

Memorandum



To: Cheyenne On-Street Bicycle Plan and Greenway Plan Update Bicycle Advisory Committee

From: Rory Renfro and Kim Voros, *Alta Planning + Design*

Date: May 11, 2011

Re: Working Paper #2: Existing Goals, Objectives and Policies Review and Analysis

Cheyenne's On-Street Bikeway and Greenway Plans should establish goals and objectives that will foster a high quality bicycling environment. This memorandum provides an overview of goals and objectives and policies from relevant Cheyenne area plans and a best practices review of bicycle plans from three other western communities with comparable weather, size, geography and development patterns. The intent of this best practices review is to identify opportunities for new and/or enhanced goals and objectives that can improve conditions for cycling in the Cheyenne area.

Existing Goals and Objectives

The following section summarizes goals and objectives from existing Cheyenne area plans that are relevant to the Cheyenne On-Street Bicycle Plan and Greenway Plan Update. The following plans are reviewed:

- Cheyenne Area Transportation Master Plan, 2006
- Cheyenne Community Plan, 2005
- Cheyenne Parks and Recreation Master Plan, 2009
- Cheyenne Area On-Street Bicycle Plan Report of Investigation, 1993
- Greenway Development Plan, 1992
- Two Wheeling in Cheyenne, 1975

Cheyenne Area Transportation Master Plan, 2006

Relevant Principles and Policies

- Principle 1: New neighborhoods will be designed to accommodate traffic growth.
 - Policy 1.c Build Neighborhoods with Mixed Uses: Build new neighborhoods with a mix of compatible uses so that residents have employment and shopping opportunities within walking or bicycling distance of their homes.
 - Policy 1.f Multimodal Traffic Studies: Traffic studies shall be prepared for all development proposals, which address automobile, transit, bicycle, and pedestrian travel. Development review for all projects should consider all modes and their connection to the transportation system.
- Principle 2: Impacts to existing neighborhoods will be minimized.

- Principle 3: The Cheyenne Area will build a multi-modal transportation system that consists of streets, sidewalks, bicycle facilities, and transit.
 - Policy 3.a Complete Streets: Build arterial and collector streets as complete streets, providing travel lanes for automobiles, bikes, buses, bike lanes, and sidewalks.
 - Policy 3.b Neighborhood Design to Support Walking and Bicycling: Neighborhoods should have adequate, well connected sidewalk and trail facilities to improve pedestrian and bicycle opportunities.

Bicycle Needs

The bicycle is a healthy and viable alternative to the automobile for many trips. It can also play an important role in helping the city to reduce congestion, improve air quality, improve the overall health of Cheyenne area citizens, and develop a more balanced transportation system. Cheyenne has recently indicated the importance of bicycle travel with the adoption of new bicycle-friendly street standards. These standards designate bicycle lanes on all roadways as they are built or re-built, where appropriate.

Bicycle facility needs are based on general principles of safe and convenient bicycling, as well as site specific situations in the Cheyenne Area. These can be summarized as follows:

- Safety and convenience
- Connections to recreational paths and trails
- Connections between destinations
- Options
- Signage
- Bicycle parking
- Intermodal connections
- Ancillary facilities
- Demand

Bicycle Vision Plan

As defined in the City's new street standards, all roadway improvements in the 2030 Roadway Vision Plan will include construction of separate bike facilities. The City of Cheyenne has previously proposed improvements to on-street bicycle facilities. These proposed improvements are included in the 2030 Bicycle Vision Plan as bike lane retrofits shown in Figure 14.

Cheyenne Community Plan, 2005

Relevant Foundations, Principles and Policies

- Foundation 3: Fostering a Vital Economy and Activity Centers
 - Principle 3.4: Our commercial and mixed-use activity centers will be pedestrian-oriented and well-designed with public spaces.

- Policy 3.4.b. Activity centers and circulation access. Main entrances or driveways should be integrated with the surrounding networks to provide clear connections between uses for vehicles, pedestrians and bicycles.
- Foundation 4: Developing a Connected and Diverse Transportation System
 - Principle 4.2: The Cheyenne area will minimize impacts to our existing neighborhoods when making road improvements.
 - Policy 4.2.a: Limit Major Roadway Widening in Neighborhoods. In general, the community should only consider widening roadways that may impact existing neighborhoods for those roadways that already serve as major thoroughfares.
 - Policy 4.2.b: Consider Alternative Solutions to Road Widening. When alternative solutions are available, the community should prioritize solutions that will minimize impacts to existing neighborhoods, even if the solutions may be less effective at reducing traffic.
 - Policy 4.2.c: Impacts on Historically Significant Neighborhoods. Preserve the integrity and character of historically significant neighborhoods when widening roadways.
 - Principle 4.3: The Cheyenne area will have a diverse transportation system that consists of streets, sidewalks, bicycle facilities, and transit.
 - Policy 4.3.a: “Multi-modal” Streets. The community will design and construct arterial and collector streets to be “multimodal,” by providing travel lanes for automobiles, bikes, buses, bike lanes, and sidewalks.
 - Policy 4.3.b: Neighborhood Design to Support Walking and Bicycling. New neighborhoods should contain a mix of compatible uses so that residents have recreation, employment and shopping opportunities within walking or bicycling distance of their homes.
 - Policy 4.3.d: Interconnected Neighborhood Street, Bikeway, and Sidewalk Patterns. New neighborhoods should contain street systems that encourage internal pedestrian, bike, and auto circulation. They should also limit traffic volumes and speeds on neighborhood collector and local streets where houses front. Sidewalks should be installed on both sides of neighborhood collector streets and at least one side of local residential streets in accordance with street design standards.
 - Policy 4.3.e: Loop Trail System Connects Greenway. The Greenway trail system serves as an important transportation and recreation system. Expanding on this system—to fill the gaps, and making connections to it—is our community’s priority for trails.
- Foundation 6: Creating a Legacy of Parks, Open Space and Trails
 - Principle 6.2: Our community will extend and enhance our trail system and Greenway.

- Policy 6.2.a: Connected Greenway System. Recognizing the Greenway is important recreation and transportation trail resource, the community will identify and fix “gaps” in the current system.
 - Policy 6.2.b: Connected Community-Wide Trail System The community will connect a larger community-wide primary trail system to connect major destinations and provide opportunities to recreation routes (loops), as identified through the Master Plan. Developers should provide local trails to connect neighborhoods to the regional Greenway.
 - Policy 6.2.c: Dedicated Greenway Funding The community will identify funding sources for acquisition, development, and operation of a community trail system.
- Foundation 7: Developing in a Fiscally Responsible Way
 - Principle 7.2: The Cheyenne area will provide adequate public facilities and services for current and future residents in a fiscally responsible manner.
 - Policy 7.2.d: Schools generally should be co-located with parks, trails, and other recreation facilities to provide combined utilization of parks and transportation.

Cheyenne Parks and Recreation Master Plan

Relevant Principle and Policies

- Principle 2: Our community will extend and enhance our trail system and greenway.
 - Policy 2.1: A community-wide primary trail system that connects major destinations (e.g., Community Parks, large open space, recreation centers, shopping districts, employment districts, LCCC, downtown, major event centers, fairgrounds, etc.) will be provided. This will be balanced between trails within the city limits, and those that will reside outside of city limits, such as trails in large open space areas.
 - Policy 2.2: Emphasis will be placed on protecting trail corridors through the acquisition of easements and rights-of-way in advance of development.
 - Policy 2.3: Opportunities will be provided for 3- to 5-mile trail loops with areas of interest along the route.
 - Policy 2.4: Road rights-of-way for trails will only be used in the absence of other suitable corridors.
 - Policy 2.5: Both paved and non-paved trails will be provided to accommodate a variety of users. As such, trails will strive to provide ADA compliant grades and universal accessibility.
 - Policy 2.6: “Gaps” in the current Greenway system will be closed as soon as practical. If necessary, temporary or natural surface trails will be built until full construction to the ultimate design standard can be completed.
 - Policy 2.7: New development should be planned to support completion of the City’s trails system and provide permanent right-of-way for planned trails.

- Policy 2.8: City departments will work together to establish trail and greenway corridors.

Cheyenne Area On-street Bicycle Plan Report of Investigation, 1993

Purpose

The purpose of the On-street Bicycle Plan is "to describe a safe, convenient, and economical plan for use of public streets by bicycles. Specifically, the plan presents a proposed network of bike routes and bike lanes to serve the cycling public.

This plan does not constitute a construction contract document. It presents the following information for city, county, and state officials and the cycling public:

- A critical evaluation of the suitability for bicycle facilities on streets and roads in the Cheyenne area that have been proposed as bikeways
- Recommended criteria for bicycle facilities
- A proposed system of on-street bike lanes that meet the criteria
- Estimated programming costs
- Some suggestions for implementation of the on-street plan

The report provides a foundation for a plan by collecting street data, evaluating the "rideability" of the segments, assembling criteria, and thinking through the process of selection of the segments for an on-street system. The recommendations presented in the plan are to some extent subjective. Trade-offs were made among considerations of convenience (for cyclists and motorists), compliance with nationally recognized standards, aesthetics, and cost. The plan states that 'public officials and cyclists may prefer alternatives or modifications to these recommendations -- both in overall concept and in detail'. Additionally, the plan is expected to be revised with input from individuals and groups prior to implementation.

Objective

The plan strives to answer the question: What is the best system of on-street bike lanes that would be consistent with the needs of cyclists and the motoring public, standards of safety, and costs?

Greenway Development Plan, 1992

Purpose and Intent of the Plan

The purpose of the Greenway Development Plan is to give an overview of the entire proposed greenway path system. It is also intended to establish parameters for consistent design and quality throughout the system. The Greenway Development Plan shall be used as a guide for subsequent design and construction of the greenway path system.

In addition, the charge given the consulting team by the Greenway Technical Review Committee and the governing body was to create a Greenway Development Plan which provides for a quality greenway system to be of recreational, transportation, environmental and economic benefit to the City of Cheyenne and Laramie County.

Best Practices Review

The following best practices review summarizes relevant goals, objectives and policies from transportation, bicycle and/or greenway plans from the following jurisdictions:

- Boulder, Colorado: Transportation Master Plan, 2008
- Fort Collins, Colorado: 2008 Bicycle Plan
- Bend, Oregon: Metropolitan Transportation Plan, 2007

The first portion of this review lists goals, policies and objectives by jurisdiction, while the second portion of the review categorizes goals, policies and objectives using a “5E’s.” approach¹.

Please note that different cities and plans use terms such as “goal” and “objective” in different ways. This discrepancy should not distract from the intent of this paper, which is to demonstrate which subjects are being prioritized and how they are being framed, not terminology distinctions.

City of Boulder Transportation Master Plan, 2008

Bicycle Policies

- The city will complete a grid-based system of primary and secondary bicycle corridors to provide bicycle access to all major destinations and all parts of the community.
- The city will coordinate with Boulder County, CU, the Boulder Urban Renewal Authority (BURA), neighborhood plans, the City Parks and Recreation Department, the Open Space and Mountain Parks Department, and other government entities and plans to ensure that all city and county projects connect with and/or help to complete the corridor network.
- The city will work with property owners, developers, the BURA, the Boulder Valley School District (BVSD), the City Parks and Recreation Department and CU to ensure that commercial, public, and mixed-use and multi-unit residential sites provide direct, safe and convenient internal bicycle circulation oriented along the line of sight from external connections to areas near building entrances and other on-site destinations.
- The city will combine education and enforcement efforts to help instill safe and courteous use of the shared public roadway, with a focus on better educating students on how to properly share the road with bicyclists, pedestrians and users of transit.

Investment Policies

The city shall generally give priority to transportation investments as follows:

- Highest priority - system operations, maintenance and travel safety;
- Next priority - operational efficiency improvements and enhancement of the transit, pedestrian and bicycle system;
- Next lowest priority - quality of life, such as sound walls and traffic mitigation; and

¹ The “Five E’s” approach includes Education, Encouragement, Enforcement, Engineering and Evaluation strategies.

- Lowest priority - auto capacity additions (new lanes and interchanges).

While the most recent Boulder Transportation Master Plan includes the concise policies above, the Bicycle System Plan element of the 1996 City of Boulder Master Transportation Plan provides additional goals and policies, listed in Appendix A for reference.

City of Fort Collins 2008 Bicycle Plan

Relevant Plan Recommendations

- Engineering and the Proposed Bikeway Network
 - Continue and improve maintenance of Priority Commuter Routes.
 - Improve signal detection loops.
 - Examine innovative bicycle traffic solutions such as bike boxes and bike boulevards.
- Promoting Bicycling through Education, Encouragement
 - Maintain existing education and encouragement programs and solicit more participation.
 - Continue to develop and implement innovative education and encouragement programs, campaigns, and events.
 - Continue to foster relationships between non-profits, advocacy, and community groups and build public-private partnerships.
 - Consider the implementation of Cyclovias (car-free events).
 - Reinforce yield and safety education programs pertaining to bicyclists and other bike lane and trail users.
- Enforcement
 - Work closely with local enforcement agencies to create innovative, proactive, educational campaigns.
 - Bridge the gap of understanding between bicyclists and local enforcement agencies by providing current and consistent information.
 - Coordinate training sessions to ensure knowledge on current local, regional, and national bicycle policies and ordinances.
 - Establish enforcement techniques for handling special events and protests.
 - Explore the creation of a Share the Road Safety Class.
 - Establish “sting” operations in coordination with local enforcement agencies to address bicycle theft and traffic-law evasion by bicyclists.
- Recognizing Economic, Environmental and Community Benefits
 - Continue to support and encourage infrastructure development, bicycle sporting events, recreational biking, and bicycle facilities.

- Use the local bicycle culture to attract employers, new residents, business, and visitors.
- Encourage bicycle-related businesses and manufacturers.
- Establish measurement methods for environmental benefits.
- Coordinate with other City initiatives to measure environmental benefits.
- Pursue the formation of a Bicycle Advisory Committee (BAC).
- Pursue the Platinum Level designation with the League of American Bicyclists (LAB).
- Establish performance measures for bicycle programs and facilities.
- Maintain support for existing programs.
- Foster communication amongst the public, non-profit, and private sector to implement the recommendations in the 2008 Bicycle Plan.
- Multi-Modal Connectivity
 - Expand opportunities for bicycle-transit/bicycle-pedestrian/bicycle-car auto linkage.
 - Incorporate bicycle parking at transit stops and stations.
 - Improve and expand bicycle parking throughout the City.
 - Encourage installation of showers and changing facilities.

Bend Metropolitan Transportation Plan, 2007

Goals and Objectives

- Mobility and Balance
 - Goal 1: Provide a variety of practical and convenient means to move people and goods to, from and within the MPO area.
 - Objective 3: Promote non-motorized modes of transportation by constructing a system of safe and efficient transportation and recreation routes for pedestrians, bicyclists, and equestrians.
 - Goal 2: Develop a transportation system that serves the needs of all travel modes, provides intermodal connectivity, and provides a range of transportation options throughout the MPO area.
- Safety and Efficiency
 - Goal 1: Address traffic congestion and problem areas by evaluating the broadest range of transportation solutions, including but not limited to:
 - Operational improvements to maximize the efficiency of existing facilities;
 - Construction of new transportation corridors;

- Transportation Demand Management (TDM) - bicycle, pedestrian and carpool strategies; and
 - Transportation Systems Management (TSM) – Intelligent Transportation Systems (ITS), intersection operations and access management.
 - Goal 2: Serve the existing, proposed and future land uses with an efficient and safe transportation network.
 - Goal 3: Design and construct the transportation system to enhance safety for all modes.
 - Objective: In cases where improving safety will also improve efficiency, these projects should receive funding priority.
- Accessibility and Equity
 - Goal 1: Provide people of all income levels with a wide range of travel options within the MPO area.
 - Goal 2: Support all Americans with Disabilities Act (ADA) requirements and policies.
- Land Use
 - Goal 1: Integrate land use and transportation by encouraging land use patterns that provide efficient, compact uses of land that facilitate a reduced number and length of trips.
 - Goal 3: Promote development that does not rely on primary access to the state transportation system.
- Environment and Livability
 - Goal 2: Design transportation improvements that protect the environment by preserving air and water quality, minimizing noise impacts and encouraging energy conservation.
 - Goal 3: Use context sensitive design principles when designing and locating transportation facilities.
- Economic Development
 - Goal 1: Implement transportation improvements that foster economic development and business vitality.
 - Goal 2: Develop a transportation network with transportation options that enhance linkages between centers of employment, education, medical facilities and neighborhoods.
 - Goal 3: Recognize the importance of intermodal connections and maintain adaptable approaches to trends and opportunities that enhance intermodal connections.

Relevant Policies

- Assist the City, County, State, Forest Service, Park District and public agencies to acquire, develop and maintain a series of trails along the Deschutes River, Tumalo Creek, and the canal system so that these features can be retained as a community asset. Work with these same agencies to identify and

develop connections between the Bend Urban Area Bicycle and Trails System and the USFS trail system.

- Assist the City and Park District to acquire, develop and maintain the primary trails designated on the Bend Urban Area - Bicycle and Pedestrian System Plan – TSP: Map Exhibit B.
- Assist the City with developing safe and convenient bicycle and pedestrian circulation to major activity centers, including the downtown, schools, shopping areas and parks. Particular emphasis should be given to east-west access barriers to the downtown area (e.g. the Bend Parkway, the railroad, etc.).
- Work with the City to facilitate easy and safe bicycle and pedestrian crossings of major collector and arterial streets. Work with the City to identify intersection designs that include pedestrian refuges or islands, curb extensions and other elements where needed for pedestrian safety and extend bike lanes to meet intersection crosswalks.
- Work with the city and county to insure that bike lanes or bikeways are included on all new and reconstructed arterials and collectors. Add bike lanes to existing arterial and collector streets with particular emphasis to fill the gaps in the on-street bikeway system. Provide an appropriate means of pedestrian and bicyclist signal actuation at all new or upgraded traffic signal installations.
- Work with the City and County to insure that bicycle and pedestrian facilities are maintained in a manner that promotes use and safety. Perform street repair and maintenance in a manner that does not negatively impact bicycle and pedestrian facilities and their use.
- Work with the City to ensure that bicycle parking facilities are provided at all new multifamily residential, commercial, industrial, recreational, and institutional facilities, major transit stops, transit stations and park and ride lots.
- Encourage the City to establish or maintain accessways, paths, or trails prior to vacating any public easement or right-of-way.
- Work with the City, County, and State to support bicycle and pedestrian education and safety programs.
- Work with the City and the Burlington Northern – Santa Fe (BNSF) Railroad to determine where, if possible, railroad right-of-ways could be used also as trail corridors. Provided a joint-use agreement can be reached with BNSF, work with the City to evaluate the entire Rails with Trails Corridor in light of opportunities to augment the local primary trail system.
- Work with the City, County, and Park and Recreation District, to identify funding options for right-of-way acquisition, design, construction and maintenance of priority trails.
- Work with the City, County, and Park and Recreation District to update sidewalk, trail and bike lane systems inventories and identify gaps and missing system segments and prioritize these for completion.
- Work with the City and County to identify specific annual targets for bikeway in-fill projects.
- Work with the City and Park and Recreation District to identify specific annual targets for securing public right-of-ways or easements for trails and constructing trails.

Summary Tables

The following tables summarize the relevant goals, objectives and policies of these agencies' transportation and/or bicycle plans for the following "5 E's" categories:

- Engineering (Physical Improvements)
- Education
- Encouragement
- Enforcement
- Evaluation
- Other Relevant Goals, Objectives and Policies

Table 1. Goals, Objectives and Policies: Engineering

Jurisdiction	Goal/Objective/Policy
City of Boulder	<ul style="list-style-type: none"> • Complete a grid-based system of primary and secondary bicycle corridors to provide bicycle access to all major destinations and all parts of the community. • Coordinate with Boulder County, CU, the Boulder Urban Renewal Authority (BURA), neighborhood plans, the City Parks and Recreation Department, the Open Space and Mountain Parks Department, and other government entities and plans to ensure that all city and county projects connect with and/or help to complete the corridor network. • Work with property owners, developers, the BURA, the Boulder Valley School District (BVSD), the City Parks and Recreation Department and CU to ensure that commercial, public, and mixed-use and multi-unit residential sites provide direct, safe and convenient internal bicycle circulation oriented along the line of sight from external connections to areas near building entrances and other on-site destinations.
City of Fort Collins	<ul style="list-style-type: none"> • Continue and improve maintenance of Priority Commuter Routes. • Improve signal detection loops. • Examine innovative bicycle traffic solutions such as bike boxes and bike boulevards. • Incorporate bicycle parking at transit stops and stations. • Improve and expand bicycle parking throughout the City. • Encourage installation of showers and changing facilities.
City of Bend	<ul style="list-style-type: none"> • Provide a variety of practical and convenient means to move people and goods to, from and within the MPO area. • Promote non-motorized modes of transportation by constructing a system of safe and efficient transportation and recreation routes for pedestrians, bicyclists, and equestrians. • Develop a transportation system that serves the needs of all travel modes, provides intermodal connectivity, and provides a range of transportation options throughout the MPO area. • Address traffic congestion and problem areas by evaluating the broadest range of transportation solutions, including but not limited to: <ul style="list-style-type: none"> ▪ Operational improvements to maximize the efficiency of existing facilities; ▪ Construction of new transportation corridors; ▪ Transportation Demand Management (TDM) - bicycle, pedestrian and carpool strategies; and

- Transportation Systems Management (TSM) – Intelligent Transportation Systems (ITS), intersection operations and access management.
- Serve the existing, proposed and future land uses with an efficient and safe transportation network.
- Design and construct the transportation system to enhance safety for all modes.
- Assist the City, County, State, Forest Service, Park District and public agencies to acquire, develop and maintain a series of trails along the Deschutes River, Tumalo Creek, and the canal system so that these features can be retained as a community asset. Work with these same agencies to identify and develop connections between the Bend Urban Area Bicycle and Trails System and the USFS trail system.
- Assist the City and Park District to acquire, develop and maintain the primary trails designated on the Bend Urban Area - Bicycle and Pedestrian System Plan – TSP: Map Exhibit B.
- Assist the City with developing safe and convenient bicycle and pedestrian circulation to major activity centers, including the downtown, schools, shopping areas and parks. Particular emphasis should be given to east-west access barriers to the downtown area (e.g. the Bend Parkway, the railroad, etc.).
- Work with the City to facilitate easy and safe bicycle and pedestrian crossings of major collector and arterial streets. Work with the City to identify intersection designs that include pedestrian refuges or islands, curb extensions and other elements where needed for pedestrian safety and extend bike lanes to meet intersection crosswalks.
- Work with the city and county to insure that bike lanes or bikeways are included on all new and reconstructed arterials and collectors. Add bike lanes to existing arterial and collector streets with particular emphasis to fill the gaps in the on-street bikeway system. Provide an appropriate means of pedestrian and bicyclist signal actuation at all new or upgraded traffic signal installations.
- Work with the City and County to insure that bicycle and pedestrian facilities are maintained in a manner that promotes use and safety. Perform street repair and maintenance in a manner that does not negatively impact bicycle and pedestrian facilities and their use.
- Work with the City to ensure that bicycle parking facilities are provided at all new multifamily residential, commercial, industrial, recreational, and institutional facilities, major transit stops, transit stations and park and ride lots.
- Encourage the City to establish or maintain accessways, paths, or trails prior to vacating any public easement or right-of-way.
- Work with the City and the Burlington Northern – Santa Fe (BNSF) Railroad to determine where, if possible, railroad right-of-ways could be used also as trail corridors. Provided a joint-use agreement can be reached with BNSF, work with the City to evaluate the entire Rails with Trails Corridor in light of opportunities to augment the local primary trail system.

Table 2. Goals, Objectives and Policies: Education

Jurisdiction	Goal/Objective/Policy
City of Boulder	Combine education and enforcement efforts to help instill safe and courteous use of the shared public roadway, with a focus on better educating students on how to properly share the road with bicyclists, pedestrians and users of transit.
City of Fort Collins	<ul style="list-style-type: none"> • Maintain existing education and encouragement programs and solicit more participation. • Continue to develop and implement innovative education and encouragement programs, campaigns, and events. • Continue to foster relationships between non-profits, advocacy, and community groups and build public-private partnerships. • Reinforce yield and safety education programs pertaining to bicyclists and other bike lane and trail users. • Work closely with local enforcement agencies to create innovative, proactive, educational campaigns. • Bridge the gap of understanding between bicyclists and local enforcement agencies by providing current and consistent information. • Coordinate training sessions to ensure knowledge on current local, regional, and national bicycle policies and ordinances. • Explore the creation of a Share the Road Safety Class.
City of Bend	Work with the City, County, and State to support bicycle and pedestrian education and safety programs.

Table 3. Goals, Objectives and Policies: Encouragement

Jurisdiction	Goal/Objective/Policy
City of Boulder	N/A
City of Fort Collins	<ul style="list-style-type: none"> • Maintain existing education and encouragement programs and solicit more participation. • Continue to develop and implement innovative education and encouragement programs, campaigns, and events. • Continue to foster relationships between non-profits, advocacy, and community groups and build public-private partnerships. • Consider the implementation of Cyclovias (car-free events). • Continue to support and encourage infrastructure development, bicycle sporting events, recreational biking, and bicycle facilities. • Use the local bicycle culture to attract employers, new residents, business, and visitors. • Encourage bicycle-related businesses and manufacturers.
City of Bend	N/A

Table 4. Goals, Objectives and Policies: Enforcement

Jurisdiction	Goal/Objective/Policy
City of Boulder	Combine education and enforcement efforts to help instill safe and courteous use of the shared public roadway, with a focus on better educating students on how to properly share the road with bicyclists, pedestrians and users of transit.
City of Fort Collins	<ul style="list-style-type: none"> • Work closely with local enforcement agencies to create innovative, proactive, educational campaigns. • Bridge the gap of understanding between bicyclists and local enforcement agencies by providing current and consistent information. • Coordinate training sessions to ensure knowledge on current local, regional, and national bicycle policies and ordinances. • Establish enforcement techniques for handling special events and protests. • Explore the creation of a Share the Road Safety Class. • Establish “sting” operations in coordination with local enforcement agencies to address bicycle theft and traffic-law evasion by bicyclists.
City of Bend	N/A

Table 5. Goals, Objectives and Policies: Evaluation

Jurisdiction	Goal/Objective/Policy
City of Boulder	N/A
City of Fort Collins	<ul style="list-style-type: none"> • Establish measurement methods for environmental benefits. • Coordinate with other City initiatives to measure environmental benefits. • Pursue the formation of a Bicycle Advisory Committee (BAC). • Pursue the Platinum Level designation with the League of American Bicyclists (LAB). • Establish performance measures for bicycle programs and facilities.
City of Bend	<ul style="list-style-type: none"> • Work with the City, County, and Park and Recreation District to update sidewalk, trail and bike lane systems inventories and identify gaps and missing system segments and prioritize these for completion. • Work with the City and County to identify specific annual targets for bikeway in-fill projects. • Work with the City and Park and Recreation District to identify specific annual targets for securing public right-of-ways or easements for trails and constructing trails.

Table 6. Other Relevant Goals, Objectives and Policies

Jurisdiction	Goal/Objective/Policy
City of Boulder	<p>Give priority to transportation investments as follows:</p> <ul style="list-style-type: none"> ▪ Highest priority - system operations, maintenance and travel safety; ▪ Next priority – operational efficiency improvements and enhancement of the transit, pedestrian and bicycle system; ▪ Next lowest priority - quality of life, such as sound walls and traffic mitigation; and ▪ Lowest priority - auto capacity additions (new lanes and interchanges).
City of Fort Collins	<ul style="list-style-type: none"> • Maintain support for existing programs. • Foster communication amongst the public, non-profit, and private sector to implement the recommendations in the 2008 Bicycle Plan. • Expand opportunities for bicycle–transit/bicycle-pedestrian/bicycle-car auto linkage.
City of Bend	<ul style="list-style-type: none"> • Provide people of all income levels with a wide range of travel options within the MPO area. • Support all Americans with Disabilities Act (ADA) requirements and policies. • Integrate land use and transportation by encouraging land use patterns that provide efficient, compact uses of land that facilitate a reduced number and length of trips. • Promote development that does not rely on primary access to the state transportation system. • Design transportation improvements that protect the environment by preserving air and water quality, minimizing noise impacts and encouraging energy conservation. • Use context sensitive design principles when designing and locating transportation facilities. • Implement transportation improvements that foster economic development and business vitality. • Develop a transportation network with transportation options that enhance linkages between centers of employment, education, medical facilities and neighborhoods. • Recognize the importance of intermodal connections and maintain adaptable approaches to trends and opportunities that enhance intermodal connections. • Work with the City, County, and Park and Recreation District, to identify funding options for right-of-way acquisition, design, construction and maintenance of priority trails.

Summary Findings

Cheyenne's On-Street Bikeway and Greenway Plans should establish goals, objectives, and policies that incorporate elements of these best practices. The following section summarizes key elements of each goal theme identified above.

- Many goals, objectives and policies are focused on engineering or physical improvements. These statements on physical improvements emphasize creating complete networks, providing connectivity, maintaining facilities and providing support facilities such as bicycle parking. The City of Fort Collins also prioritizes exploring innovative treatments. The City of Bend also puts an emphasis on trail network development and maintenance.
- Safety education is an important part of all of the plans reviewed, particularly the Fort Collins Bicycle Plan, which emphasizes expanding education programs and fostering relationships with community partners and local law enforcement.
- The City of Fort Collins sets out to encourage bicycling through events such as Ciclovias, recreational bicycling, and taking advantage of the local bicycle culture. The City of Boulder addresses encouragement in the goals and policies of their 1996 Plan, but not their most recent plan.
- Enforcement is important for both Boulder and Fort Collins, with an emphasis on improving safety and road/path conditions for all users.
- The City of Fort Collins and the City of Bend establish evaluation goals or policies, such as establishing targets or measures. The City of Boulder's 1996 Transportation Master Plan (located in Appendix A) also includes a specific mode share goal to increase bicycle mode share by at least 4% by the year 2020.
- Finally, land use, environmental issues, funding priorities, equity, economic development and intermodal/regional connections are other themes that are addressed by these plans.

Recommendations and Application of Best Practices to the Cheyenne Metropolitan Area

Based on the review of existing Cheyenne-area plan policies and best practices from other communities, the following points should be taken into consideration when developing policies, goals and objectives for the On-Street Bicycle Plan and Greenways Plan Update.

- Consider structuring policies, goals and objectives according to the 5'E's. This approach is consistent with the approach taken by many Safe Routes to School Programs and the *Wyoming State Bicycle and Pedestrian Plan*. This format emphasizes the multi-faceted approach that will make Cheyenne a premier cycling destination.
- Clearly define the terms "policy," "goal," and "objective" in relationship to the other Cheyenne area planning initiatives. For example, *Plan Cheyenne* documents often reference "principles" and "policies" rather than "goals" and "objectives."
- Use relevant goals from existing planning efforts as the basis for the On-Street Bicycle Plan and Greenway Plan Update goals to increase cohesion of local plans. For example, the *Plan Cheyenne Community Plan Policy 2.1*: "A community-wide primary trail system that connects major destinations" could become a primary "Engineering" goal in the *Greenway Plan Update*.

- Include a statement addressing safety through ongoing bicycle and motorist education.
- Recognize the continuing need for jurisdictional coordination and cooperation for facility construction and maintenance.
- Establish desired outcomes within goals and policies (e.g., a reduction in reported bicycle crashes, increased cycling mode share and miles of on-street bikeway or greenway constructed).

Appendix A: Goals and Policies from the 1996 City of Boulder Transportation Master Plan, Bicycle System Plan Element

Goal Statements

- To increase bicycle mode share by at least 4% by the year 2020.
- To develop a mechanism for gathering continued input from the public on the bicycle system and to establish partnerships with various entities within the City and County in order to develop and improve the bicycle system.
- To develop a continuous bicycle system with access to major destination areas and to maintain the system so that it provides safe and convenient travel.
- To design and construct bicycle facilities in ways that encourage bicycle riding, provide for safer interaction with other modes, and better integrate bicyclists into the roadway system.
- To develop an urban form which is characterized by people-oriented land use patterns and which enables people to walk or ride their bicycles to destination areas.
- To complete the missing links in the regional system and to provide continuous bicycle facilities and good bicycle-transit integration between the City of Boulder and her neighboring cities.
- To develop local recognition of the bicycle as a legitimate form of transportation.
- To increase transportation safety for all modes through education and enforcement efforts.

Policies

Physical System

- The City will separate pedestrian and bicycle travel on multi-use path facilities wherever possible through the use of path marking, signs or construction of separate facilities. (1989 TMP)
- The City will ensure that all streets are made safe and accessible to bicycles and will consider bicycle needs in all road projects. (1989 TMP)
- The City will construct bicycle facilities on all roads of collector or arterial status. Where it is not possible to construct on-street bicycle lanes on roads of collector or arterial status, the City will construct a wide outside curb lane with a minimum width of 14 feet exclusive of the gutter pan. (1989 TMP)
- The City will develop a set of corridor tables and diagrams which will provide detailed information on the improvements needed along each corridor. These tables will be updated every five years.
- The City will actively work to complete the corridor network through a combination of CIP funding, federal funding, street projects and opportunities which arise through the development and redevelopment process.
- The City will use the development review process, the Greenways Master Plan, the Parks and Recreation Master Plan, and other city planning efforts to find new opportunities to provide connections for bicycles to and from the corridor network and to ensure that all development and

redevelopment projects incorporate the proposed improvements to the corridor network which are documented in the corridor tables.

- The City will continue to work to improve conditions for bicyclists through maintenance practice, equipment and technology.

Design Guidelines

- The City will use street markings, signs, raised crosswalks, intersection geometry, restricted turn movements, and intersection reconstruction opportunities to improve intersection safety where bicycle facilities intersect with curb cuts or roads. (1989 TMP)
- The City will continue to install bicycle-activated loop detectors at every actuated approach to every signal throughout the corridor network. (1989 TMP)
- The City will use the preferred standard for bicycle lane width whenever possible for new construction. The City will use road construction projects as opportunities to upgrade existing bicycle lanes to meet the new preferred standards.

Bicycle Access

- The City will encourage new development and redevelopment projects to provide shower and changing facilities for employees. (1989 TMP)
- The City will ensure that bicycle access and circulation are considered in all phases of the planning process.
- The City will require all new development and redevelopment projects to provide two bicycle parking racks for every ten automobile spaces.
- The City will design a unique system of signs denoting the primary and secondary corridors by name, symbol and/or color, to be placed at regular intervals along these corridors. The City will incorporate internationally recognized symbols into the design.
- The City will design a series of “you are here” maps to be placed at all major destination areas and other strategic locations along the primary and secondary corridor system; these maps will include the primary and secondary corridors, existing bicycle facilities and destination areas.

Regional and Intermodal Connections

- The City will ensure that every regional facility planned or already developed by Boulder County is connected to a Primary and Secondary Corridor.
- The City will ensure that every transit center and park and Ride facility is connected to a Primary and Secondary Corridor.
- The City will work with Boulder County, the Denver Regional Council of Governments (DRCOG), and other city governments to ensure that bicycle facilities or adequate shoulders are included in all road construction projects.

- The City will work with the Regional Transportation District (RTD), Boulder County and other city governments to provide for direct bicycle access from the corridor network to the bicycle parking area at all transit centers and park and Ride facilities throughout the region.
- The City will work with RTD, Boulder County and other city governments to provide bicycle lockers or secure, covered bicycle parking at all transit centers and park and Ride facilities within the region.
- The City will work with RTD to provide secure bicycle parking at transit stops throughout the City.
- The City will work with RTD to ensure that all Boulder transit routes accommodate bikes on buses by 1996.

Encouragement and TDM

- The City will continue to expand upon Bike Week events. (1989 TMP)
- The City will assist employers in establishing an employee transportation coordinator (ETC) whose job is to disseminate information on alternative transportation, including the bicycle system, and to increase awareness and support of alternative modes within the workplace. (1989 TMP)
- The City will encourage or assist employers to provide secure and convenient bicycle parking, showers and lockers and the workplace. (1989 TMP)
- The City will collaborate with manufacturers, retailers and employers to offer discounts on bicycling gear for employees who bike to work.
- The City will involve bicycle shops and organizations in community education by utilizing their expertise to sponsor maintenance clinics, training rides and other events.
- The City will allow developers a reduction in minimum automobile parking space requirements in exchange for commitments to increased bicycle access and bicycle mode share, such as bike parking, shower and locker facilities, and employee incentive programs.

Education and Enforcement

- The City will continue to work with BVSD to present bicycle safety rodeos and transportation safety assemblies designed to teach safe riding habits and the rules of the road to young cyclists. (1989 TMP)
- The City will place brochures in packets going to CU students, bicycle stores and public places which contain information about sharing the roads along with transit routes and schedules and bicycle facility maps. (1989 TMP)
- The City will work with the state legislature to add a non-motorized portion to the State Motor Vehicle test which includes questions on appropriate behavior of motorized vehicles towards bicyclists and pedestrians. (1989 TMP)
- The City will establish a "Close Call" Hot Line to better identify high hazard locations and to pinpoint violations which lead to accidents.
- The City will collaborate with the Boulder Valley School District (BVSD), the University of Colorado, and private and public driving schools to better educate students on how to properly share the road with bicyclists, pedestrians and users of transits.

- The City will work with the University of Colorado to provide materials and instruction on bicycle safety and the “share the road” campaign and to institute a mandatory orientation session on these issues for all incoming students.
- The City will develop a strong “Share the Road” public education campaign to foster increased courtesy and respect among all modes.
- The City will develop a "Driving with Bicyclists" seminar which teaches automobile drivers about sharing the road with cyclists, emphasizing the rights and responsibilities of all road users. This will be available to the general public, to professional drivers, and for motorists who commit traffic violations involving cyclists.

References and Resources

- Cheyenne Area Transportation Master Plan (2006)
- Cheyenne Community Plan (2005)
- Cheyenne Parks and Recreation Master Plan
- Cheyenne Area On-street Bicycle Plan Report of Investigation (1993)
- Greenway Development Plan (1992)
- Two Wheeling in Cheyenne (1975)
- City of Boulder Transportation Master Plan (2008):
http://www.bouldercolorado.gov/files/Transportation_Master_Plan/2008_BoulderTMP.pdf
- City of Boulder Transportation Master Plan, Bicycle System (1996):
http://www.bouldercolorado.gov/files/Transportation_Master_Plan/Chapter6_2.pdf
- City of Fort Collins Bicycle Plan (2008): http://www.fcgov.com/bicycling/pdf/bike_plan-2008.pdf
- Bend Metropolitan Transportation Plan (2007):
http://www.ci.bend.or.us/depts/bend_mpo/metropolitan_transportation_plan.html