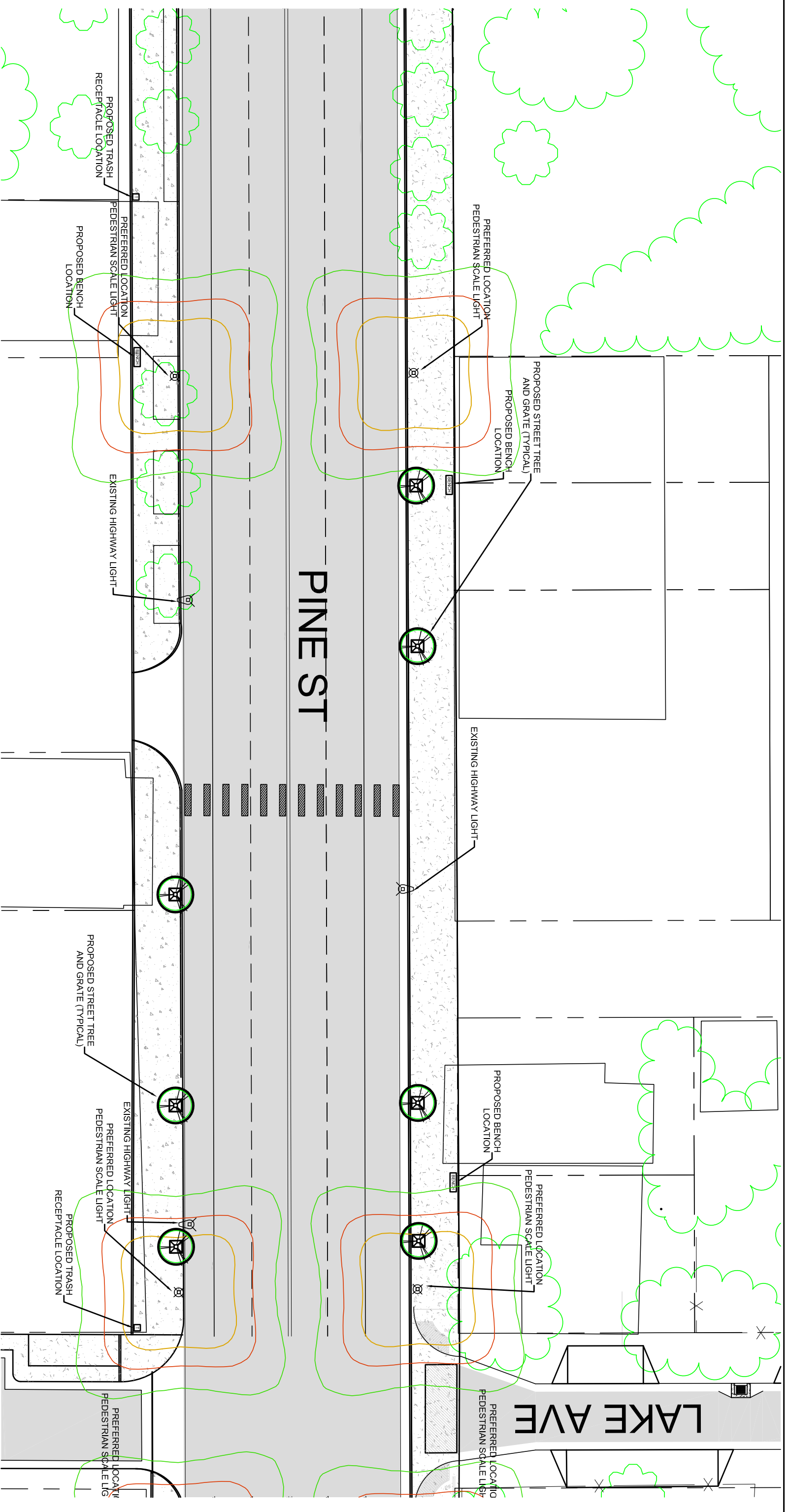
FOR: Town of Pineddle
 210 W. Pine Street
 Pineddle, WY 82941

Downtown Streetscape Plan

DATE: **06-2011**
 SHEET: **5 OF 6**
 W.O. No.: 13988
 Dwg. By: jbh
 Chk. By: BDG



HOR. SCALE: 1" = 30'



LEGEND

- EXISTING CONCRETE
- EXISTING TREE
- EXISTING WYDOT LIGHT
- PROPOSED BENCH LOCATION
- PROPOSED STREET TREE & GRATE
- PROPOSED TRASH RECEPTACLE
- PROPOSED PEDESTRIAN LIGHT
- PROPOSED LANDSCAPE BED (SEE LANDSCAPE PLANS)



HOR. SCALE: 1" = 30'

FOR: Town of Pinedale
210 W. Pine Street
Pinedale, WY 82941

Downtown Streetscape Plan

DATE: **06-2011**
SHEET: **6 OF 6**

