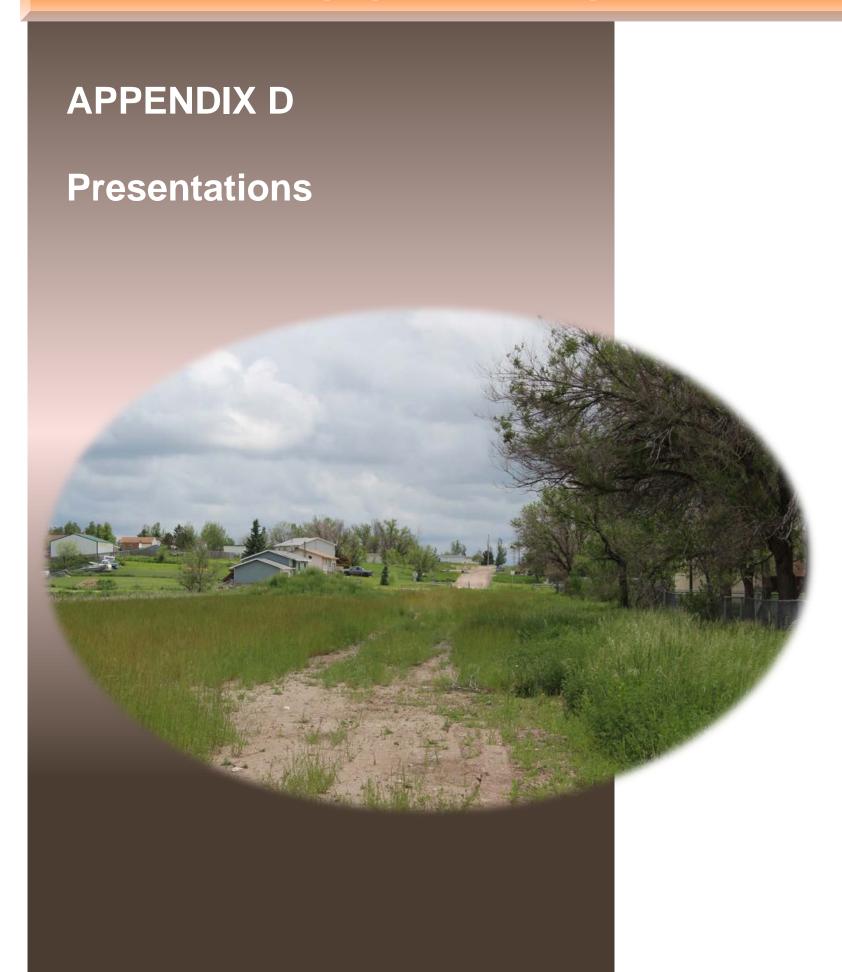
DIVISION AVENUE AND WALLICK ROAD CORRIDOR STUDY



- Project Kickoff Meeting September 19, 2013
- Initial Landowner Meeting October 10, 2013
- Steering Committee
 - o Meeting No. 1 December 4, 2013
 - o Meeting No. 2 November 4, 2014
 - o Meeting No. 3 January 28, 2015
- One on One Meetings
 - o Meetings No. 1 June 26, 2014
 - o Meetings No. 2 August 21, 2014
 - o Meetings No. 3 August 27, 2014
- MPO Technical Committee Meeting November 19, 2014
- SCCDA
 - o Meeting No. 1 January 13, 2015
- Neighborhood Meeting
 - o March 2, 2015



(307) 637-6017 Fax: (307) 632-9326 1103 Old Town Lane Cheyenne. WY 82009

Project:	Page
Location:	Date:
Product	Бу
Client:	Checked

NAME	COMPANY	EMAIL	HUNE
James Sins Nancy Olson Brad Emmon Tom Mason	MRO MAO S AUI MPO	j'sins Ochegovernoon noison@cheyennempe Commons Cavipa. Imason eahgand apo.	
Ann Bowers	FEHR + Peers	a. Lowers & febrand p	770-529 70-
Brandon Cammarcia	City	beammorator @c	beyenner ty org
Linda Heath	SecoA	sedge@wyoming.co.	m 307 640-3454
John Shapard	County Planning	Johnson-de laramion	Jy. com 633-4523
Don Board	LCRW	Ibeard alcrawie County	on 633-4302
Scottcouley	AUT	Scarley@avipe	
TOM CORES	AVI	CORBO AVIPC COM	637.6017

Division Avenue Corridor Plan Project Kickoff Meeting Agenda September 19, 2013 at 2:00 pm

ALLU BOWERS, LINDA HEATH, BRALDOU, JAMES SIMS.

Introductions

Data Needs and MPO Assistance

```
JENNIPER CORSO
                           Updated Aerials •

✓ Updated GIS Layers in DXF Format —
                                JAMES SIMS, NAUN, & TOM BEQUEST.
                        Review Project Goals
                          The primary objective of the project stated in the RFP was to enhance
             35%
                                circulation and access to homes and business in the southwest portion of
                          ♦ What are the primary goals of the stakeholders based on the context and
                               boundary of the scope of work and fee established?
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      SOUTH
                                     - FOU UNE HARMED LATS TO SEE OF FLECTION OF DIVISION)
      LIAMBERS
      AFFLELBAUGH
                                        CODSTILL POLLIKES & BEDESTRAUS (SPRETY) LIVERE STREET
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    NECESSARY FOR
                                    C. South Chevenne Community Development Association

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4 SEED ISSUE
5 QUEST ALLOWEST
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                                    D. Others UPLAN PLANNED
   OMPOUBT DEMONE
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OCTURE TO REMOVE PORUSAN .

OUTLOS IV. Steering Committee Member Suggestions
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6. WELWS.
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                       Tentative Meeting Dates
7. AFREILLIAUX
  PARILY SURVE
  SCHOOL MISTRICT
                       Other Items.
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JAMES SIMS

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- , 95% RANS

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· OTHER LIRUN COURLICTS EXIST.

WALLICK, WILLIAM (COULECTOES)

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- · WIDOT. (TIM OR EMAY)
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EVENUS TRAFFIC & FRECAST NUME

DIVISION AVENUE CORRIDOR STUDY INITIAL LANDOWNER MEETING Thursday, October 10, 2013 (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.)

PHONE	634-3872	4338334	630-2/35				
E-MAIL	b reidera msn.com	gerrysta Bamail, con		Tammy. Kadalik@ 9 mail . Cas			
ADDRESS	515 W. Allison Ra	821 Angie ST	2011 S. First Ave	Alls Division And			
NAME	Bonnie Reider	Gerry Life	n Nolstein				

Attendees:

Name:	Organization:	Email:	Phone:
Ann Bowers	Fehr & Peers	A.Bowers@fehrandpeers	303.296.4300
Brad Brooks	Board of Public	bbrooks@cheyennebopu.org	637.6471
	Utilities		
Brandon	City of Cheyenne	bcammarata@cheyennecity.org	638.4303
Cammarata			
Brad Emmons	AVI, P.C.	emmons@avipc.com	637.6017
Bonnie Reider	South Cheyenne	b reider@msn.com	634.3872
	Citizen		
Dennis Auker	LCSD #1	aukerd@laramie1.org	771.2127
Don Beard	Laramie County	dbeard@laramiecounty.com	633.4302
James Sims	MPO	jsims@cheyennempo.org	638.4308
Jef McMann	Cheyenne Light,	Jef.McMann@blackhillscorp.com	778.2144
	Fuel, & Power		
John Sheppard	Laramie County	jshepard@laramiecounty.com	633.4303
Nancy Olson	MPO	NOlson@Cheyennecity.org	638.4366
Randy Griesbach	WYDOT	randy.griesbach@wyo.gov	307.745.2100
Scott Cowley	AVI, P.C.	scowley@avipc.com	637.6017
Tom Cobb	AVI, P.C.	cobb@avipc.com	637.6017
Tom Mason	MPO	tmason@cheyennecity.org	637.6299
Others (Not in A	Attendance):		
Greg Bauer	Laramie County Fire	lcfd1gb@bresnan.net	632.1202
8	District #1		
Dena Hansen	South Cheyenne	scwsd215@bresnan.net	
	Water & Sewer		
	District		
Linda Heath	SCCDA	sedge@wyoming.com	

Minutes compiled by: T. Cobb, P.E, AVI, P.C. 1/29/14 Minutes are in plain type. **Action items are in bold type.**

Agen	da Item:	Decision/ Action:
I.	Introductions	All attendees introduced themselves at the meeting. Due to inclement weather Ann Bowers, Fehr & Peers and Randy Griesbach, WYDOT were participating by phone.
II.	Power Point	Tom Cobb of AVI, P.C. presented a PowerPoint® of the project which is enclosed. A brief summary of the presentation is outlined here and suggested modifications are summarized in the text. a. Study Area:

Page 1 of 6 21-May-15

Division Avenue (north to south route): West College Drive to the north and West Wallick Road to the south.

West Wallick Road (east to west route): Division Avenue to the west and South Greeley Highway to the east.

b. Objectives

Primary Objective: Enhance vehicle circulation to homes and businesses in the southwest portion of the Cheyenne urban area.

Goals:

- Create a realistic plan which promotes connectivity, safety, and a complete street, while being sensitive to current function, property owners, and maintenance and construction costs.
- Develop conceptual section(s) with lanes and widths appropriate for volumes and uses.

The committee suggested adding expand transit service to the goals. Note that "complete street" implies that transit service is a goal by definition.

The group indicated the corridor study area was identified in the 2010 census data as a CDP (Census Designated Place). The Steering Committee inquired about the characteristics of the corridor area. In particular, the following information was identified as relevant to the corridor plan: Zero vehicle households, Poverty level, Handicap data, and Youth.

The CDP known as South Greeley, Laramie County, Wyoming was researched and the following information was found on U.S. Census Bureau statistics:

- Poverty (2010). Generally, for reference and information the census data indicates approximately 18.7% of the population (families or individuals) of the CDP area are at or below the poverty level.
- Disability (2000).
 Population 5 to 20 years old: 13.7% (162)
 Population 21 to 64 years old: 26.0% (577)
 Population 65 years or older: 47.7% (113).
- Demographic Profile (2010): 4,217 total persons

<5 years old 9.0% (380)

>5 years old and < 14 years old 14.7% (627

>62 years old 11.0% (463)

• Commuting to Work (2010):

Car, truck, or van: 93.3% (1,647)

Walked: 3.1% (55) Other Means: 0.8% (14) Public Transportation: 0.0%

- c. Overview of Activities to date.
 - Kick-off Meeting September 19, 2013
 - Individual Landowner Meetings: October 10 & 11, 2013; 7-9 a.m. and 4 to 6 p.m.
 - Public Meeting No. 1: October 29, 2013
- d. Opportunities and Constraints
 - Opportunities
 - Detention opportunities (i.e. offsite and right-of-way)
 - Coordination w/ major property owner development project
 - Provide a more complete roadway network and better access to properties w/ knowledge of constraints in the
 - > Timing of pairing schools
 - Constraints
 - > Primary school and pedestrian movements
 - Minimize cut-thru traffic opportunities
 - Safety of crossings for bikes and pedestrians
 - > Types of vehicles accessing corridor
 - > Speed of vehicles
 - Existing and proposed wet and dry utilities
- e. Summary of Comments

Detailed information can be reviewed in the attached presentation and briefly summarized in the following paragraphs.

The meeting was conducted on October 29, 2013 at Rossman Elementary School from 4:30 p.m. to 7:00 p.m. Approximately 34 persons attended the Open House. Strong opinions were expressed with approximately 19/34 or 55.9% comment cards

Page 2 of 6 21-May-15

were returned.

Who attended the public meeting: 31.6% were Property Owners and 73.7% were Home Owners. After closely reviewing the comment data of the 10/19 addresses furnished, two households had two response comment sheets returned. So 21.1% of all the data came from two (2) households.

When asked what transportation issues would you like to the Division Avenue and Wallick Road plan to address?

- Provide alternative to South Greeley to/ from neighborhood.
 - ➤ 44.4% Very Important to Important
 - > 55.6 % Not Important
- Provide greater access to schools and shopping areas.
 - > 35.3% Very Important to Important
 - > 58.8% Not Important
- Provide a neighborhood connection to Allison Draw Greenway.
 - ➤ 27.8% Very Important to Important
 - > 55.6% Not Important
- Balances the needs and safety of all users.
 - ➤ 38.9% Very Important to Important
 - > 44.4% Not Important
- Design to encourage quality growth and economic vitality.
 - ➤ 29.4% Very Important to Important
 - ➤ 44.4% Not Important.

When asked when Division Avenue/ Wallick Road corridor is complete, would you or your family expect to use one of the following facilities?

- Bicycle Lanes:
 - ➤ 33.3% Occasionally to Always
 - ➤ 44.4% Never
- Sidewalks:
 - ➤ 33.3% Occasionally to Always
 - ➤ 38.9% Never
- Transit (Buses):
 - ➤ 16.8% Occasionally to Always
 - ➤ 66.7% Never.

	_
	Other Written Comments? Do nothing roadway is acceptable or not necessary (22.7%) Concerned with increasing traffic, speed, noise (13.6%) Don't make Division a Highway (9.1%) Don't destroy a quiet rural neighborhood (9.1%) We don't want traffic in our front yards (9.1%) How will this roadway make it safer? More hazardous for residents due to increased traffic and mobile home park (9.1%) Don't take my property (4.5%) How will this proposal make it safer? (4.5%) Find an alternate route (4.5%) Add traffic signals where needed (4.5%) Would like to access to Plum from Division (4.5%) Truly believe that this is change that has been needed for awhile (4.5%) The data provided valuable input from a specific area of the corridor. Based on the information provided as to the location of the comment responses a majority of the data came from the residential housing fronting the Division Avenue Corridor. Additionally, 21.1% of the entire data set was comprised of two households.
III. Traffic Data Memo and Figures	Ann Bowers, Fehr & Peers presented the following attached Figures and memorandum to the Steering Committee: • Figure 1. Division Avenue Corridor Existing Traffic Volumes
	Volumes and roadway connection of the exhibit were highlighted by Ann Bowers.
	Randy Griesbach indicated that WYDOT future plans include moving the signal currently at Williams Street at South Greeley Highway to Artesian Road at South Greeley Highway.
	It was pointed out that now right-of-way exists west of South Greeley on Artesian Road. The graphic should be updated and remove the future Artesian Road "Collector roadway" designated west of South Greeley Highway.
	Jame Sims, MPO indicated that existing intersection data should be

Page 3 of 6

21-May-15

available for the intersection of Wallick Road at South Greeley Highway from the South Greeley Corridor Plan, MPO, and WYDOT data.

Fehr & Peers to research available data or collect data as appropriate for the Intersection of Wallick Road at South Greeley Highway.

• Figure 2. Division Avenue Corridor Future Traffic Volumes

Based on the Afflerbach Enrollment Summary available from Laramie County School District No. 1 website, the 2012-2013 enrollment was 444 students (Kindergarten thru 6th Grade). Mr. Auker indicated that Afflerbach Elementary is one of two Trailblazer schools in the district. Trailblazer is an academic highpotential program for qualified children.

Mr. Auker indicated that the current growth rate of the district is approximately 150 students/ year district wide. Additionally, he indicated that the fact Afflerbach is a Trailblazer school it would inherently have a higher student busing rate. The current student bus rate can be obtained by the principal at Afflerbach Elementary.

Feher and Peers research indicated that in 2011 - 2012, 412 students were enrolled at Afflerbach and the school employed 76 people. Seven buses transported 229 students to school in the morning and four buses run in the afternoon with one late bus transporting 191 students.

The current elementary school boundary location was discussed. Mr. Auker indicated that the most current version of the boundary is on the LCSD#1 website. The current 2013 – 2014 Elementary Boundary is shown in on the following page.

The light blue delineates the boundary for Rossman Elementary and Light Brown indicates the boundary for Afflerbach Elementary School. The purple boundary is for Arp Elementary east of the study area. The graphic clearly indicates that over half of the Division Avenue elementary student age children attend Rossman Elementary north of College Drive. Therefore, walking or pedestrian sidewalks are a very important component along with the crossing of College Drive at Waltersheid/ Division.

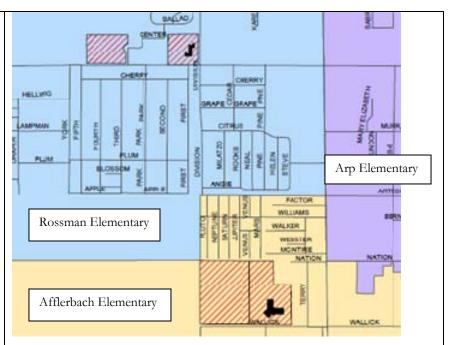


Figure 1 2013-2014 Elementary School Boundary Map

• Figure 3. Feeder Elementary Schools to New 5th & 6th Grade at Afflerbach

Mr. Auker estimated that 450 additional students would attend the future 5th / 6th Cluster Schools to be constructed west of the current facility. Fifth and sixth grade students from Afflerbach and five other elementary schools: Rossman, Goins, Arp, Cole, and Hebard will attend amounting to 450 students. No definitive schedule has been confirmed by the district but, it is anticipated it may occur in the next 5 years to 10 years.

Discussion of the future development south and west of Division Avenue was discussed. The current landowner Ed Ernest has meet with AVI on one occasion. Mr. Ernest's preliminary plan includes a mixed residential development consisting of multi-family and single family homes. Mr. Ernest prefers Division serve as a buffer area on the east edge of his property but is open to reviewing other concepts and ideas.

AVI, P.C. to continue meeting with Mr. Ernest to obtain expected residential density, review connectivity, and coordinate during the life of the project.

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		1	P.C. will confirm land use with Mr. Ernest and forward nation to Fehr and Peers.
		plans	the Afflerbach traffic volumes and adjacent land use are verified, the future volumes of Division Avenue and oadways will be completed by Fehr and Peers.
		interse South Colleg	on future traffic volumes, traffic control for the new ections along Division Avenue and the intersection of Greeley and Wallick Road and Division/ Waltersheid/ge and recommendations for improvements will be made arr and Peers and the AVI design team.
IV.	Steering Committee	Object a.	ives of this meeting How do we address concerns of the neighborhood?
	Workshop		Discussion centered on how to best deal with the concerns of the area residents on Division Avenue from Angie Street to College Drive. The majority of the owners on from Citrus Street to Angie face or outlet onto Division Avenue.
			The team needs to convey the background and information as to the why the planning process is in place and more specifically why this route was identified?
			Emphasis should be made to the area residents that this is a "future plan" and not a construction plan (i.e. not going to build in 2014).
		b.	Pros for Division and Cons for other alignment options
			An overall exhibit of the area was shown to the Steering Committee. The aerial clearly shows, based on connectivity and geographical location why Division was identified as the route for the corridor. The team should illustrate alternative options and shown pros and cons of each to the area residents.
		c.	Conceptual Typical Section Options The 2004 Conceptual Typical Section illustration was shown to the Steering Committee and is attached here for information and record. It was comprised of a 48' Top back of curb to Top back of Curb with a 5' attached concrete

sidewalk on the east and a detached 10' concrete bike multiuse path on the west.

A review of the current Laramie County, City of Cheyenne, and AASHTO 2011 collector typical section elements were reviewed graphically and side by side. Please see attached presentation for additional information.

Other conceptual options were presented for a context sensitive solution including the use of roadside ditches without curb and gutter, narrow travel lanes, and on-street joint parking/ bike lanes.

Ultimately the group determined that the ultimate roadway typical should be appropriate to the modes of use and that phased improvements are a possible solution to the area residents which front Division Avenue.

After discussion by the Steering Committee, additional public outreach was identified as the best alternative to address concerns related to the development of the corridor plan. Specifically, "One-on-one" meetings forums was the consensus method to best address the concerned residents. Meeting individual or as a small group(s) will allow residents a "friendlier" forum to discuss concerns directly with the planning team. The exact method or type of meeting(s) will be determined after contacting individuals and making an assessment of the concern and determining the best method to address that concern. During those meetings, resident ideas will be solicited on how to best develop the roadway network while attempting to maintain the neighborhood character.

Some of the initial thoughts brought up by members of the Steering Committee included the following:

- South section of Division (Wallick to Angie Street). Perhaps alley load the new development to have buildings closer to the roadway to slow traffic down.
- Linear park or parkway buffer adjacent to the roadway.
- Narrowest typical section to accommodate modes of transportation use and volumes.
- Neighborhood entry area feature/ median off of College Drive and/ or Angie Street.

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		Since "one-on-one meetings" were not part of the orginal professional services agreement, AVI will prepare a contract modification/ change order for consideration by the MPO.
V.	Other Items	AVI will review the Wallick Road Right-of-way width. Based
		on plat research, it appears that 80' of right-of-way is available from South Greeley to the west property line of Laramie County School
		District No. 1 (i.e. Afflerbach Addition: Lot 2, Block 1).
		The group tentatively scheduled a Steering Committee Meeting for
		January 22, 2014 which was later canceled.
		Once the contract modification is approved, AVI will schedule "one-on-one" meetings with the area residents.
		AVI should coordinate with MPO on rescheduling a Steering
		Committee Meeting once some of the "one-on-one" public
		outreach has been accomplished.

Division Avenue Corridor Study Steering Committee Meeting December 5, 2013

- I. Introductions (5 minutes)
- II. Brief Powerpoint Presentation (15 minutes)
 - a. Study Area
 - b. Objectives
 - c. Overview of Activities to Date
 - d. Individual Property Owner Meeting(s)
 - e. Summary of Comments
- III. Traffic data memo and figures (Fehr and Peers: 15 minutes)
- IV. Where do we go from here?
- V. Steering Committee Workshop
 - a. Objectives of this meeting
 - ✓ How do we address concerns of the neighborhood?
 - ✓ Pro's for Division and Cons for other alignment options?
 - ✓ Conceptual Typical Section Discussion
 - b. How do we address concerns of the neighborhood? (15 minutes)
 - c. Pros for Division and Cons for other alignment options (15 minutes)
 - d. Conceptual Typical Section Options (30 minutes)
- VI. Other items

ARTICLE 4 SUBDIVISION REGULATIONS

4.3 Transportation Networks and Street Designs

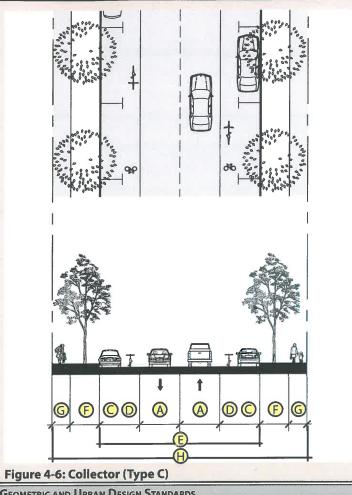
Standard Roadway: Collector (Types A, B, and C)

Description: The Collector design type serves intermediate and short-distance travel. Collectors provide for moderate continuity within the overall street network, and accommodate moderate speeds and volumes.

Context and Applicability: The Collector design type serves as connectors between arterial and local streets in both residential and non-residential contexts.

Standard Roadway Classification: Collector

TECHNICAL CRITERIA			
	Collector A (w/o parking)	Collector B (w/o parking; w/ center turn-lane)	Collector C (w/ parking)
Daily Traffic Volume	5,000 – 7,000	6,000 – 10,000	5,000 - 7,500
Design Speed		35 MPH	
Speed Limit		30 – 35 MPH	
Design Vehicle		B-40	
Minimum Sight Distance (Driveway / Intersections)		660′	
Stopping Sight Distance		200′	
Minimum Intersection Spacing		330′	
Distance Between Signals		n/a	
Minimum Access separation - corner		150'	
Minimum Access separation – other access	150′ (Coll	ector A) / 75' (Colle	ector B & C)
Driveway Approach and Street Configuration		Flared	
Required Curb & Gutter Type		6" vertical	_
Minimum Full Depth HPB Section		6"	
Minimum Composite Section Depths (HBP/ABC)		4"/8"	
Grade (Max / Min)		8% / 0.5%	
Maximum Super elevation		0.6	
Acceleration / Deceleration Lanes		N/A	



GEOMETRIC AND URBAN DESIGN STANDARDS Collector A Collector C (w/o parking; (w/o w/ center turn-(w/parking) parking) **Number of Lanes** A 2 (12') 2 (12') 2 (11') (Width) B Median Type (Width) Painted (12') none none Shared w/ 0 Parking none bike lane 11'joint 0 Bicycle Lane / parking/bike lane Roadway Width (BC-36' (E) 48' minimum 44' minimum BC) minimum Tree Lawn / (F) Landscape 5' 6' Pedestrian Area** 70' 70' Right-of-Way Width* 80'

^{*} Added ROW allocated between additional tree lawn or landscape area based on context, and to reconcile utility and landscape conflicts per Section 4.5.5.

^{**} If an attached sidewalk is allowed via subdivision waiver then a mimimum 6' wide sidewalk is required.

DINISION AVENUE CORRIDOR PLAN

Steering Committee Meeting No. 1 **December 5, 2013**









AGENDA

- Introductions
- **Area of Study**
- Objective and Goals
- Overview of Activities to date
- Identified Opportunities and Constraints
- Public Meeting #1 Summary

Where do we go from here?

- Objectives of this meeting
- How do we address concerns of neighborhood?
- Pro's for Division and Cons for other alignment options?
- Conceptual Typical Section options

VICINITY MAP

Division Avenue

- W. College Drive North
- W. Wallick Road South

West Wallick Road

- Division Avenue
- South Greeley



OBJECTIVE AND GOALS

Primary Objective

Enhance circulation and access to homes and businesses in the southwest portion of the Cheyenne urban area

Goals

- complete street, while being sensitive to current function, property Create a realistic plan which promotes connectivity, safety, and a owners, and maintenance and construction costs.
- Develop conceptual section(s) with lanes and widths appropriate for volumes and uses •

DATE **ACTIVITIES TO** OVERVIEW OF

Milestone	Anticipated Date	Actual Date
Notice to Proceed	September, 2013	
Kick-off Meeting	1	September 19, 2013
Individual Land Owner Meetings	November 2013	October 10 &11, 2013 7-9 a.m. and 4-6 p.m.
Public Meeting No. 1	November 2013	October 29, 2013
Submit Alignment Options	February, 2014	
Public Meeting No. 2	March, 2014	
Submit Updated Alignment and Cost Options	April, 2014	
Presentation to Governing Body	May 2014	
Submit to CMPO for Final Acceptance	June, 2014	

CONSTRAINTS TO DATE OPPORTUNITIES' AND DENTIFIED

Opportunities

- Detention opportunities (i.e. offsite and right-of-way)
- Coordination w/ major property owner development project
- Provide a more complete roadway network and better access to properties w/ knowledge of constraints in the area
- Timing of pairing schools

Constraints

- Primary school and pedestrian movements
- Minimize cut-thru traffic opportunities
- Safety of crossings for bikes and pedestrians
- Types of vehicles accessing corridor
- Speed of vehicles
- Existing and proposed wet and dry utilities

OUTREACH PUBLIC

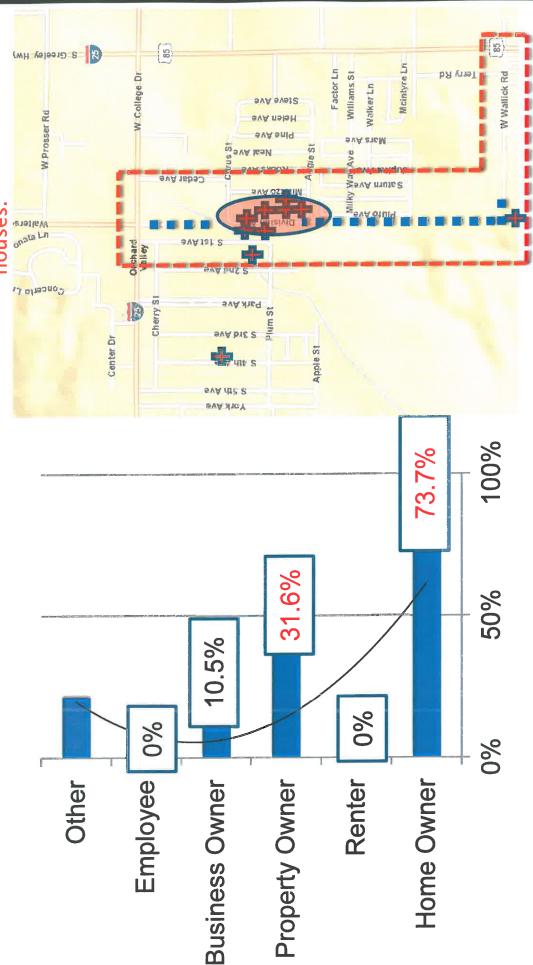
Individual Property Owner Meeting(s)

- Public Open House #1
- Rossman Elementary School (October 29, 2013)
- Approximately 34 people attended Open House
- Response rate (19/34) or 55.9%)
- Strong opinions expressed

PUBLIC WHO A

10/19 Addresses Furnished
• 2-(2) same house or 21

2-(2) same house or 21.1% of all data came from (2) houses.



SAY

What transportation issues would you like the Division Avenue and Wallick Road plan to address?

Provide alternative to South Greeley to/ from neighborhood Provide greater access to schools and shopping areas

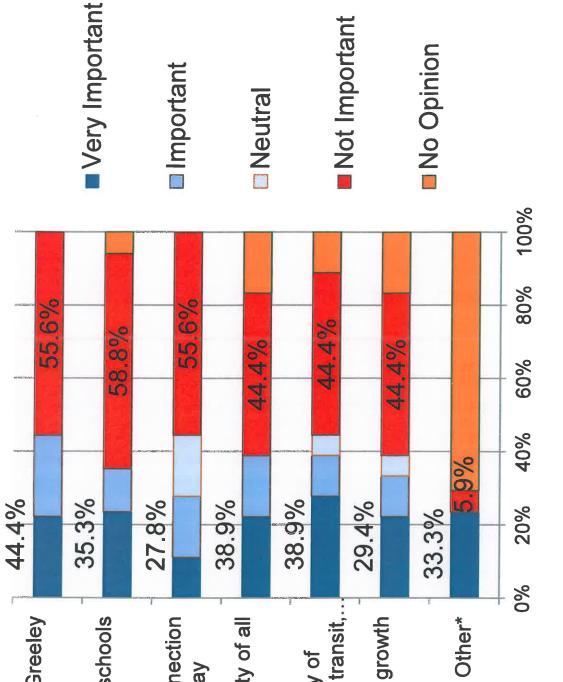
Provide a neighborhood connection to Allison Draw Greenway

Balances the needs and safety of all users

Accommodates safety of pedestrians, bicyclists, & transit,

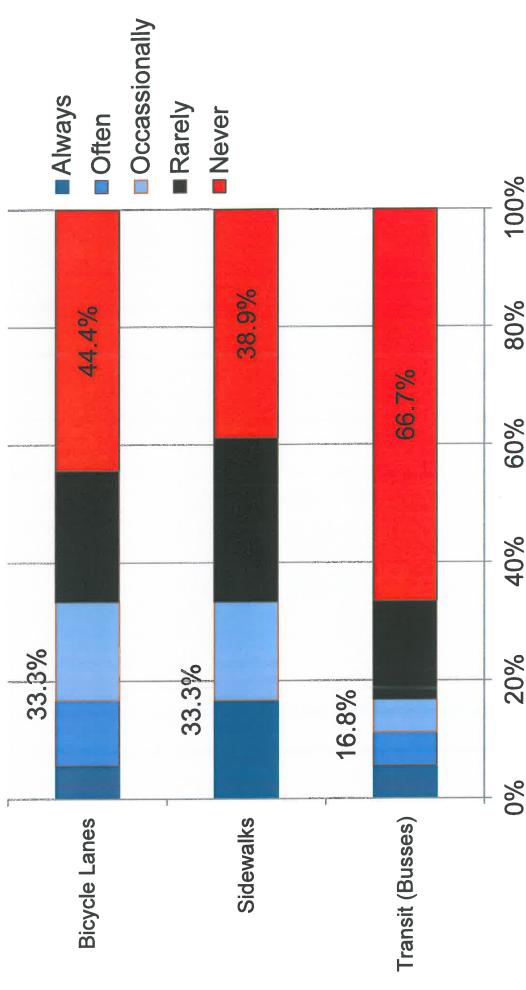
Design to encourage quality growth & economic vitality

* Alternate around the south and west of Orchard Valley instead of connecting to Division.



ATION)? **▼ TRANSPO** MHAT

When the Division Avenue/ Wallick Road corridor is complete, would you or your family expect to use one the of the following facilities?



- Do nothing roadway is acceptable or not necessary (22.7%)
- Concerned with increasing traffic, speed, noise (13.6%)
- Don't make Division a Highway (9.1%)
- Don't destroy a quiet rural neighborhood (9.1%) A
- We don't want traffic in our front yards (9.1%) A
- How will this roadway make it safer? More hazardous for residents due to increased traffic and mobile home park (9.1%)
- Don't take my property (4.5%)
- How will this proposal make it safer? (4.5%)
 - Find an alternate route (4.5%) A
- Add traffic signals where needed (4.5%) A
- Would like to access to Plum from Division (4.5%)
- Truly believe that this is change that has been needed for awhile (4.5%) AA

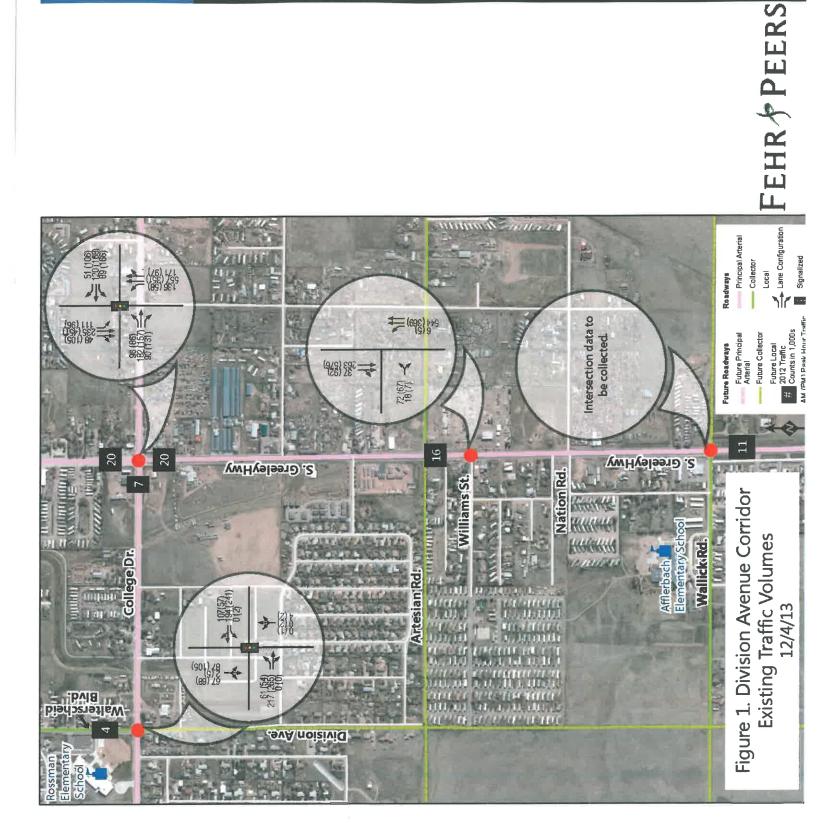
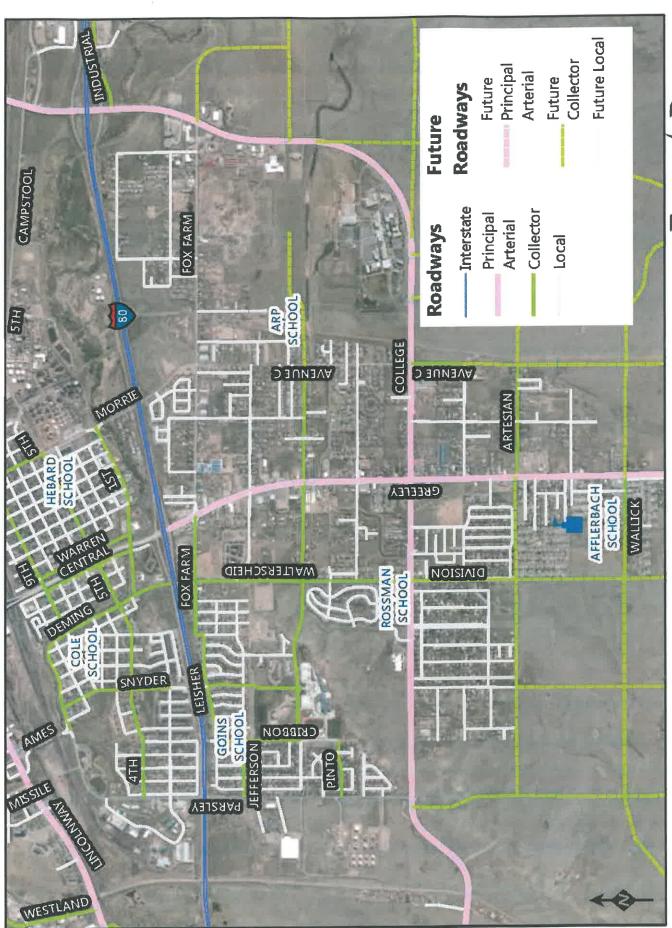
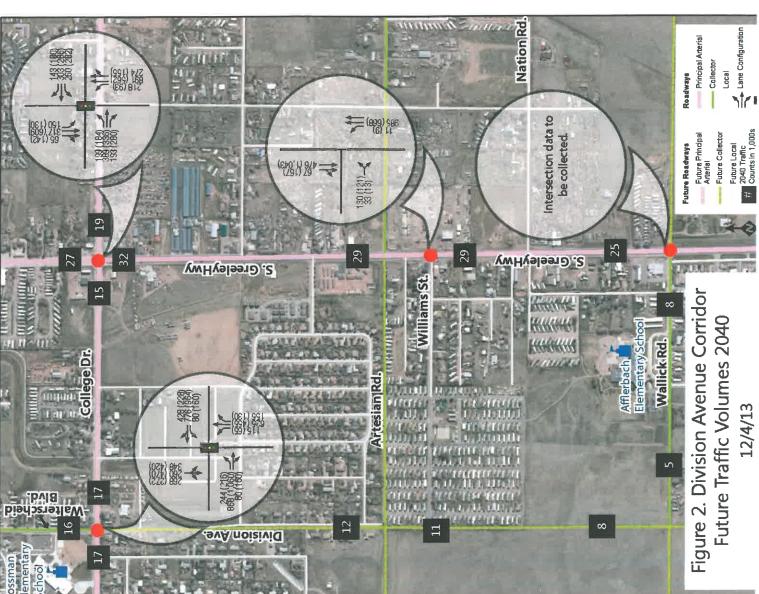


Figure 3. Feeder Elementary Schools to New 5th & 6th Grade at Afflerbach



Division Avenue Corridor Study 12/4/2013

FEHR & PEERS



FEHR & PEERS

WHERE DO WE GO FROM HERE?

Objectives of the this meeting?

- How do we address concerns of the neighborhood?
- Additional Neighborhood meeting
- (Where we have been and why, etc.?)
- Other options?
- Pro's for Division and Cons for other alignment options?
- Conceptual Typical Section options

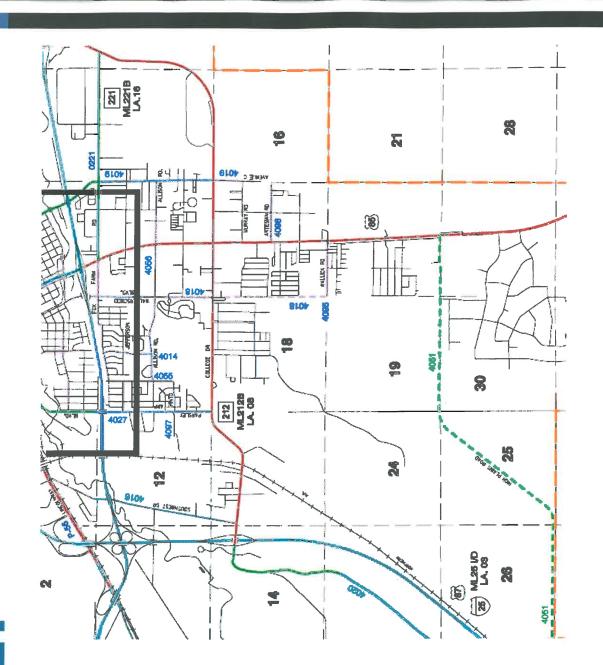
WHERE DO WE GO FROM HERE?

How do we address concerns of the neighborhood?

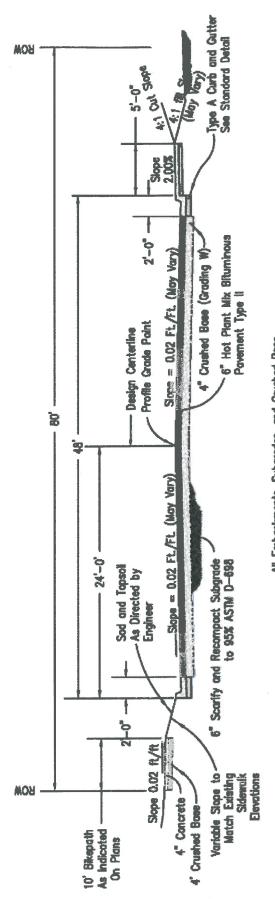
- Why plan?
- Identify route alternatives and shown pros and cons
- Future Plan not a construction plan (not 2013)
- Tool box of ideas to maintain character of neighborhood
- Tool box of ideas to slow traffic in existing neighborhood
- Other ideas

WHERE DO WE GO FROM HERE?

- Pro's for Division and Cons for other alignment options?
- Dead-end route(s)?
- Safety?
- Secondary Access?
- Other???

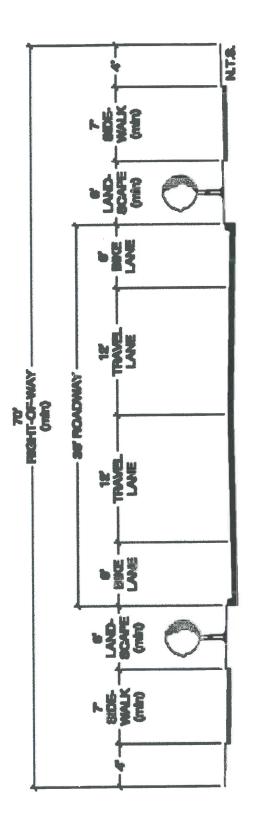


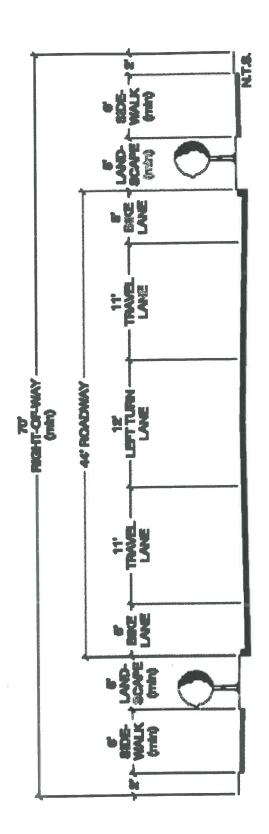
SECTION CONCEPTUAL PICA 2004



All Embankments, Subgrades, and Crushed Base Shall be Compacted to Not Less Than 95% Standard Proctar (ASTM D-698)

ULTIMATE TYPICAL SECTION LARAMIE COUNTY



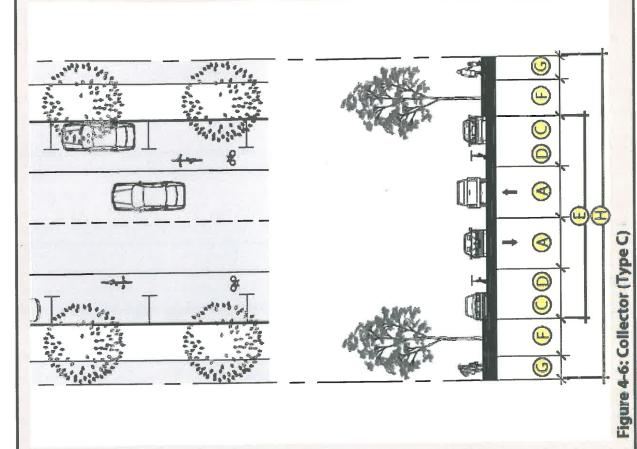


ULTIMATE TYPICAL SECTION CITY OF CHEYENNE

GEO	GEOMETRIC AND URBAN DESIGN STANDARDS	N STANDARDS		
		Collector A (w/o parking)	Collector B (w/o parking; w/ center turn-	Collector C (w/ parking)
3	Number of Lanes (Width)	2 (12')	2 (12')	2(11)
<u>@</u>	Median Type (Width)	none	Painted (12")	none
0	Parking	none	none	Shared w/ bike lane
0	Bicycle Lane / Shoulder	Ŷ	Q	11' joint parking/bike lane
<u>—</u>	Roadway Width (BC-BC)	36' minimum	48' minimum	44' minimum
<u>—</u>	Tree Lawn / Landscape	òó	ිහ	œ
0	Pedestrian Area	,9	Ġ,	Ñ
(E)	Right-of-Way Width*	70,	80,	70,
* Add	Added ROW allocated between additional tree lawn or landscape area based on	additional tree	lawn or landscape an	ea based on

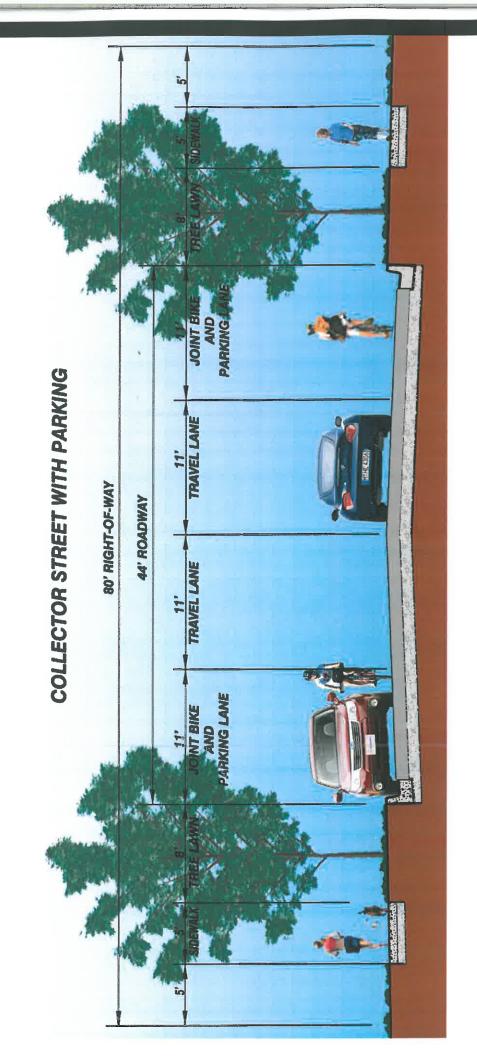
Added ROW allocated between additional tree lawn or landscape area based on context, and to reconcile utility and landscape conflicts per Section 4.5.5.

^{**} If an attached sidewalk is allowed via subdivision waiver then a mimimum 6' wide sidewalk is required.



	S	City of Cheyenne		Laramie	Laramie County	
Description	Collector A (w/o parking)	Collector B (w/o parking)	Collector C (w/ parking)	Collector (w/o center turn lane)	Collector (w/ center turn lane)	2011 AASHTO
Number of Lanes (Width)	2(12')	2 (12')	2 (11')	2 (12')	2(11')	2(10'-12')
Design Speed	Spe	35 mph Speed Limit 30 – 35 mph	hq	Speed Li	Speed Limit 30-35	30 mph
Design Vehicle		B-40			•	
Parking	none	none	Shared w/ bike lane	none	none	7' – 8' Residential 8' -11' C/I
Roadway Width (BC-BC)	36,	48,	44'	36,	44.	ı
Sidewalk/ Pedestrian Area	.9	, 9	ນ້	7,	. 9	
Parkway/ Tree Lawn	80	œ	ῶ	G	ດ໌	•
Bike Laire/ shoulder	, 9	. 9	11' joint parking/ bike lane	. 9	5;	ADT <400 2' ADT<1,500 5' ADT<2,000 6' ADT>2,000 8'
Daily Traffic Volume (VPD)	5,000 – 7,000	6,000 – 10,000	5,000 – 7,500	3,500	3,500 – 5,000	Over 2,000

OTHER CONCEPT OPTIONS



OTHER CONCEPT

AND PARKING LANE JOINT BIKE COLLECTOR STREET (RURAL) WITH PARKING TRAVEL LANE 80' RIGHT-OF-WAY 44' ROADWAY 11' TRAVEL LANE JOINT BIKE



DIVISION AVENUE CORRIDOR Steering Committee Meeting #2 • LIST OF ATTENDEES •

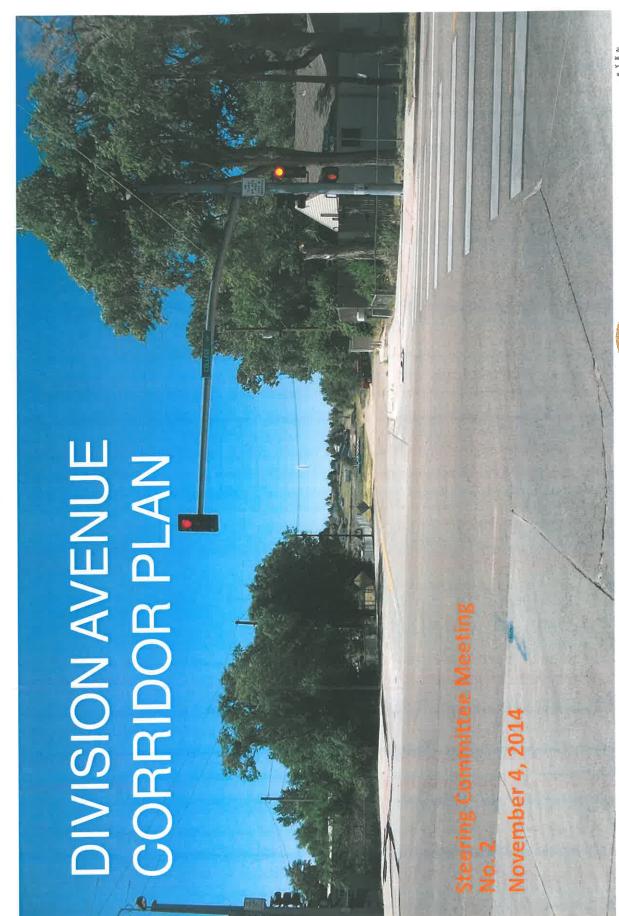
FAX									
CELL	630-9747		(130-4789.	830-988			630-6280		1414-156-611
PHONE	L34-3872	7312-738	9. 1037-take	4.00mm 630988		441X-8LL	-	638-4366	
EMAIL	5-reider@msn.com 634.3872 630-9747	Aukers@labanik 1.0rb	bhodsechgemetiquage 1037-10416 1030-47189.	dood eye Lovening county com			Jes. memana@blackhilbrangcom		nolsone cheyenne mpo.org
CITY/STATE/ZIP	The second secon								
MAILING ADDRESS	SIS W. Allison Ra Cheyenne 82007	2810 Husse AVE from 20-2 CHEVERONE 82001	2416 Styper Ave Chepenne My. B2001	3966 Actor Phy Chay. 8009		1301 W 244657	Chayeune Swol	2101 O'Neil Ave	Cheyenne WY
COMPANY	SCCDA	1 4 0677	Bopu.	Ler. County	AUX	,	CLFF		MPO
NAME	Bonnie Trider	DENIUM AUKER	Bran Brooks	Dan Carley	hotel Couly	\ : : · · +	Jet McMann		7 Janua Class



DIVISION AVENUE CORRIDOR Steering Committee Meeting #2 • LIST OF ATTENDEES •

NAME	COMPANY	MAILING ADDRESS	CITY/STATE/ZIP	EMAIL	PHONE	CELL	FAX
TONN Mason	7780	2101 O'NA / fre	Chapane soon	Chapange sow masuchyennempo, 08 0370299	0376299		
James Sins	MPO	20 O'Naj Ave	Sheyense	12 m 3 63 cheum De m 12 m 638-4368	638-4308		
Brandon Commarata Plan Dav City	Plan Dov City			6 cammas at decely since 1,638 4363	536 4363		
BOAD Emmods							
Tom calls	12						

3548 Pre-E8d Sign-n-Shaet
AVI PROFESSIONAL CORPORATION 1103 Old Town Lane, Suite 101, Cheyenne, WY 82009 phone: 307.837,8017









AGENDA



- INTRODUCTIONS
- STUDY AREA
- PURPOSE AND GOALS OF STUDY
- MEETING OBJECTIVES
- **ACTIVITIES TO DATE**
- **OVERVIEW OF PUBLIC MEETING #1**
- SUMMARY OF INDIVIDUAL PROPERTY OWNER MEETING(S)
- CONCEPTUAL TYPICAL SECTIONS
- ALIGNMENT/ PLANIMETRICS/ INTERSECTIONS CONCEPTUAL







STUDY AREA

DIVISION AVENUE

- W. College Drive North
- W. Wallick Road South

WEST WALLICK ROAD

- Division Avenue
- South Greeley





PURPOSE AND GOALS



PURPOSE

Develop a plan which enhances circulation and access to homes and businesses in the southwest urban area of Laramie County/ Cheyenne

GOAL

- Create a realistic 35% design plan which is sensitive to current function and property owners
- Promotes safety
- · Minimizes long term maintenance,
- Serves all transportation users
- Encourages economic development





SUMMARY OF ACTIVITIES DATE



^{*} Based on recommendation from Steering Committee executed a contract modification to add a series of "One-on-one" Meetings





PUBLIC MEETING NO. 1



OVERVIEW

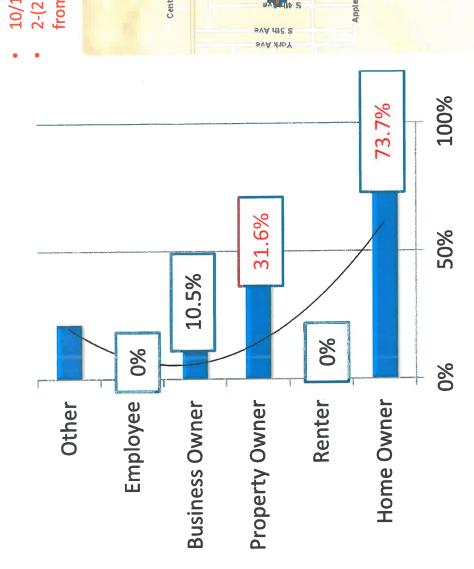
- Conducted at Rossman Elementary School (October 29, 2013)
- Approximately 34 people attended Open House
- Response rate (19/34) or 55.9%)
- Strong opinions expressed





ENDED PUBLIC





- 10/19 Addresses Furnished 2-(2) same house or 21.1% of all data came from (2) houses.



WHAT WE HEARD?



- Do nothing roadway is acceptable or not necessary
- Concerned with increasing traffic, speed, noise
- Don't make Division a Highway
- Don't destroy a quiet rural neighborhood
- We don't want traffic in our front yards





WHAT WE HEARD?



- How will this roadway make it safer? More hazardous for residents due to increased traffic and mobile home
- Don't take my property
- Find an alternate route add traffic signals where needed.
- Would like to access to Plum from Division
- Truly believe that this is change that has been needed for awhile



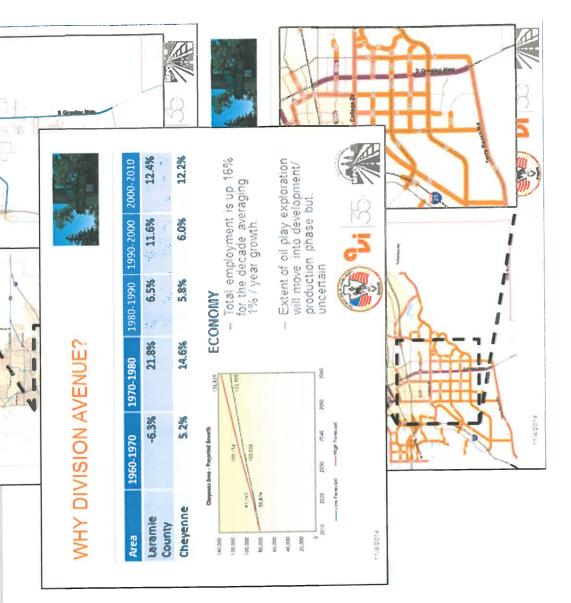
ONE-ON-ONE MEETINGS

WHY DIVISION AVENUE?

DISCUSSION

- Why plan
- Why Division Avenue
- Amount of developable land in the area
- Projected growth in region
 - Lack of roadway network in area
- Need for future network (Division is not the only future roadway!)
- Current available right-of-way

11/4/2014



SUMMARY OF ONE-ON-ONE MEETINGS

ADDITIONAL ITEMS DISCUSSED

- Reviewed future 5/6 school location
- Demonstrated the need for access to Mobile Home Park on future Division due to single access point from Park (i.e. safety and high density).
 - Conceptual Typical Section
- Reviewed possible neighborhood entry feature.

2014 ELEMENTARY SCHOOL BOUNDARY



BRAINSTORM



SUMMARY OF ONE-ON-ONE MEETINGS



MAIN CONCERNS:

- Groups would like to included in development of the design as it progresses.
- Concerned with profile grade of street south of Angie
 - Concerned about direct costs to owners for curb and gutter and sidewalk.
- Conveyed that no additional costs shall be imposed on the resident neighborhood besides normal taxes for the (i.e. sales tax and property tax).
- Full funding for the project has not been established. This is a plan to help secure funding.







TYPICAL SECTION "RESIDENTIAL" CONCEPTUAL



PROPOSED TYPICAL SECTION RURAL STREET WITH PARKING

JOINT BIKE AND PARKING LANE 11' TRAVEL LANE 11' TRAVEL LANE JOINT BIKE AND PARKING LANE 0 10



BRAINSTORM IDEAS













PRIMARY GOALS FOR THE NEIGHBORHOOD:

- Preserve neighborhood
 - Safety
- Keep lower traffic speeds
- Keep Lower traffic volume.

ADDITIONAL IDEAS CONVEYED BY THE GROUPS:

- Like the idea of an entry median feature in neighborhood to define area
- Complete side street paving and upgrades to Angie Street and Citrus Street with this project.





SUMMARY OF ONE-ON-ONE



THE FOLLOWING ROADWAY ELEMENTS WERE RECOMMENDED BY THE GROUPS:

ROADWAY SECTION ALTERNATIVE 1 (2 RESIDENTS):

- Roadway section: 2-12' travel lanes, minimum bike lane(s)/ shoulder, with or without onstreet parking. (i.e. Appropriate width to accommodate future traffic volumes)...

 Prefer curb and gutter.

 Prefer widest buffer from curb and gutter to sidewalk

ROADWAY SECTION ALTERNATIVE 2 (1 RESIDENT)

- Narrow roadway section: 2-11' travel lanes, minimum bike lane(s)/ shoulder, no on-street parking preferred. Prefers rural typical section w/o curb and gutter.

- ROADWAY SECTION ALTERNATIVE 3 (8 RESIDENTS)

 Narrow roadway section: 2-11' travel lanes, minimum bike lane(s)/ shoulder, no parking.

 Prefer Curb and Gutter

 Prefer sidewalk as close to curb as possible

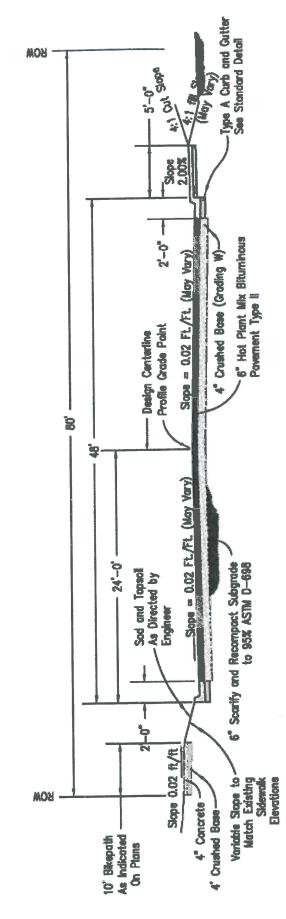




11/4/2014

2004 TYPICAL CONCEPTUAL SECTION





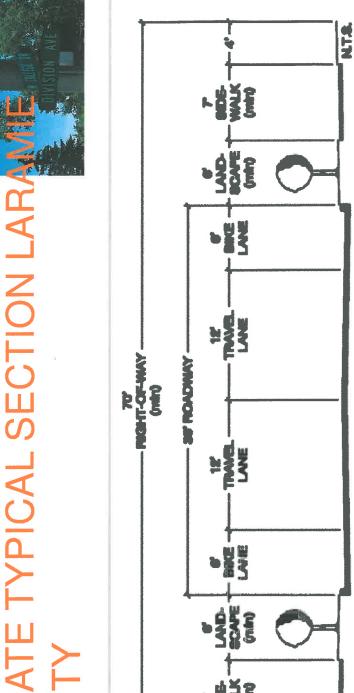
All Embankments, Subgrades, and Crushed Bose Shall be Compacted to Not Less Than 95% Standard Proctor (ASTM D-698)

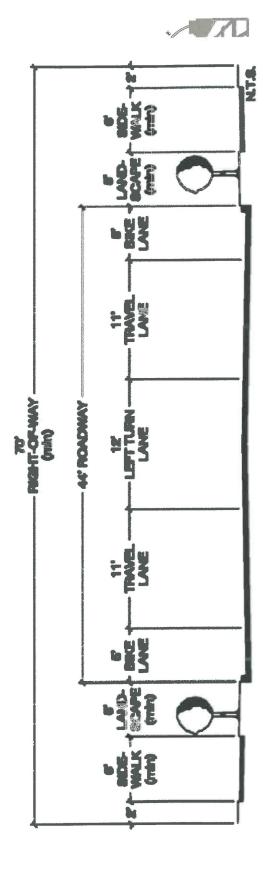
DIVISION AVENUE & WALLICK ROAD TYPICAL SECTION
N.T.S.





ULTIMATE TYPICAL SECTION LARA



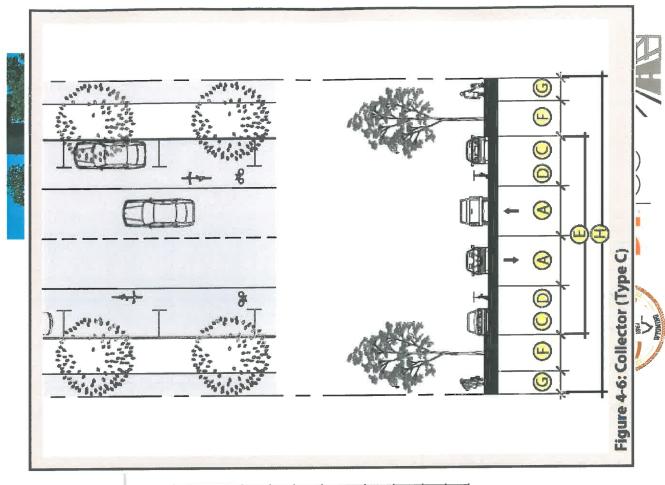


SECTION CITY CHEYENNE ULTIMATE

GEO	GEOFFETRIC AND URBAN DESIGN STUNDARDS	M STUNDARDS		
		Collector A (w/o parking)	Collector B (w/o parking; w/ center turn- lane)	Collector C (w/ parking)
3	Number of Lanes (Width)	2 (12)	2(12)	2(11)
<u>@</u>	Median Type (Width)	none	Painted (12')	none
0	Parking	noste	none	Shared w/ bike lane
<u>©</u>	Bicycle Lane / Shoulder	ٷ	Ŷø	11' joint parking/bike isne
(E)	Roadway Width (BC-BC)	36' minimum	48՝ minimum	44' minimum
(H)	Tree Lawn / Landscape	8,	.89	œ,
(Pedestrian Area®®	6'	6,	'n
$oldsymbol{f H}$	Right-of-Way Width*	70.	80'	70,
* Adde	* Added ROW allocated between additional tree lawn or landscape area based on	additional tree	lawn or landscape are	a based on

Added ROW allocated Detween additional tree lawn of landscape area context, and to reconcile utility and landscape conflicts per Section 4.5.5.

^{**} if an attached sidewalk is allowed via subdivision waiver then a mimin sidewalk is required.



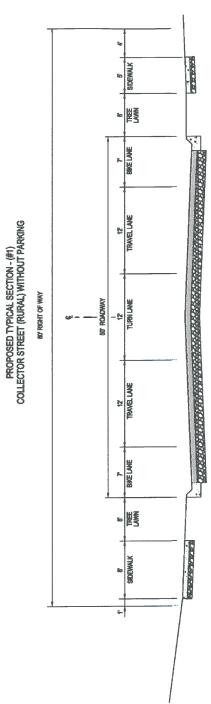
BRAINSTORM



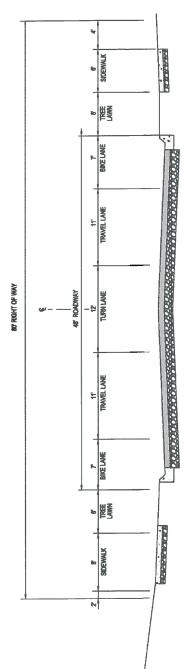


CONCEPTUAL TYPICAL SECTION SOUTH AND WALLICK





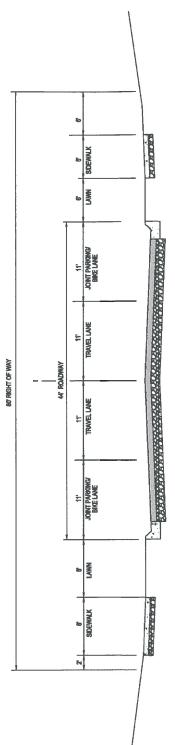
PROPOSED TYPICAL SECTION - (#2) COLLECTOR STREET (RURAL) WITHOUT PARKING



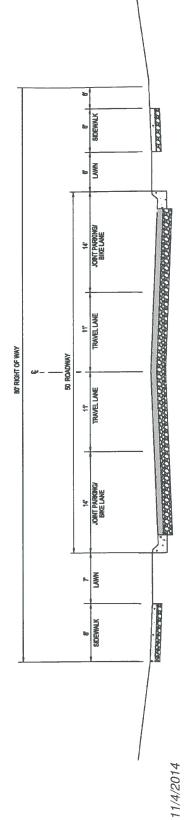
CONCEPTUAL TYPICAL SECTION "RESIDENTIAL" NORTH



PROPOSED TYPICAL SECTION - (#3) COLLECTOR STREET (RURAL) WITHOUT PARKING



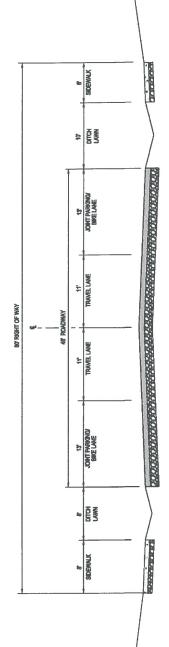
PROPOSED TYPICAL SECTION - (#4) COLLECTOR STREET (RURAL) WITHOUT PARKING



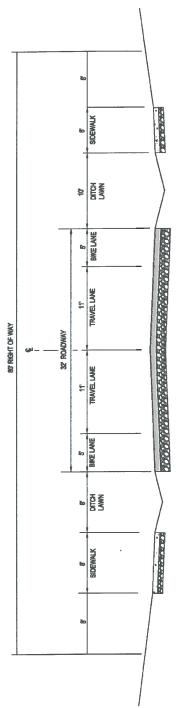
CONCEPTUAL TYPICAL SECTION "RESIDENTIAL" RURAL NORTH



PROPOSED TYPICAL SECTION - (#6) COLLECTOR STREET (RURAL) WITHOUT PARKING

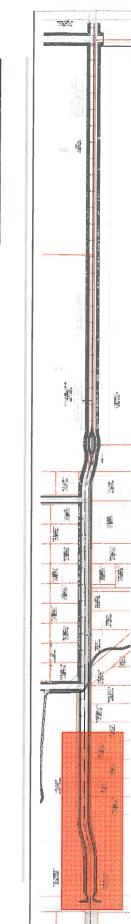


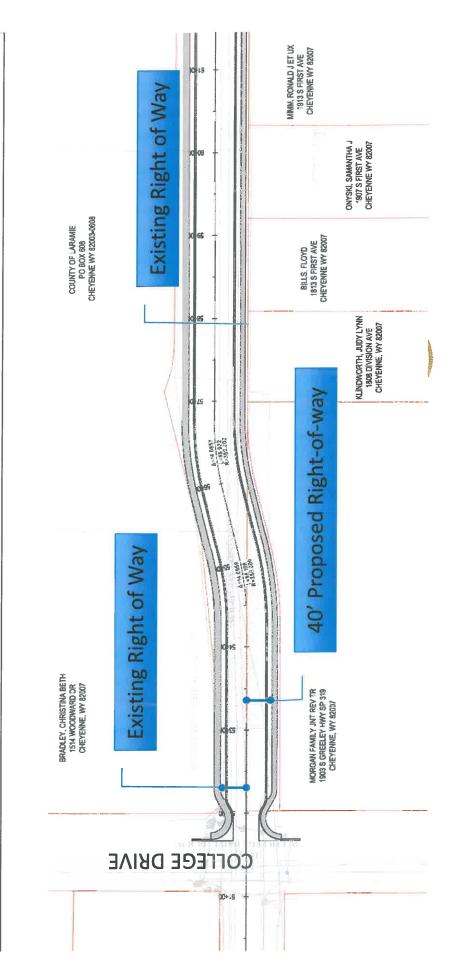
PROPOSED TYPICAL SECTION - (#7) COLLECTOR STREET (RURAL) WITHOUT PARKING



ALIGNMENT OPTIONS

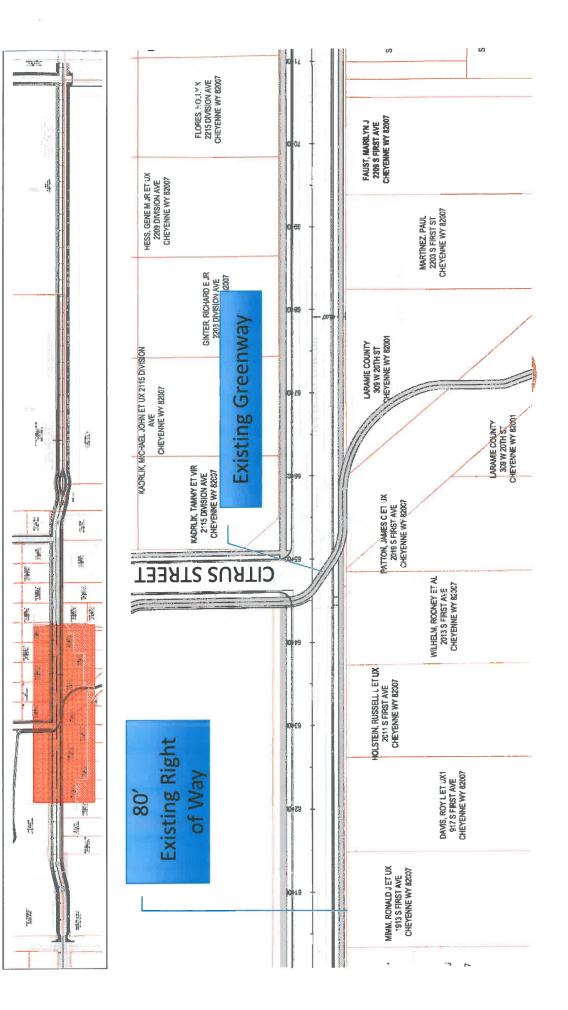






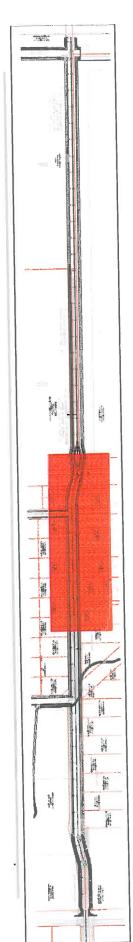
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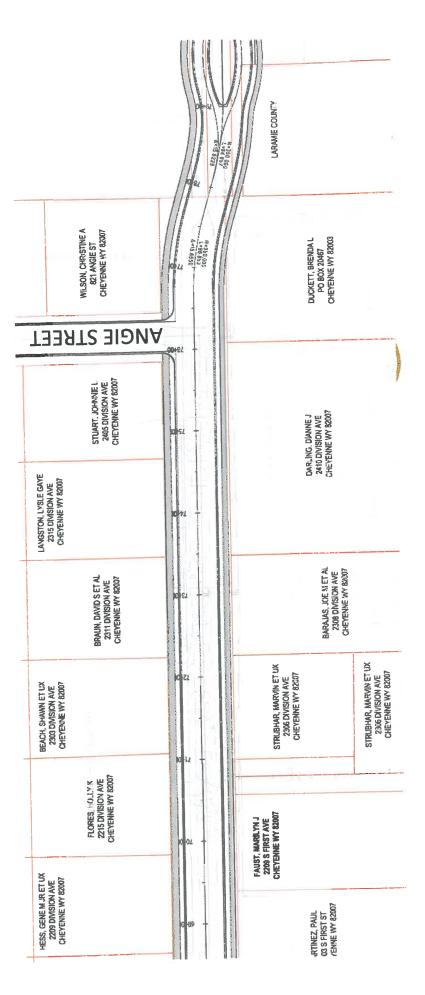




ALIGNMENT OPTIONS

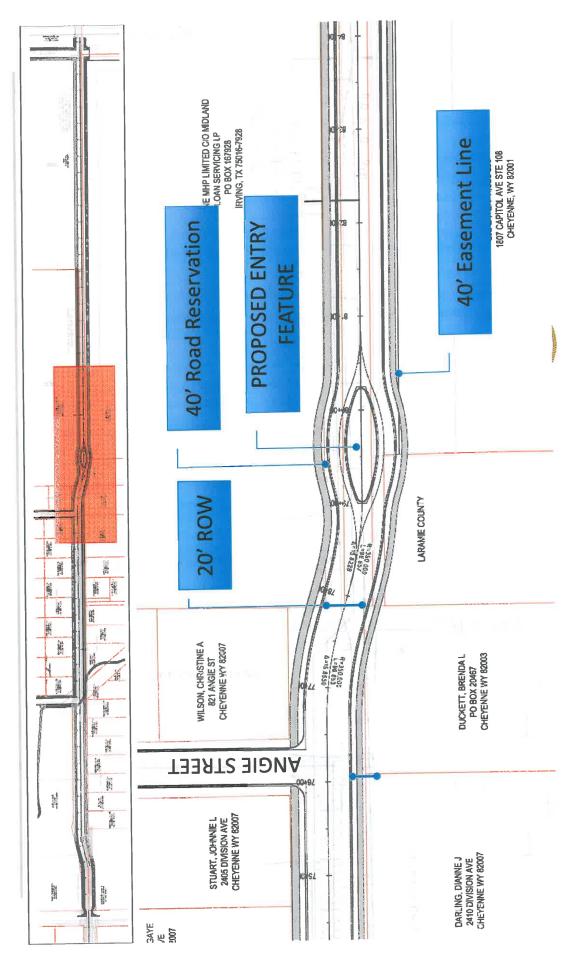






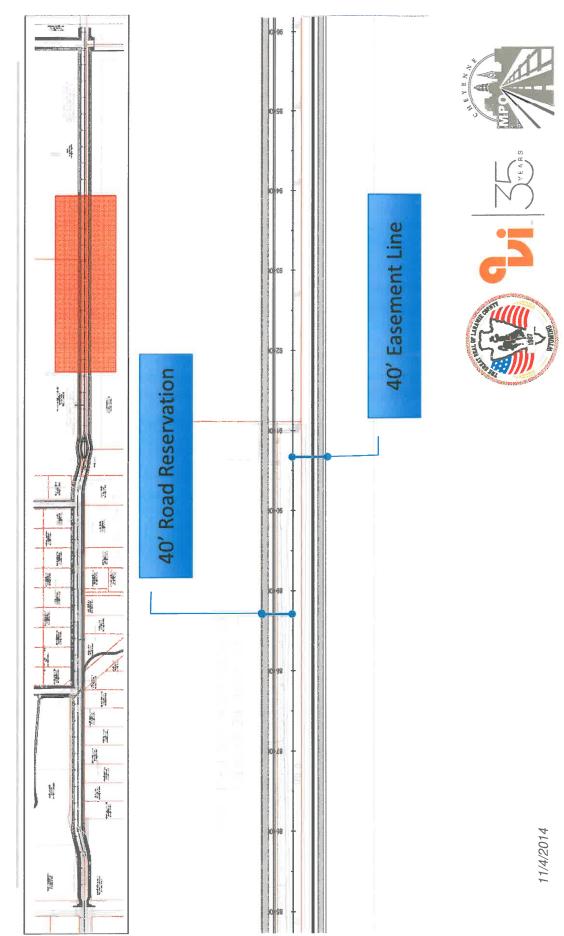
ALIGNMENT OPTIONS





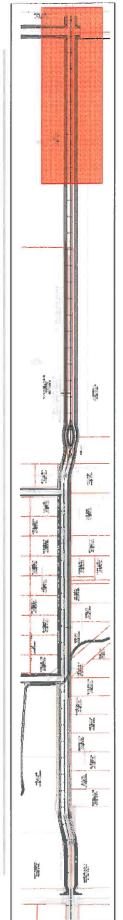
ALIGNMENT OPTIONS

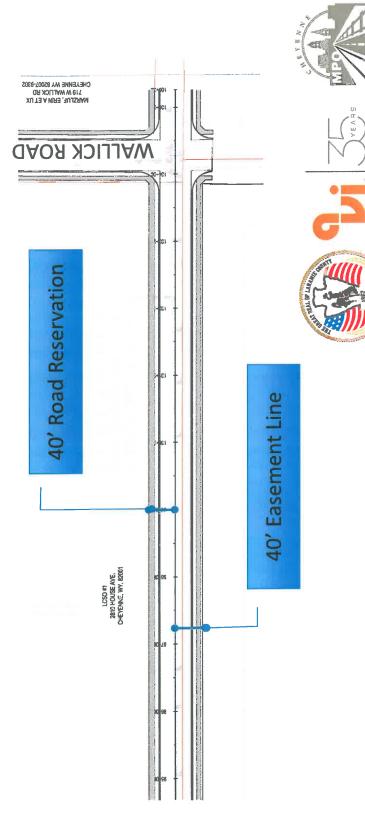




ALIGNMENT OPTIONS







WHAT IS NEXT?



Milestone	Anticipated Date
Steering Committee Meeting No. 3	December, 2014
One-on-one Meeting Follow-up	December, 2014
Public Meeting No. 2	January, 2015
Draft Corridor Plan and 35% Plans submitted to MPO	March, 2015
Steering Committee Meeting No. 4	April, 2015
Presentation to Governing Body	May, 2015





		City of Cheyenne		Laramie	Laramie County	
Description	Collector A (w/o parking)	Collector B (w/o parking)	Collector C (w/ parking)	Collector (w/o center turn lane)	Collector (w/ center turn lane)	2011 AASHTO
Number of Lanes (Width)	2(12')	2 (12')	2 (11')	2 (12′)	2(11')	2(10'-12')
Design Speed	Spe	35 mph Speed Limit 30 – 35 mph	oh	Speed Li	Speed Limit 30-35	30 mph
Design Vehicle		B-40		•	j	
Parking	none	none	Shared w/ bike lane	none	none	7' – 8' Residential 8' -11' C/I
Roadway Width (BC-BC)	36,	48′	44′	36′	44′	
Sidewalk/ Pedestrian Area	,9	,9	5,	7,	6,	
Parkway/ Tree Lawn	,⊗	ò	òs	,9	5,	
Bike Lane/ shoulder	6,	6′	11′ joint parking/ bike lane	6,	5,	ADT <400 2' ADT<1,500 5' ADT<2,000 6' ADT>2,000 8'
Daily Traffic Volume (VPD)	2,000 – 7,000	6,000 – 10,000	5,000-7,500		3,500 – 5,000	Over 2,000
				and the same		

DIVISION AVENUE PRELIMINARY DESIGN PLAN -Steering Committee #3 Wednesday 1/28/2015 @ 2:00 p.m. LIST OF ATTENDEES •



NAME	COMPANY	EMAIL	CELL
KANDY GRISSBACH	WYBOT	randy giesbach@wyorgov	
DENNIS BUKER	1630#1	DUKERDE LAPAMIR 1. ORG	
Nathus Bray Itims	C:47	Abeu Lim & cheyens city, 82	
Bandar Commercialin	4,0	becommarator @ il	
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2-35/9-13 Division Ave Asserting 1100 Dis Trum Lang-Safe (0), Chawana, WV 82009 blone: 307 837 8017	82009 phone: 307.637.6017		AVIPROTUA AVIPROTUA A

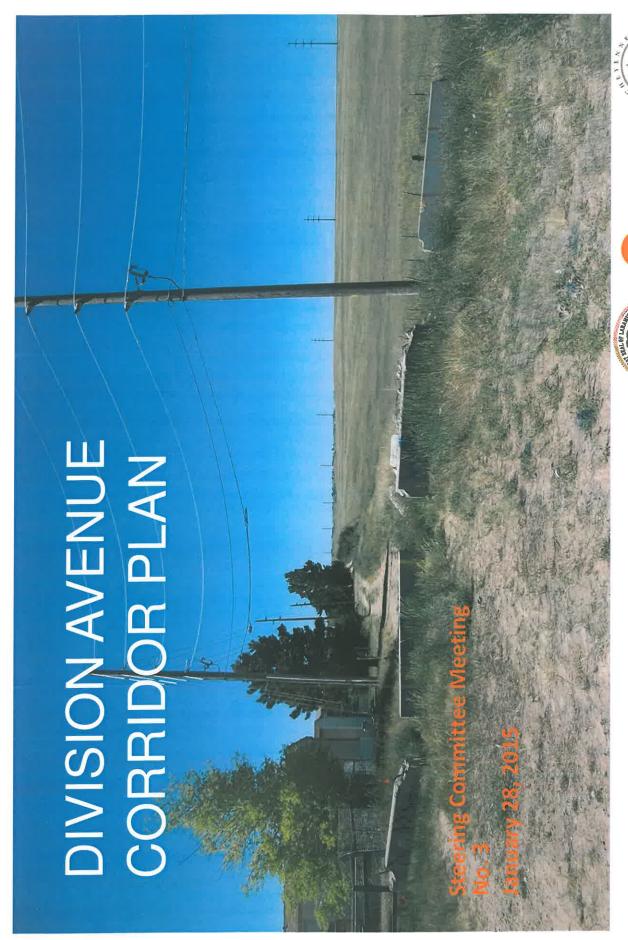
DIVISION AVENUE PRELIMINARY DESIGN PLAN -Steering Committee #3

Wednesday 1/28/2015 @ 2:00 p.m.

LIST OF ATTENDEES •



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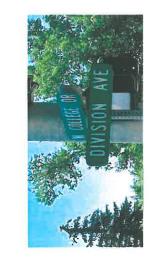








AGENDA



- UPDATED TRAFFIC EXHIBITS
- RECOMMENDED TYPICAL SECTIONS
- GREENWAY CROSSING ALTERNATIVES
- ROADWAY PLANIMETRIC LAYOUT (DIVISION AVE AND WALLICK ROAD)
- Opportunities and Constraints
- NEIGHBORHOOD ENTRY FEATURE CONCEPTS
- PUBLIC MEETING AGENDA AND FORMAT?
- WHAT'S NEXT?
- ACTION ITEMS









EXISTING TRAFFIC





FEHR & PEERS

1/28/2015

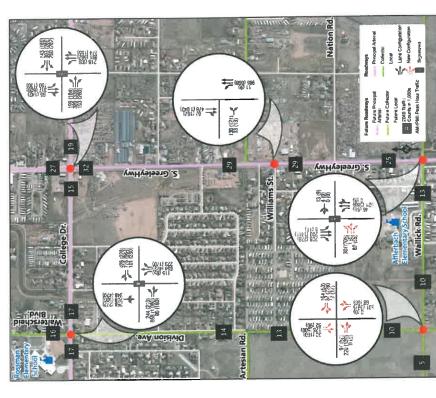






-UTURE TRAFFIC





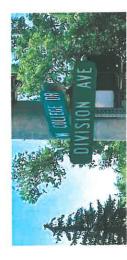
FEHR & PEERS





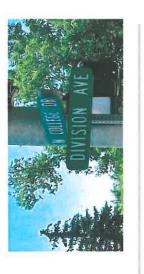


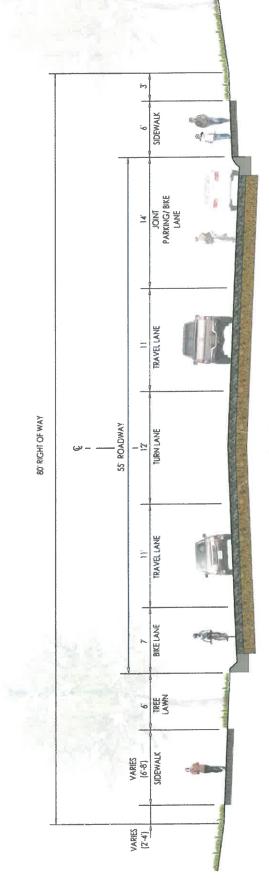
REVISED TYPICAL SECTIONS





WALLICK ROAD





WALLICK ROAD (DIVISION AVE. TO SOUTH GREELEY)



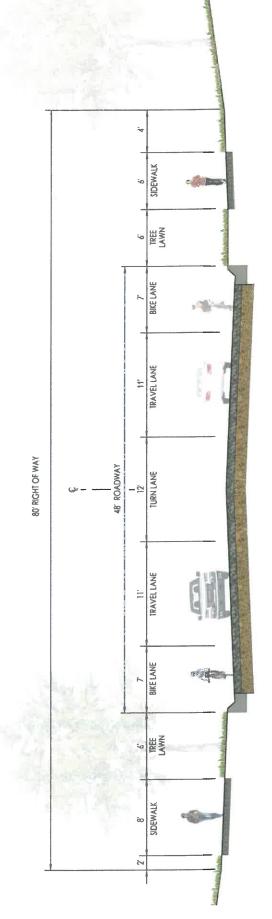






DIVISION AVENUE SOUTH OF ANGIE STREET





(WALLICK ROAD TO NEIGHBORHOOD ENTRY)





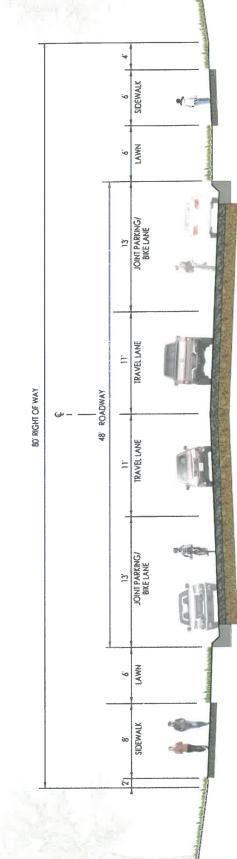




1/28/2015

DIVISION AVENUE NORTH OF ANGIE STREET





DIVISION AVENUE (NEIGHBORHOOD ENTRY TO WEST COLLEGE DRIVE)



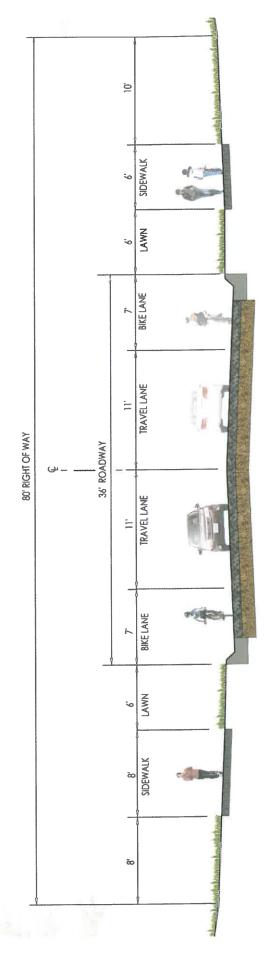






NORTH OF ANGIE STREET ALT. **DIVISION AVENUE**





DIVISION AVENUE (NEIGHBORHOOD ENTRY TO WEST COLLEGE DRIVE - ALTERNATE)





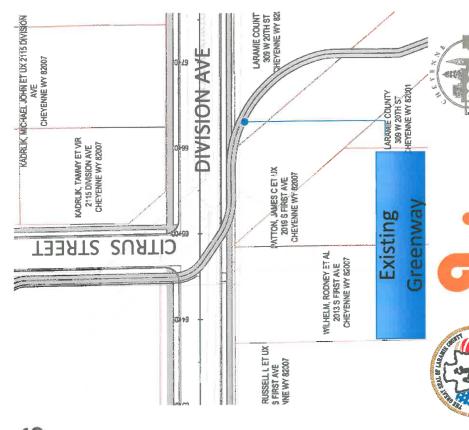




1/28/2015

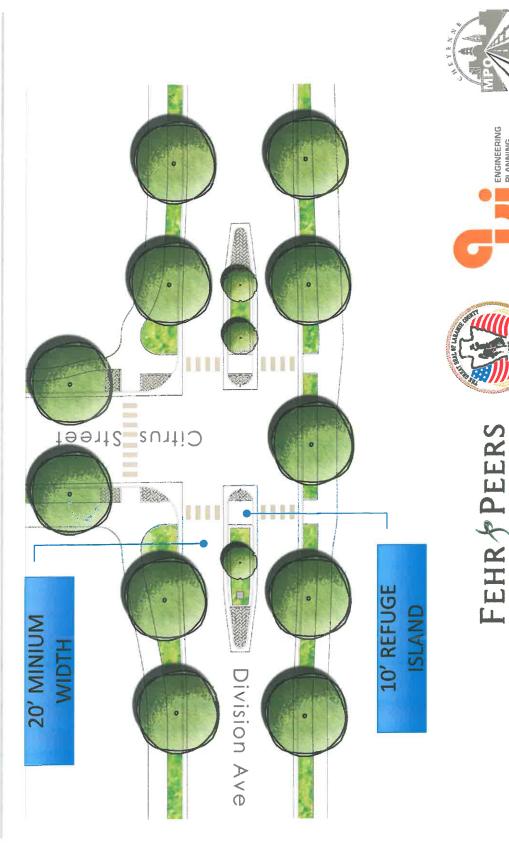
OPTIONS AT CITRUS STREET GREENWAY CROSSING

- **CROSSING LAYOUT GOALS** Minimize crossing width
- Increase visibility
- Increase awareness
- Convenient and logical
- Preserve existing path where practical
- -ower traffic speed Traffic Calming)
- Create a Gateway



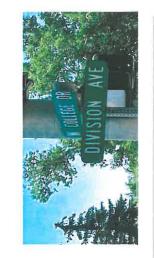
GREENWAY CROSSING OPTION REFUGE MEDIAN

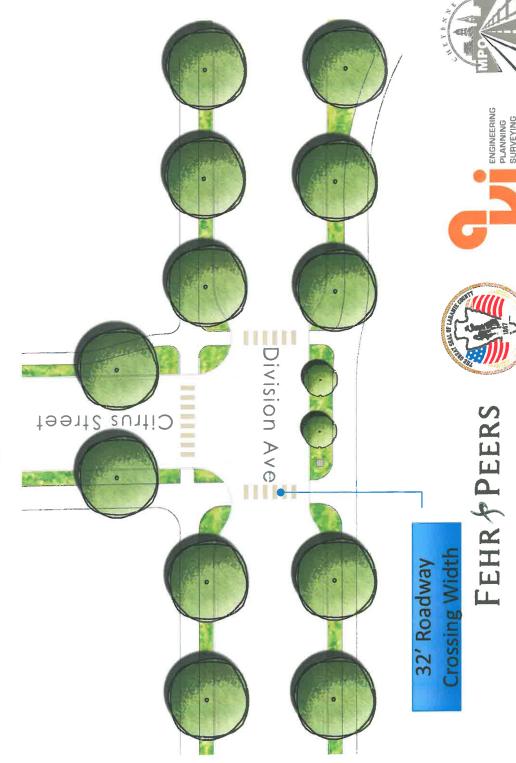




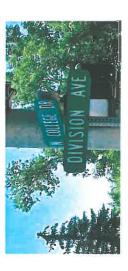
GREENWAY CROSSING OPTION CURB EXTENSIONS

1/28/2015





WITHOUT CENTER MEDIAN PEDESTRIAN CROSSING



XWalk+ Tool

The Fehr & Peers crosswalk treatment identification tool considers potential improvements to accommodate pedestrians at midblock locations. The tool combines academic research on crosswalk treatment effectiveness with national best practices and has been peer-reviewed.

Key inputs include:

• speed limit • crossing distance • number of lanes

• pedestrian volume • presence of bicyclists • on-street parking

• roadway volume • presence of transit • expected motorist

compliance

XWalk+ Recommended Crossing Treatments on Division Avenue:





1/28/2015







PEDESTRIAN CROSSING WITH CENTER MEDIAN



XWalk+ Tool

The Fehr & Peers crosswalk treatment identification tool considers potential improvements to accommodate pedestrians at midblock locations. The tool combines academic research on crosswalk treatment effectiveness with national best practices and has been peer-reviewed.

Key inputs include:

• speed limit

• crossing distance

• number of lanes

• pedestrian volume

• presence of bicyclists

• con-street parking

• roadway volume

• presence of transit

compliance

XWalk+ Recommended Crossing Treatments on Division Avenue: HAWK Signal <23 pedestrians/ hour ≥ 23 pedestrians/ hour endations for both Division Avenue

FEHR & PEERS

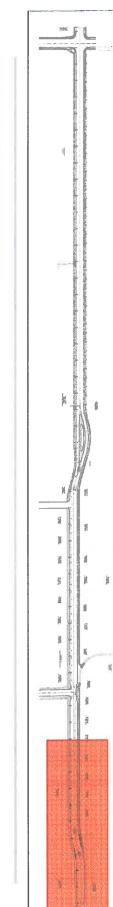


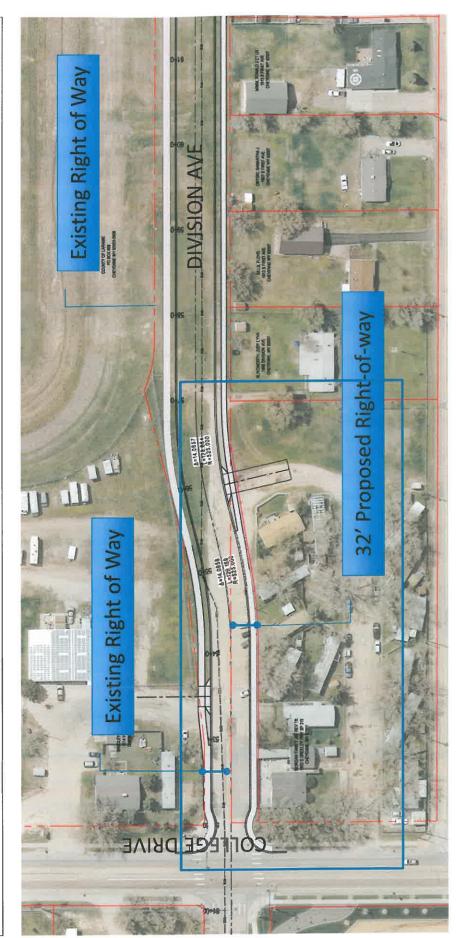




DIVISION AVENUE

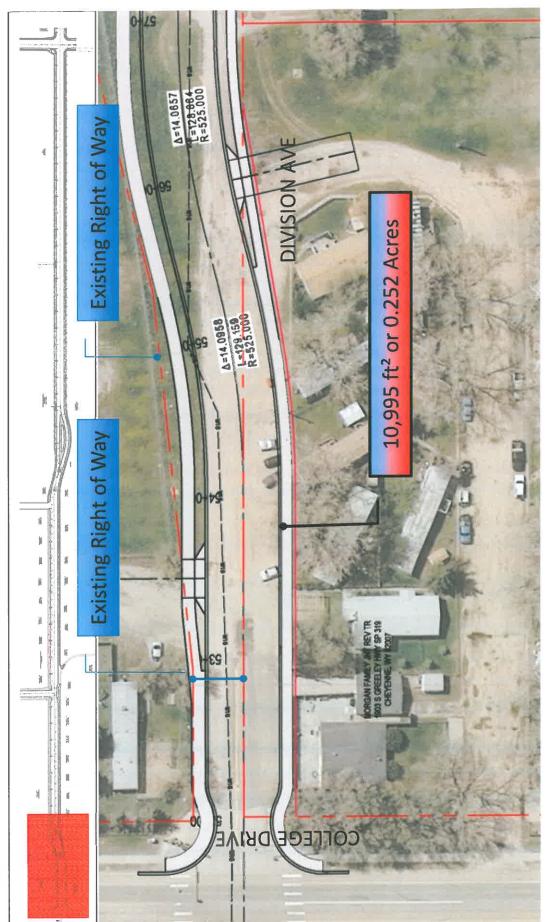






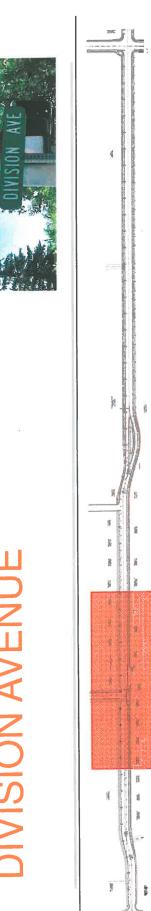
DIVISION AVENUE

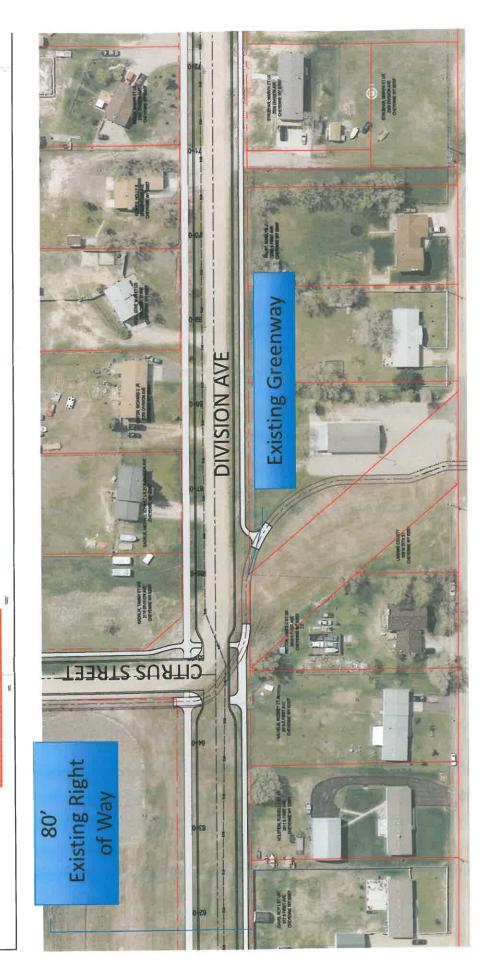




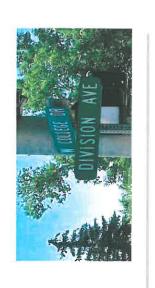
DIVISION AVENUE

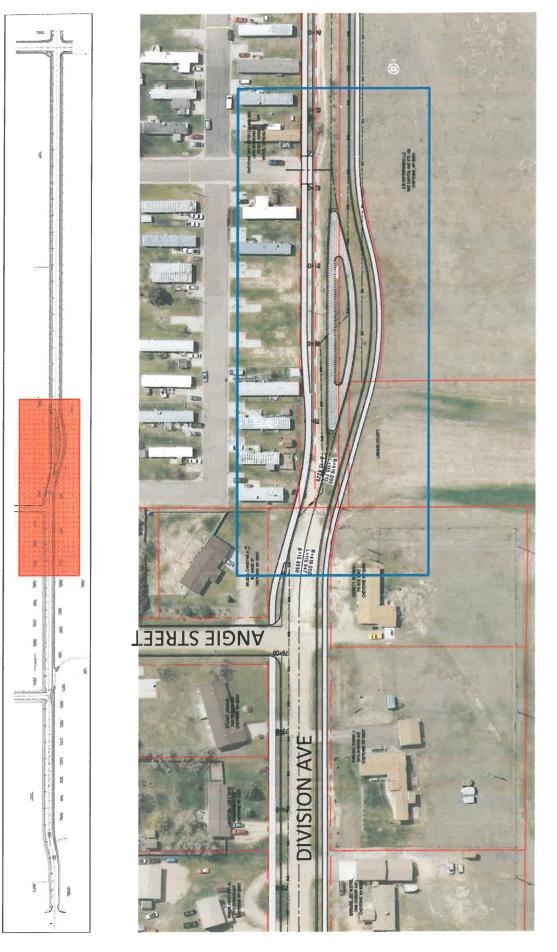




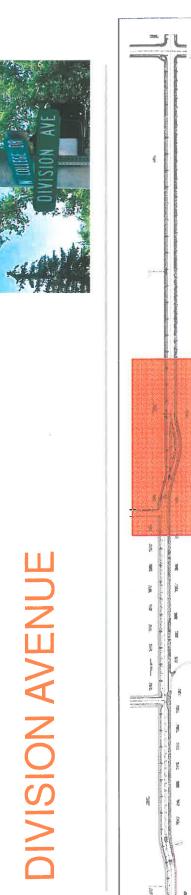


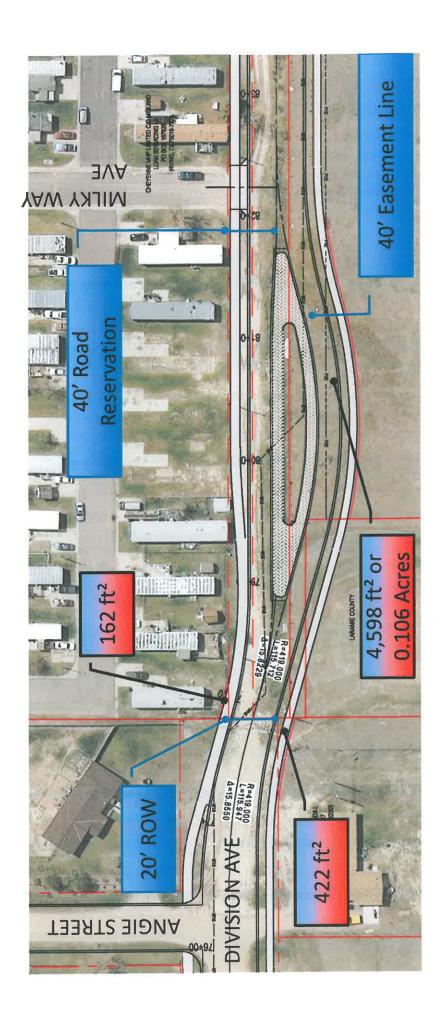
DIVISION AVNEUE



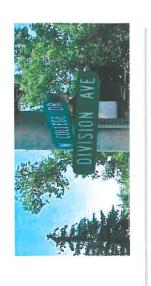


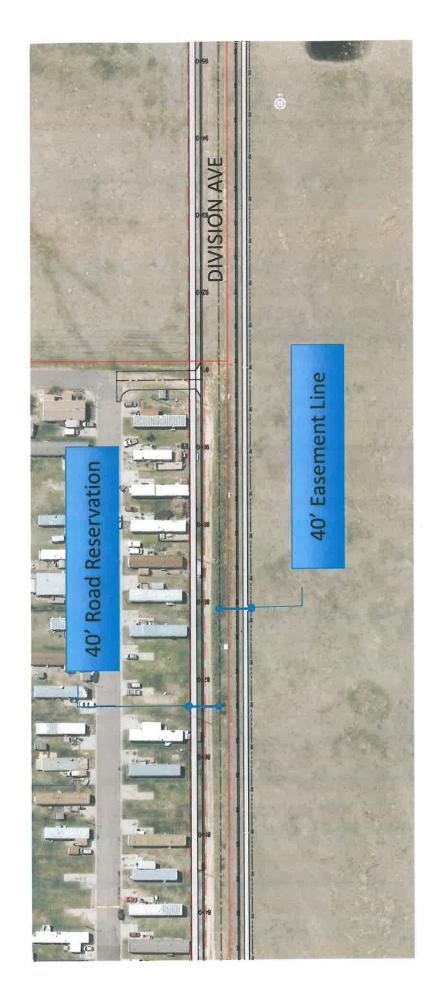




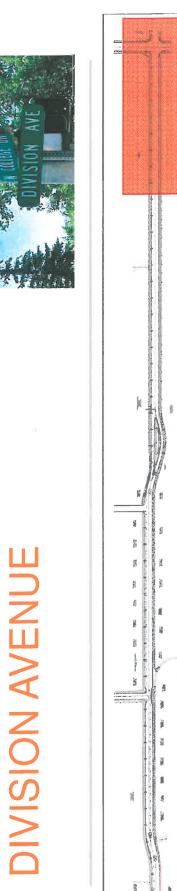


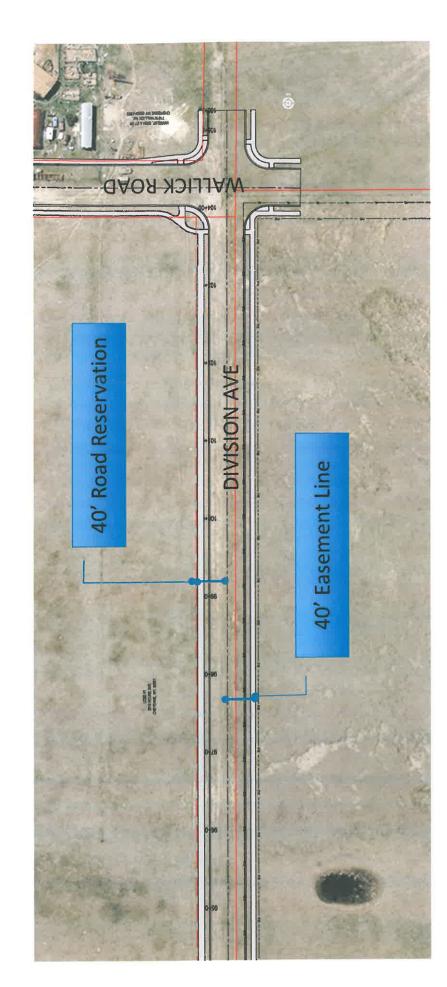
DIVISION AVENUE



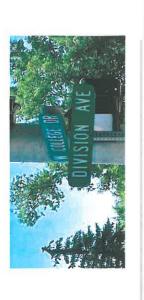








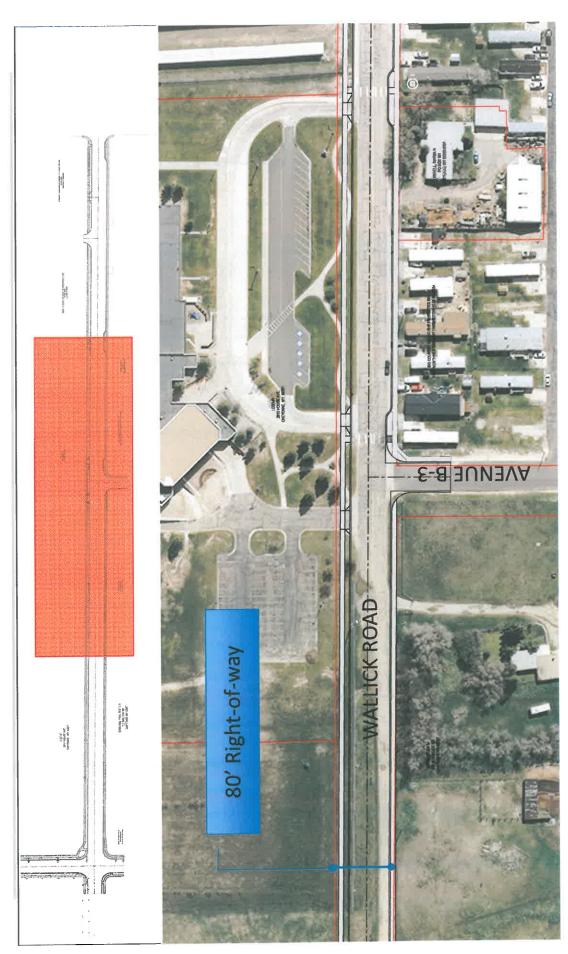
WALLICK ROAD



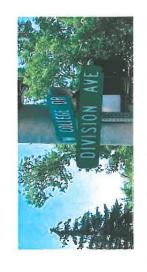


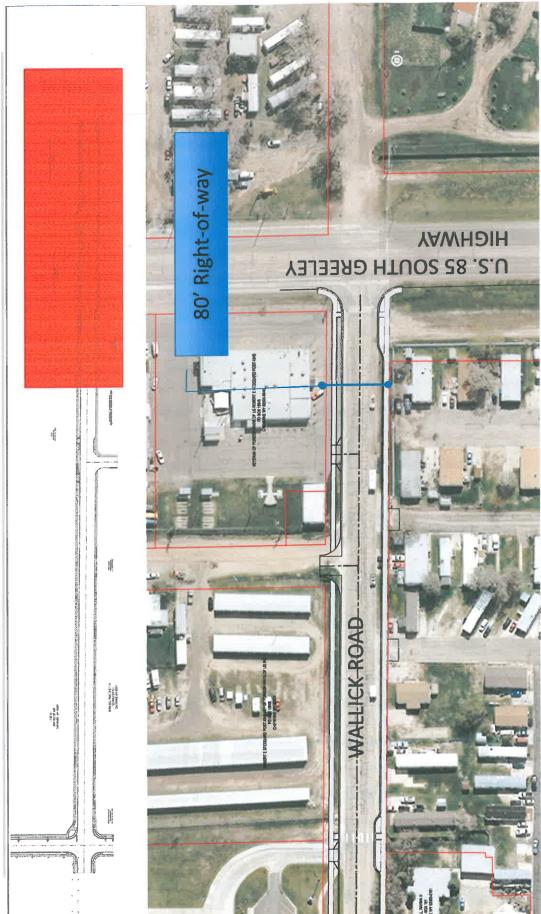
WALLICK ROAD





ALIGNMENT OPTIONS





NEIGHBORHOOD ENTRY FEATURE CONCEPT



PRIMARY GOALS OF THE NEIGHBORHOOD:

- neighborhood Preserve
- Safety
- Keep lower traffic speeds
- Keep Lower traffic volume.

SOLUTION:

- Create a gateway feature
- to promote slower speeds without inhibiting function Utilize alignment
 - Deter large scale vehicles by perception 0







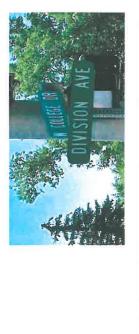




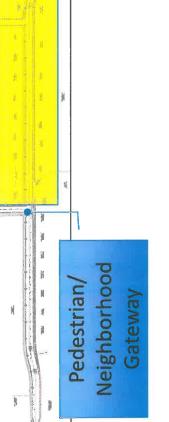
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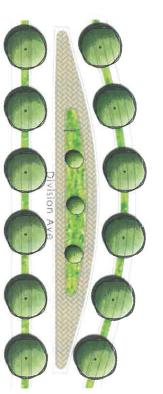


NEIGHBORHOOD ENTRY FEATURE CONCEPT



Neighborhood

Vehicle









FEHR & PEERS



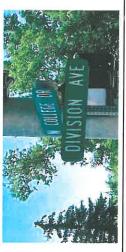




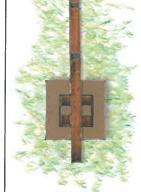
NEIGHBORHOOD ENTRY FEATURE CONCEPTS

































PUBLIC MEETING FORMAT

FORMAT:

- Presentation
- What we heard?
- Why Division?
- Workshop Area
- Traffic Table
- Pedestrian Crossing
- Proposed Plan and Profile Layout
- Comment Area









WHAT IS NEXT?



Anticipated Date	January 28, 2015	February 2-6, 2015	February 26, 2015?	March 17, 2015	April, 2015	May, 2015
Milestone	Steering Committee Meeting No. 3	One-on-one Meeting Follow-up(s)	Public Meeting No. 2	Draft Corridor Plan and 35% Plans submitted to MPO	TAC, CAC	Presentation to Governing Body











ACTION ITEMS:

PUBLIC MEETING FORMAT

- AVI setup and meet w/ neighborhood
- Contact South Cheyenne Community Development Association
- Confirm public meeting date
- Advertisement
- Post Cards
- News Paper
- Message Boards
- Design Team Updates
- Other









DIVISION AVE. AND WALLICK ROAD ONE ON ONE MEETING Thursday June 26, 2014 (5:00 p.m. to 6:00 p.m.)

LIST OF ATTENDEES

MARUIN STRUBHERE 2306-	ADDRESS	E-MAIL	PHONE
	2306 Division Ave Oregenia.	petroland rappo, com	632.9733
	24/8 Division Ave Cheyenne	linda lo 777 a hotmail. com	634-59S3
Schoule & Mouty Street 2005	ares Billsion Aux Cheyconne.	MA	631-7073
DHAWNE DARLING (KEITH) 2410	2410 Division the Cheyenne Cy	STARLE 187 CHEX 53 @ (ENTURY LINK MET 637-7655	NET 637-7655
Gradalype Baraja 2308	Division Are "	becayasstidio @ bresnaninkt	281-0286
	d.		

H:\3549 Division\Corres\Meetinas\Open House #1\Sian In Sheet Meetina#1 [

DIVISION AVE. AND WALLICK ROAD ONE ON ONE MEETING Thursday August 21, 2014 (5:30 p.m. to 6:30 p.m.)

LIST OF ATTENDEES

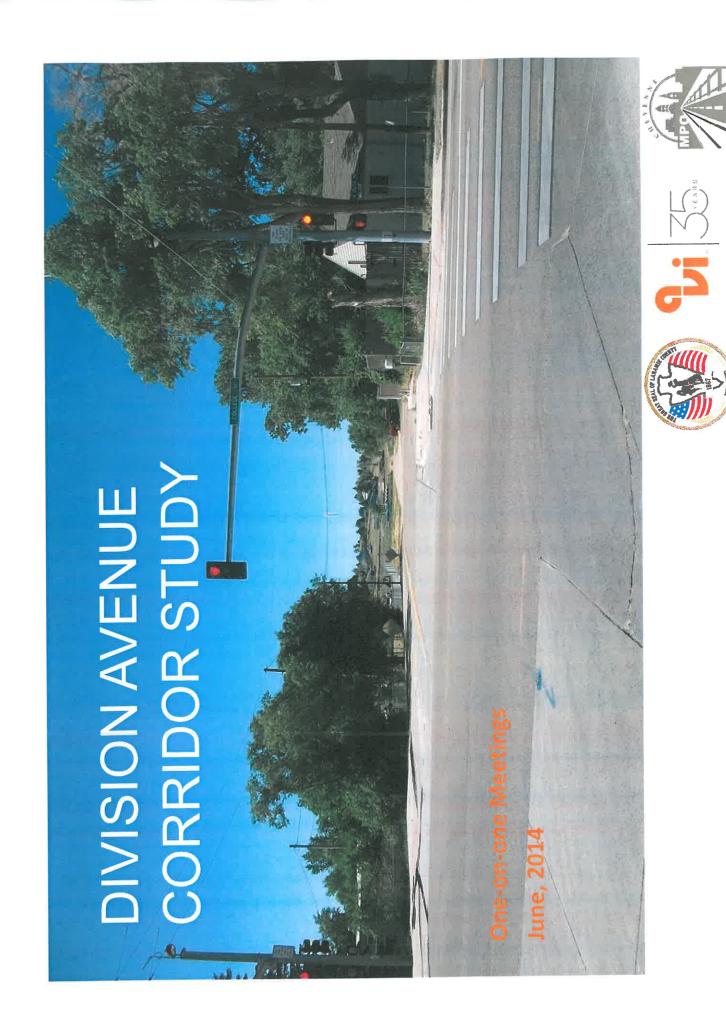
PHONE	3024228334					
E-MAIL	Second Second Second					
ADDRESS	Sol Angie St Chayenne Wy					
NAME	Gerry + Christy Yoffa					

DIVISION AVE. AND WALLICK ROAD ONE ON ONE MEETING Thursday August 27, 2014 (11:00 a.m. to 12:30 p.m.)

LIST OF ATTENDEES

PHONE	307-286-2467					
E-MAIL	al. langs ton Owyo.gas 307-286-2467					
ADDRESS	2315-DW5127 Are					
NAME	Allex Flongson					

H13549 Division|Comes|Meetinas|One-On-One Meetinas|Meetina#3 201408271Sion In Steat Meetina D



AGENDA



- WHAT WE HEARD?
- **BACKGROUND (WHY PLAN)?** •
- WHY DIVISION AVENUE?
- PURPOSE AND GOALS OF THIS PROJECT 0
- WHERE DO WE GO FROM HERE? .







WHAT WE HEARD?



- Do nothing roadway is acceptable or not necessary
- Concerned with increasing traffic, speed, noise
- Don't make Division a Highway
- Don't destroy a quiet rural neighborhood
- We don't want traffic in our front yards





WHAT WE HEARD?



- How will this roadway make it safer? More hazardous for residents due to increased traffic and mobile home park
- Don't take my property
- Find an alternate route add traffic signals where needed.
- Would like to access to Plum from Division
- Truly believe that this is change that has been needed for awhile





BACKGROUND



WHY PLAN?

- Help guide future development
- essential services, and change while being sensitive to Purpose to find a balance between new development, current function, property owners, and maintenance.

WHAT IS TRANSPORTATION PLANNING?

- Cooperative process
- property owners, planners, engineers, public officials, etc. Developed from input from all stakeholders and users (i.e. business community, community groups, traveling public,





BACKGROUND



COMPONENTS OF A LONG RANGE TRANSPORTATION PLAN

- Evaluate existing conditions and infrastructure
- Where are the existing roads?
- Areas of traffic or congestion?
- Existing land use,
- Safety issues (i.e. crashes, etc.)
- Develop a projected future land use in the region
- Forecasting traffic based on the projected land use
- Identify major growth corridors and needs





5/21/2015

BACKGROUND

COMPONENTS/ CONSIDERATIONS OF A CORRIDOR STUDY

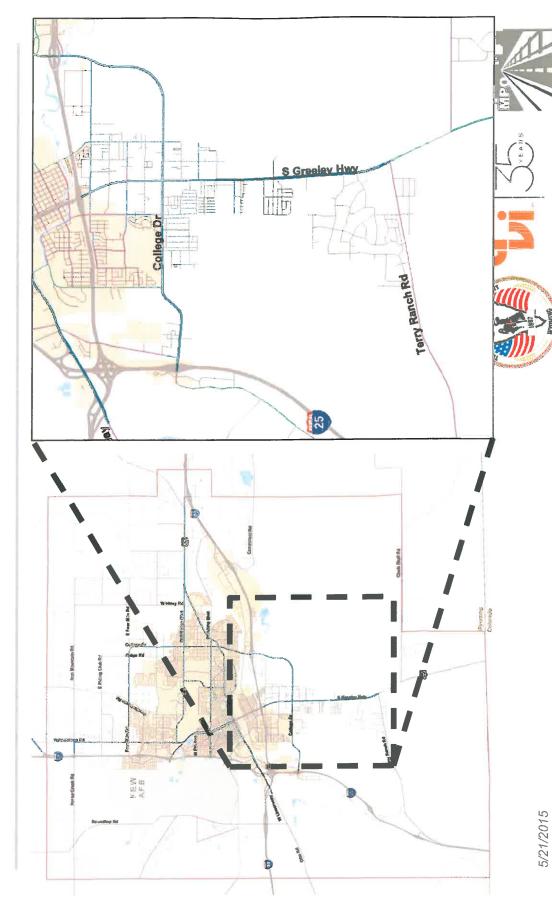
- Physical features (Topography, water ways, etc.)
- Visuai (Impacts to scenic views like mountains, etc.)
- Quality of life
- Land Use surrounding corridor
 - Economic Conditions
- Mobility and Access (How easily can people get where they want to go?)
- Provision of public services (Water, sewer, electrical, gas,
- Safety (Police, fire, rescue access)
- Will it require property purchase or is right-of-way available?





WHY DIVISION AVENUE?





WHY DIVISION AVENUE?



Area	1960-1970	1970-1980	1980-1990	1980-1990 1990-2000 2000-2010	2000-2010
Laramie	-6.3%	21.8%	6.5%	11.6%	12.4%
County					
Cheyenne	5.2%	14.6%	5.8%	%0.9	12.2%

2060 2050 Cheyenne Area - Projected Growth 2040 109,154 103,026 2030 91,147 2020 0 900'09 40,000 20,000 100,000 80,000 140,000 120,000

ECONOMY

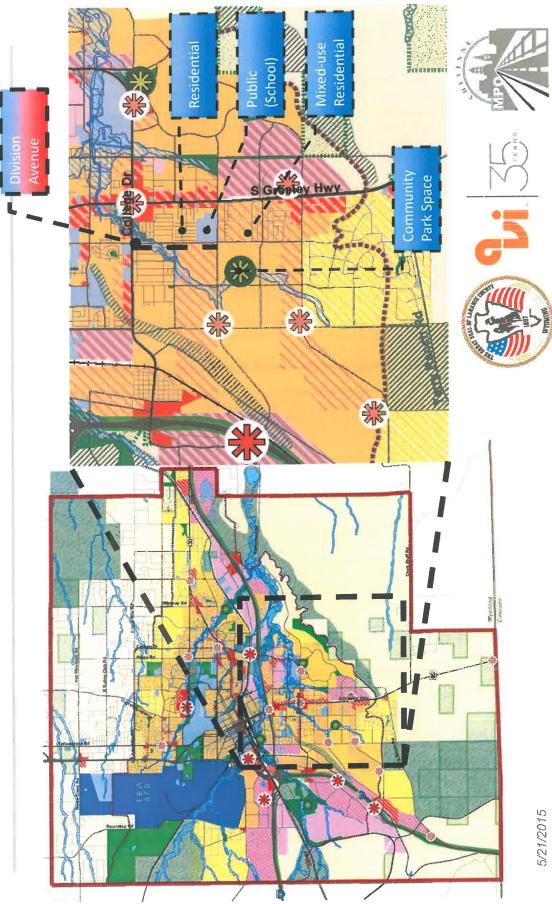
- Total employment is up 16% for the decade averaging 1% / year growth.
- Extent of oil play exploration will move into development/ production phase but, uncertain





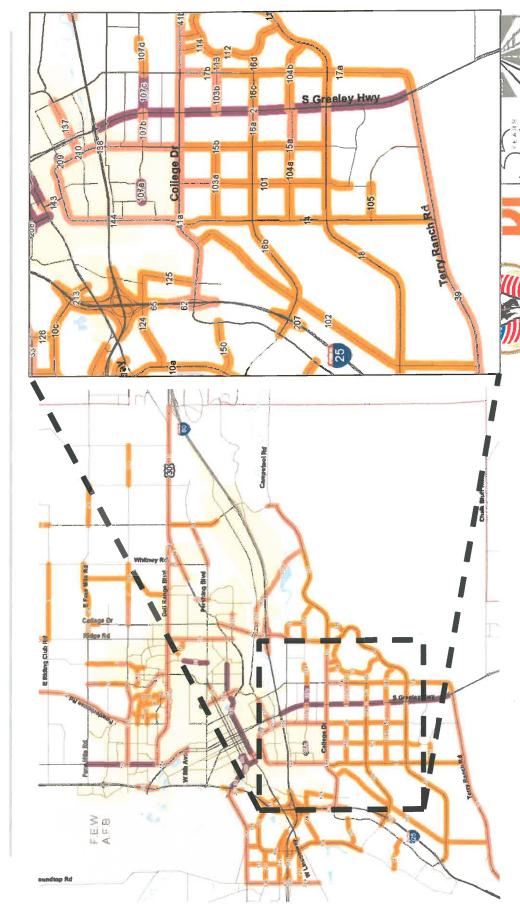
FUTURE LAND USE PLAN 2040





ROADWAY VISION PLAN 2040

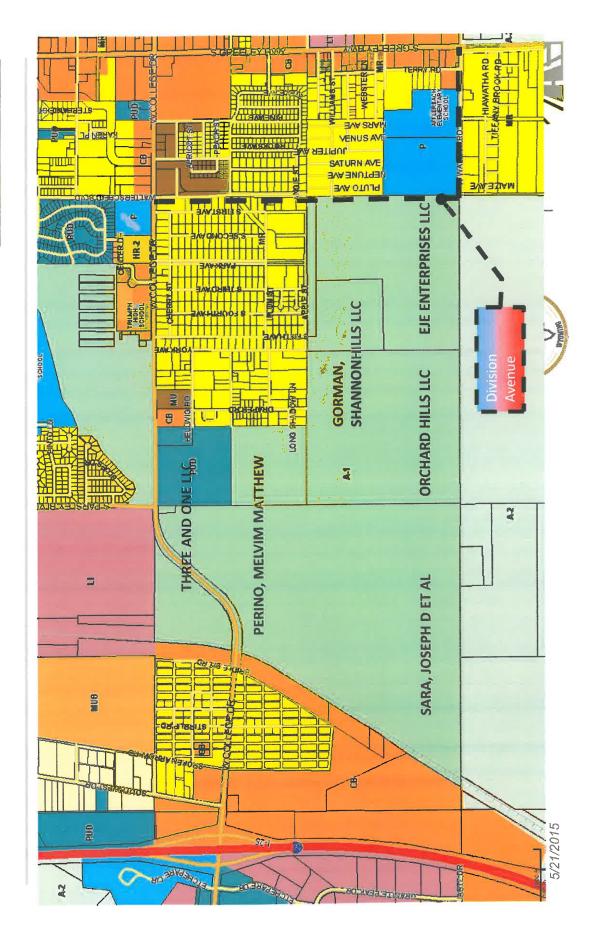




5/21/2015

LAND USE AND OWNERSHIP 2013





RIGHT THU



STREET CITRUS ANGIE GST TAJANU

2

11 (61)

* (80) M.EO. (0.00)

way (80') established within public right-of-Majority of corridor 1978. by Plat in

M "20-,10-,00S

BLOCK

12 1

BLOCK

ORCHARD

1319-98 NOO+001+03#E |319-98 |

2.2

OZTAJIM

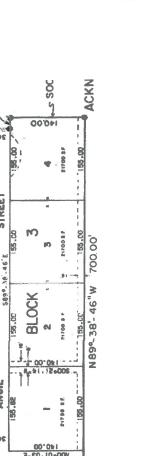
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DIAISION

150.00

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Other options currently on private property



\$ 0.071

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8

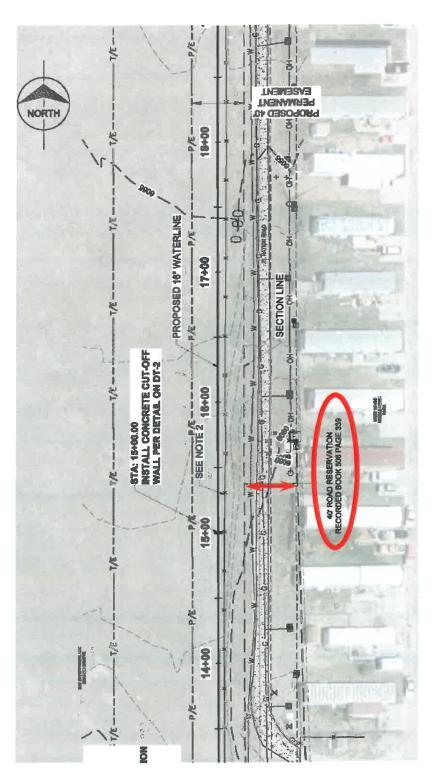
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AVAILABLE RIGHT-OF-WAY





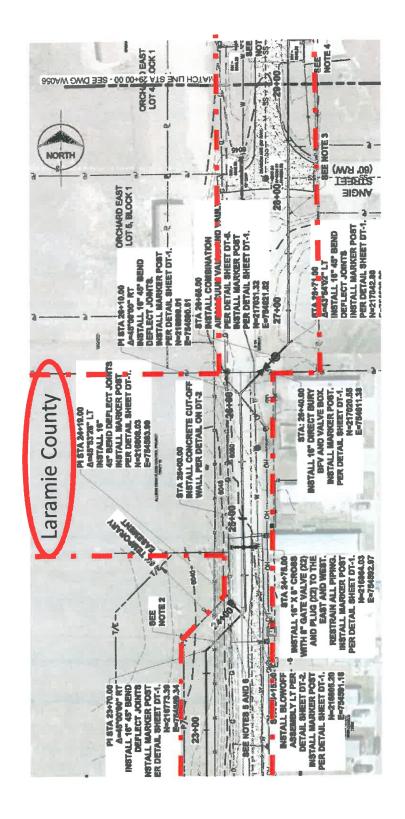




5/21/2015

AVAILABLE RIGHT-OF-WAY









PURPOSE AND GOALS



PURPOSE

Develop a plan which enhances circulation and access to homes and businesses in the southwest urban area of Laramie County/ Cheyenne

GOALS

- Create a realistic 35% design plan which is sensitive to current function and property owners
- Promotes safety
- · Minimizes long term maintenance,
 - Serves all transportation users
- Encourages economic development





WHERE DO WE GO FROM HERE?

SUMMARY OF NEIGHBORHOOD CONCERNS

-- Property "taking"

Preserve neighborhood

- Safety
- Traffic Speed
- Traffic Volume

PRIMARY GOALS OF NEIGHBORHOOD

- Preserve neighborhood
- Safety
- Keep lower traffic speeds
- Keep Lower traffic volume

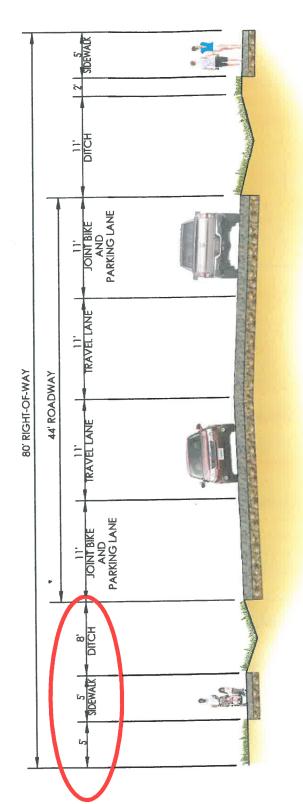




BRAINSTORM IDEAS



PROPOSED TYPICAL SECTION RURAL STREET WITH PARKING





5/21/2015



BRAINSTORM IDEAS



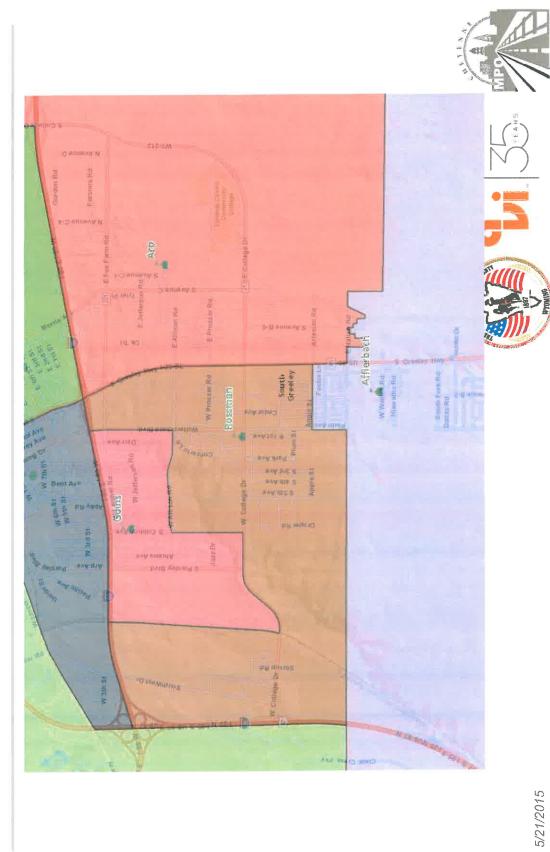






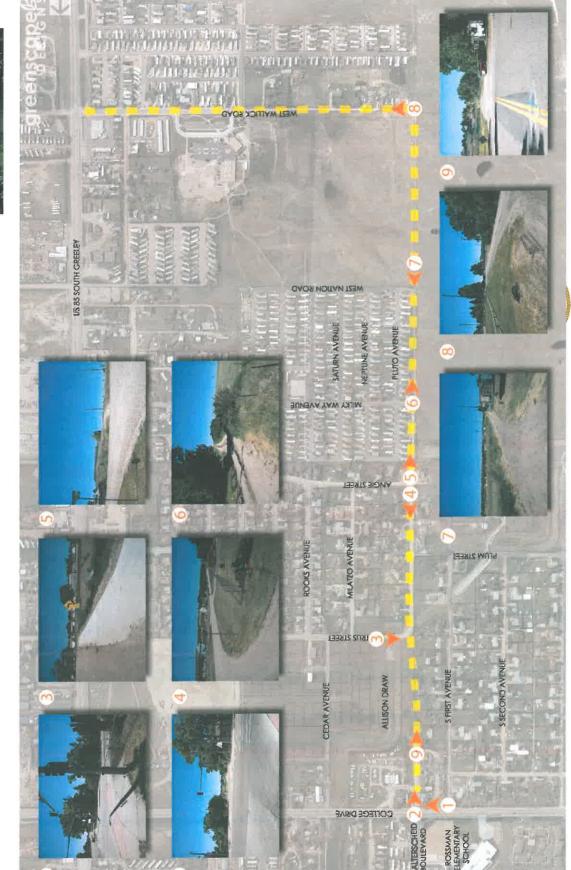
2014 ELEMENTARY SCHOOL BOUNDARY

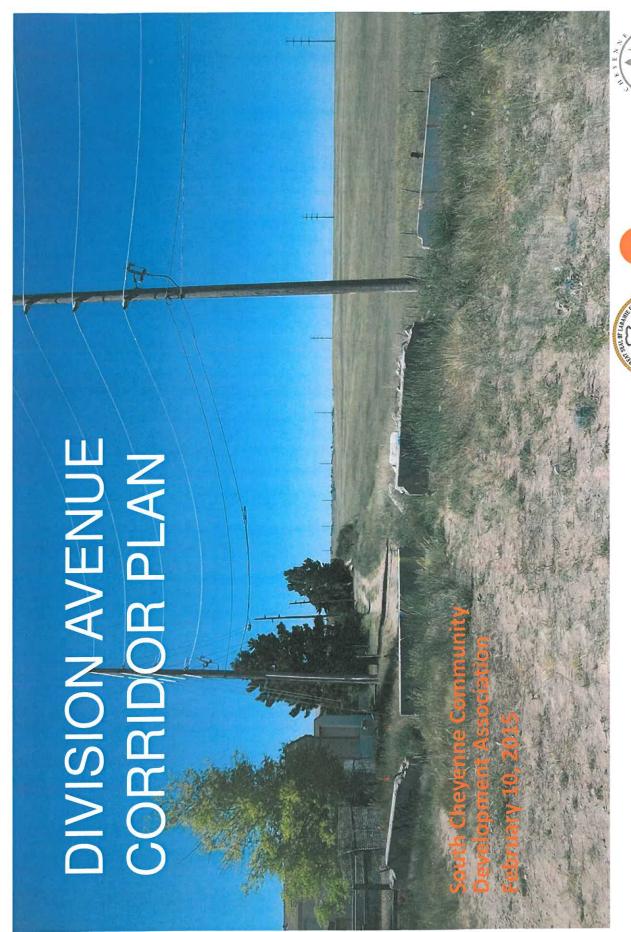




BRAINSTORM







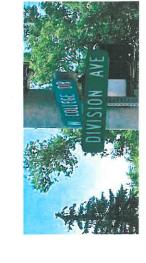








AGENDA



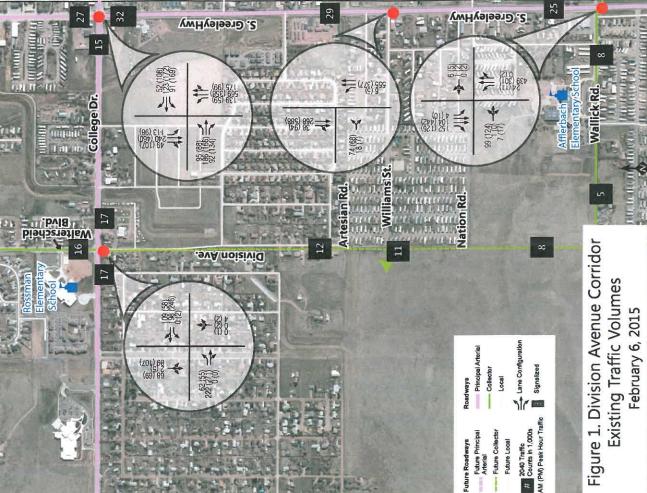
- · TRAFFIC
- RECOMMENDED TYPICAL SECTIONS
- CITRUS GREENWAY CROSSING ALTERNATIVES
- PRELIMINARY ROADWAY PLAN LAYOUT
- Opportunities and Constraints
- NEIGHBORHOOD ENTRY FEATURE CONCEPTS
- WHAT'S NEXT?





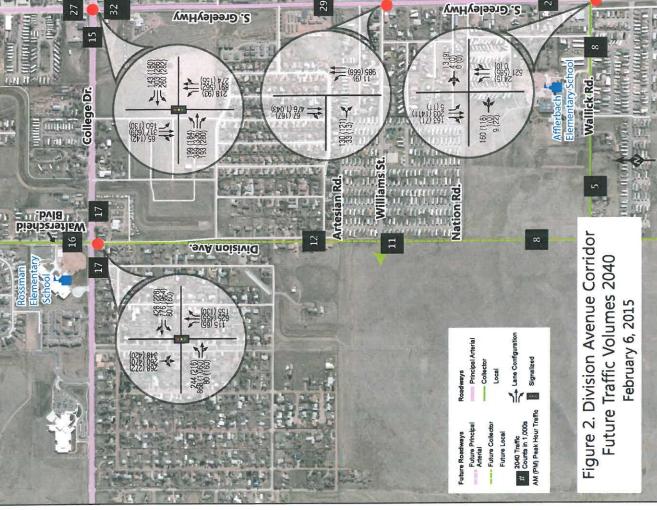






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2/10/2015



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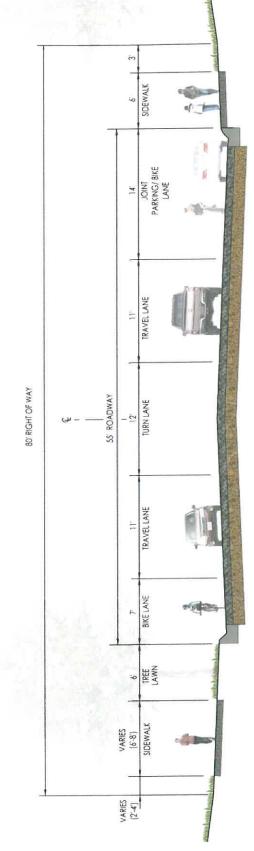
REVISED TYPICAL SECTIONS





WALLICK ROAD





WALLICK ROAD (DIVISION AVE, TO SOUTH GREELEY)



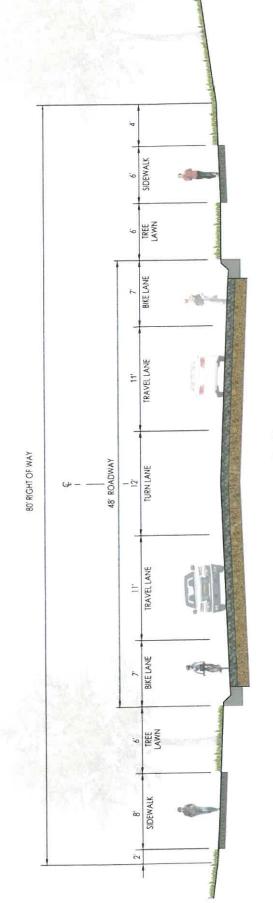






DIVISION AVENUE SOUTH OF ANGIE STREET





(WALLICK ROAD TO NEIGHBORHOOD ENTRY)





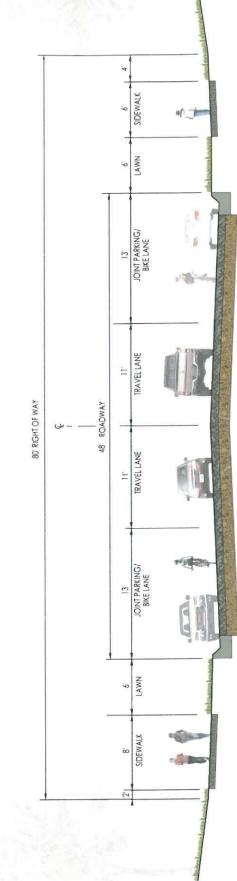




2/10/2015

DIVISION AVENUE NORTH OF ANGIE STREET





DIVISION AVENUE (NEIGHBORHOOD ENTRY TO WEST COLLEGE DRIVE)



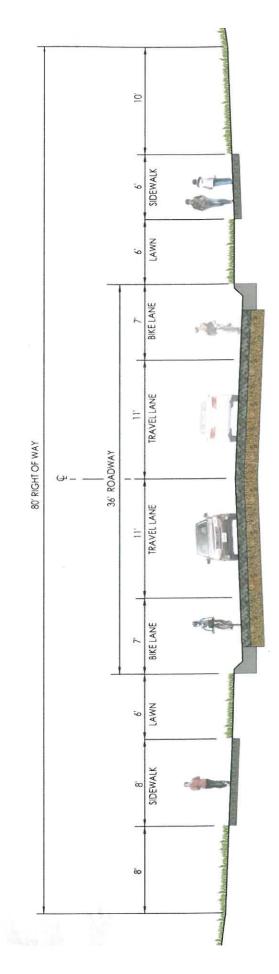






ALT. NORTH OF ANGIE STREET **DIVISION AVENUE**





DIVISION AVENUE (NEIGHBORHOOD ENTRY TO WEST COLLEGE DRIVE - ALTERNATE)







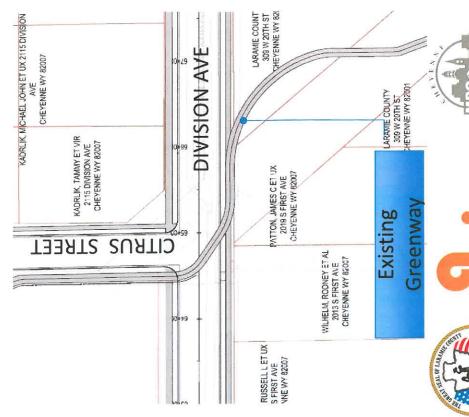


2/10/2015

OPTIONS AT CITRUS STREET GREENWAY CROSSING

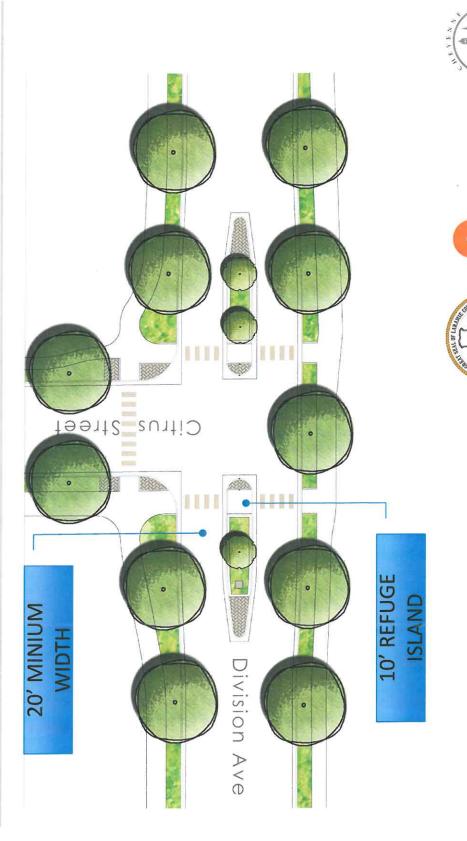


- CROSSING LAYOUT GOALS
- Minimize crossing width
- Increase visibility
- Increase awareness
- Convenient and logical
- Preserve existing path where practical
- Lower traffic speed (Traffic Calming)
 - Create a Gateway



GREENWAY CROSSING OPTION REFUGE MEDIAN



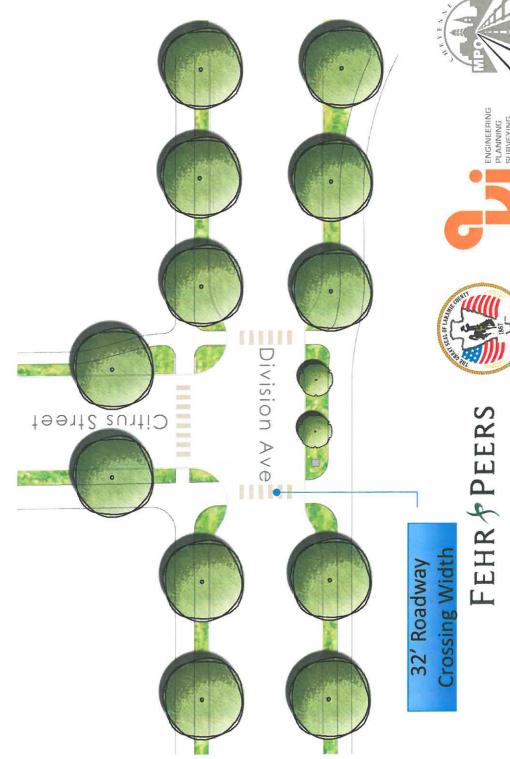


GREENWAY CROSSING OPTION CURB EXTENSIONS

FEHR & PEERS

2/10/2015





POSSIBLE

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Key inputs include:

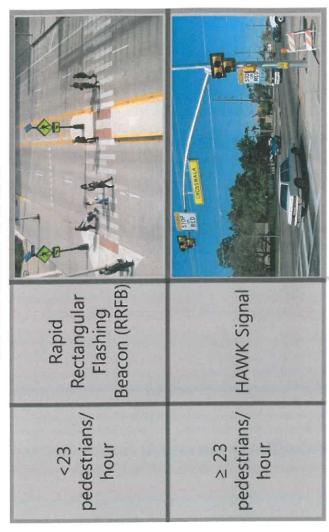
speed limit

pedestrian volume
 roadway volume

crossing distancepresence of bicyclistspresence of transit

number of laneson-street parkingexpected motoristcompliance

XWalk+ Recommended Crossing Treatments on Division Avenue:



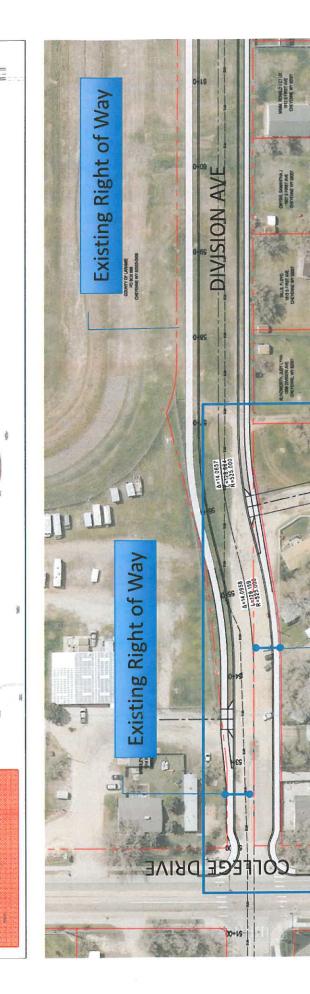
*Crossing recommendations for both of the proposed cross-sections on Division Avenue are the same

FEH

2/10/2015

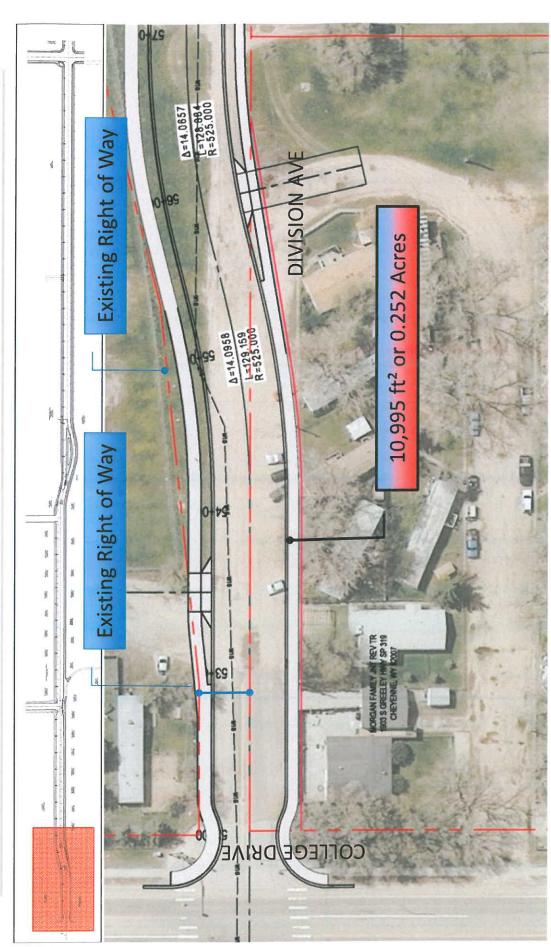
DIVISION AVENUE



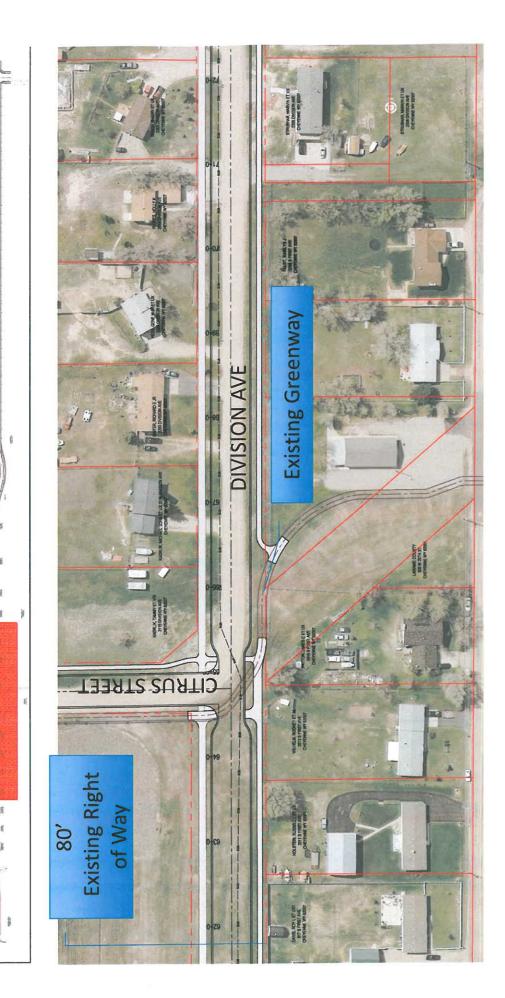


32' Proposed Right-of-way

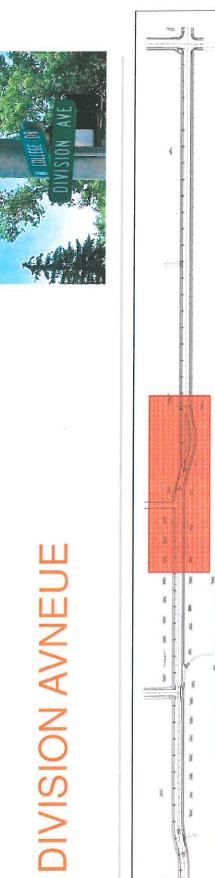


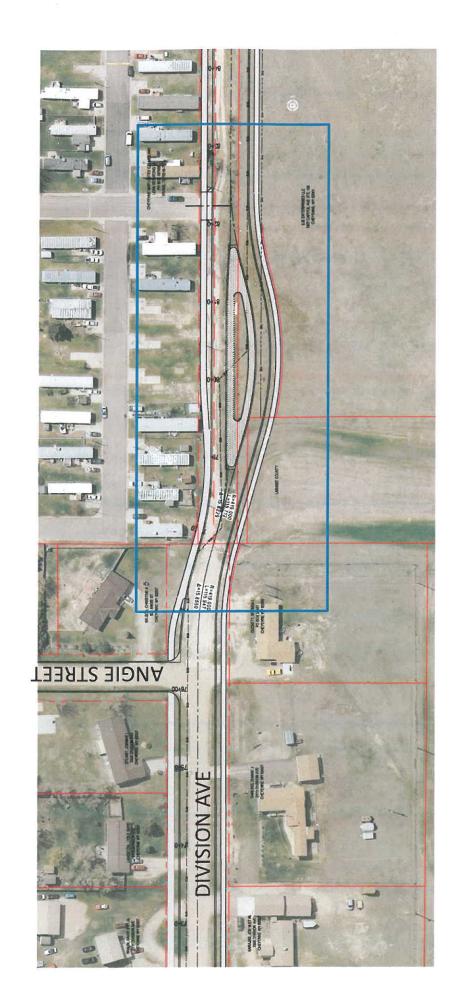




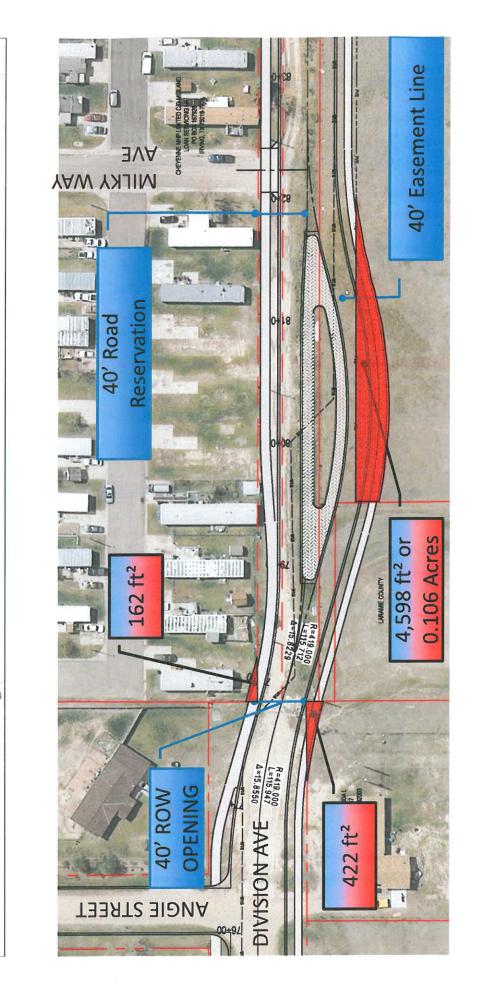




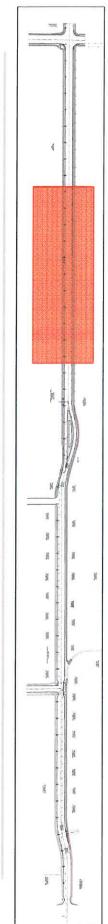


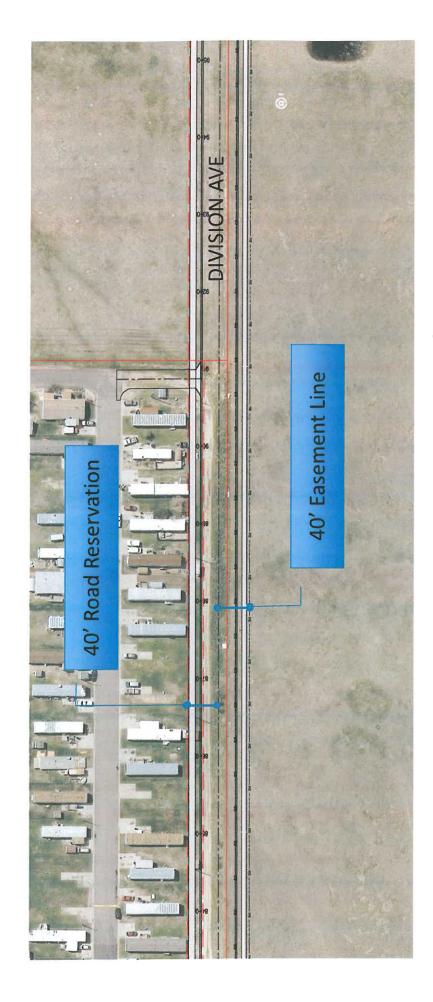




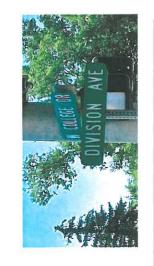








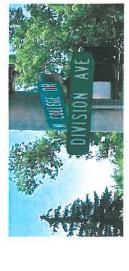
AGENDA

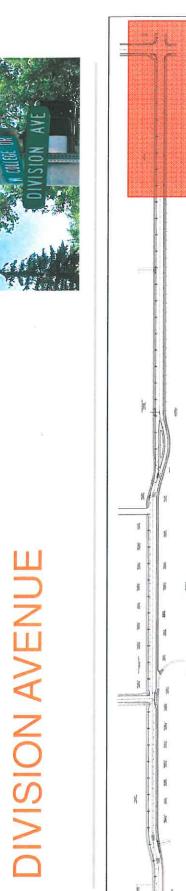


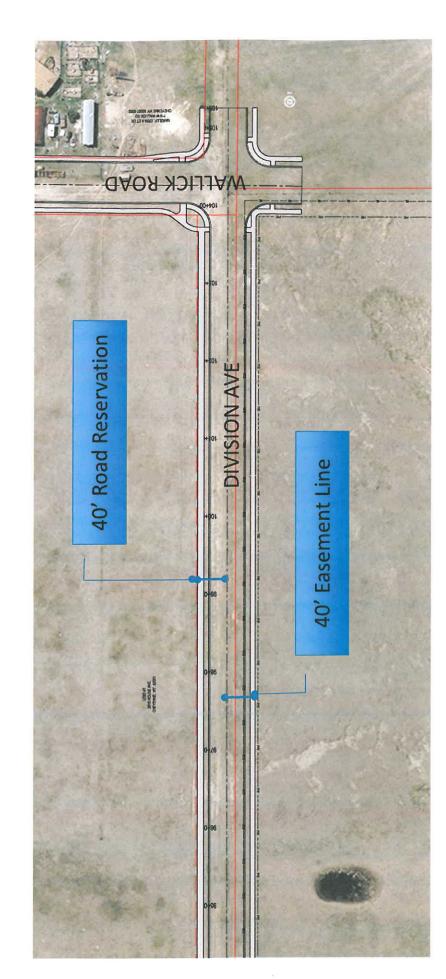
- · TRAFFIC
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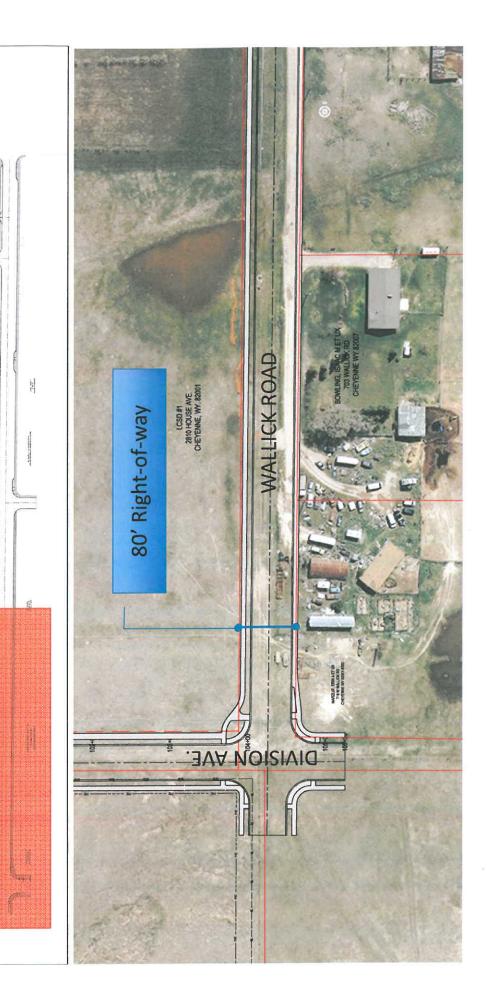






WALLICK ROAD





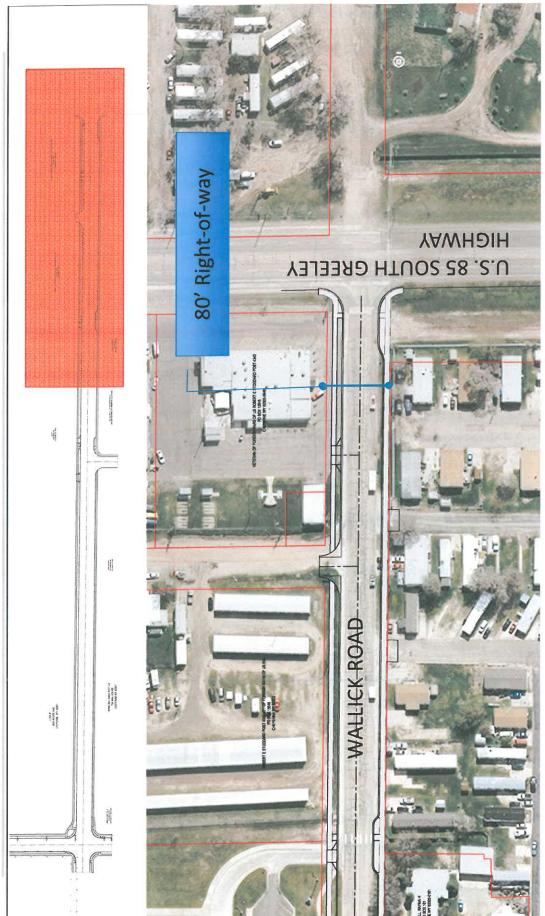
WALLICK ROAD



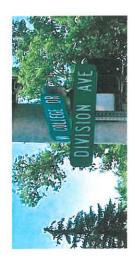


ALIGNMENT OPTIONS





NEIGHBORHOOD ENTRY FEATURE CONCEPT



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- Keep Lower traffic volume.

SOLUTION:

- Create a gateway feature
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 - Deter large scale vehicles by perception 6







FEHR & PEERS

2/10/2015

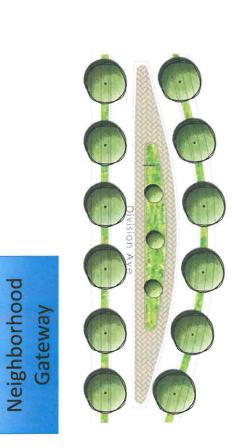






NEIGHBORHOOD ENTRY FEATURE CONCEP⁻





Neighborhood

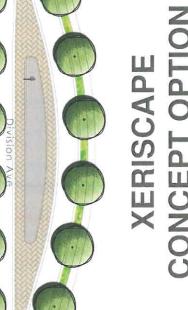
Vehicle

Pedestrian/



PLANTING CONCEPT

OPTION







FEHR & PEERS

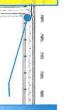






NEIGHBORHOOD ENTRY FEATURE CONCEPTS





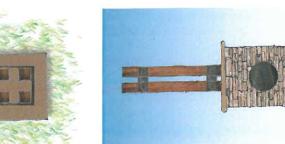






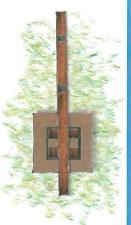




















2/10/2015











WHAT IS NEXT?



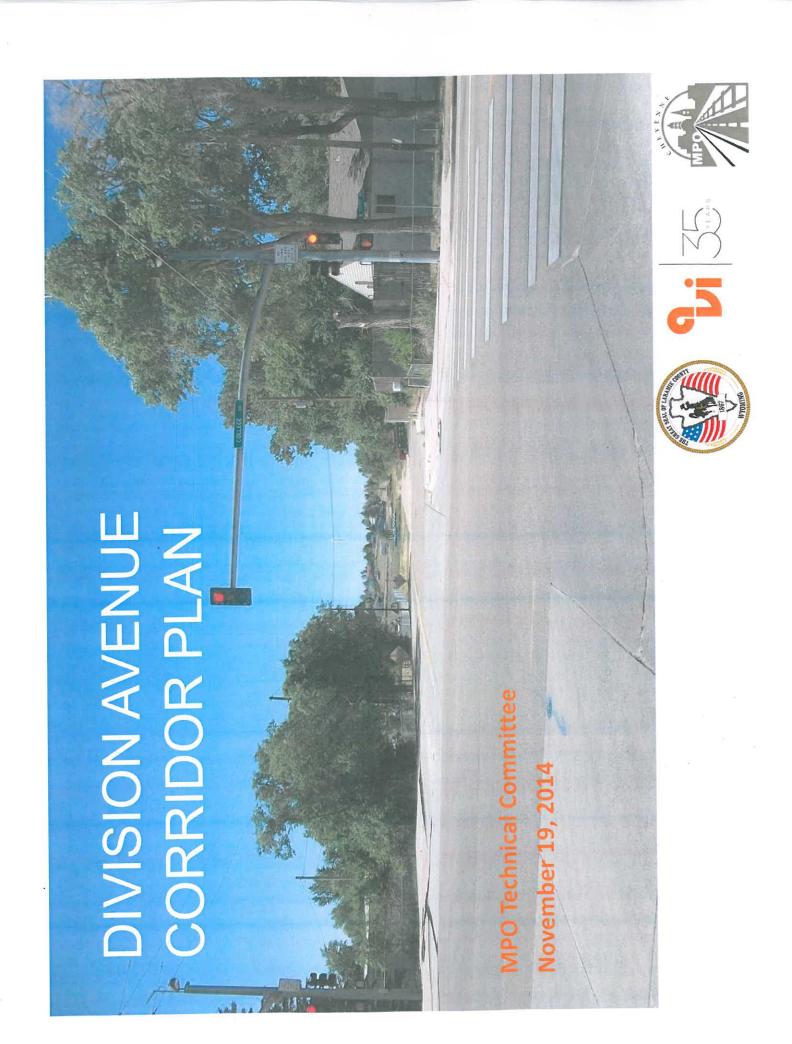
Milestone	Anticipated Date
Steering Committee Meeting No. 3	January 28, 2015
One-on-one Meeting Follow-up(s)	February 2-6, 2015
Public Meeting No. 2	March 5, 2015 (Rossman Elementary)
Draft Corridor Plan and 35% Plans submitted to MPO	March, 2015
TAC, CAC	May, 2015
Presentation to Governing Body	May, 2015











AGENDA



- STUDY AREA
- PURPOSE AND GOALS OF STUDY
- **ACTIVITIES TO DATE**
- OVERVIEW OF PUBLIC OUTREACH
- CONCEPTUAL DESIGN
- WHAT IS NEXT?





STUDY AREA



DIVISION AVENUE

- W. College Drive North
- W. Wallick Road South

WEST WALLICK ROAD

- Division Avenue
- South Greeley



PURPOSE AND GOALS



PURPOSE

Develop a plan which enhances circulation and access to homes and businesses in the southwest urban area of Laramie County/ Cheyenne

GOAL

- Create a realistic 35% design plan which is sensitive to current function and property owners
- Promotes safety
- · Minimizes long term maintenance,
- Serves all transportation users
- Encourages economic development





SUMMARY OF ACTIVITIES TO DATE



Milestone	Actual Date
Kick-off Meeting Initial Neighborhood Meetings	October 10 &11, 2013
Public Meeting No. 1	October 29, 2013
Steering Committee Meeting No. 1	December 5, 2013*
One-on-one Meetings with Division Avenue Land Owners	Summer 2014
Steering Committee Meeting No. 2	November 4, 2014

* Based on recommendation from Steering Committee executed a contract modification to add a series of "One-on-one" Meetings





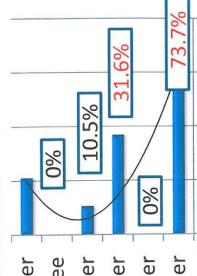
OVERVIEW OF PUBLIC

Renter Home Owner Other Property Owner Employee **Business Owner**



MEETING NO.

- 35 Attended
- 59% Comment Response Rate21.1% of all data came from (2) houses
 - Strong Opinions Expressed
- "Do nothing roadway is acceptable or not necessary."
- "Concerned with increasing traffic, speed, noise."
- "Don't make Division a Highway."
- "Don't destroy a quiet rural neighborhood."
- "We don't want traffic in our front yards."



80% %09 40% 20% %











PUBLIC OUTREACH **OVERVIEW OF**

CONDUCTED ONE-ON-ONE MEETINGS

- Why plan
- Why Division Avenue
- Amount of developable land in the area
- Projected growth in region
- Lack of roadway network in area
- Need for future network (Division is not the only future roadway!)
- Current available right-ofway

WHY DIVISION AVENUE?



ROADWAY VISION PLAN 2040









ONE-ON-ONE MEETING SUCCESS!

PRIMARY GOALS FOR THE NEIGHBORHOOD:

- Preserve neighborhood
- Keep lower traffic speeds Keep Lower traffic volume.

IDEAS CONVEYED BY THE GROUPS.

- Like the idea of an entry median feature in neighborhood to define area
- Complete side street paving and upgrades to Angie Street and Citrus Street with this project.

minimum bike lane(s)/ shoulder, no parking.

- Narrow roadway section: 2-11' travel lanes, Roadway Section Preference
- Prefer sidewalk as close to curb as possible

Prefer Curb and Gutter

MAIN CONCERNS

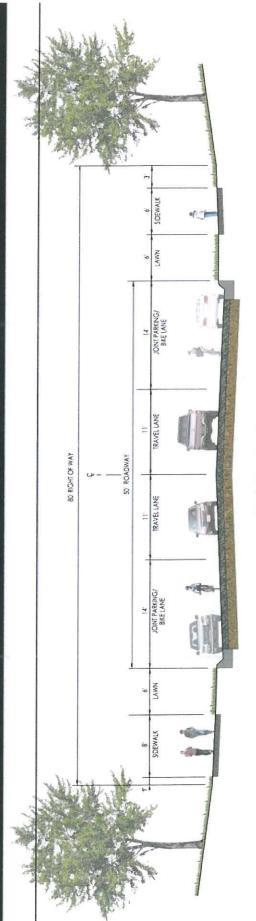
- Groups would like to be included in development of the design as it progresses.
 - Concerned with profile grade of street south of Angie
- Concerned about direct costs to owners for curb and gutter and sidewalk.
 Conveyed that no additional costs shall be imposed on the resident neighborhood besides normal taxes for the (i.e. sales tax and property tax).
 Full funding for the project has not been established.
 This is a plan to help secure funding.





CONCEPTUAL TYPICAL SECTION





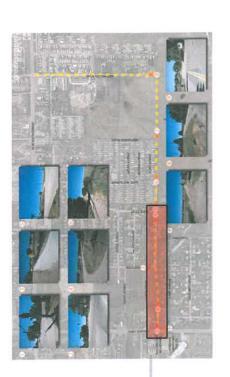
DIVISION AVENUE

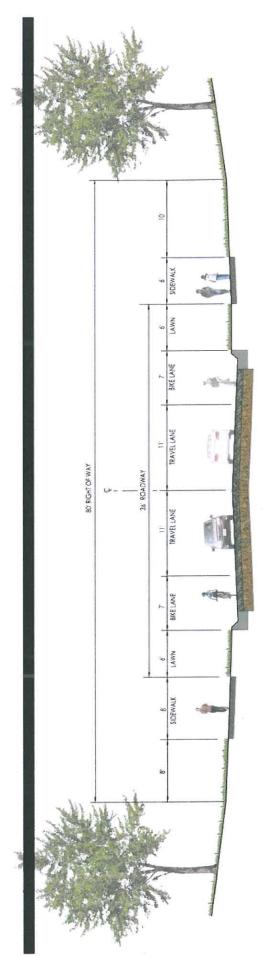




5/21/2015

CONCEPTUAL SECTION





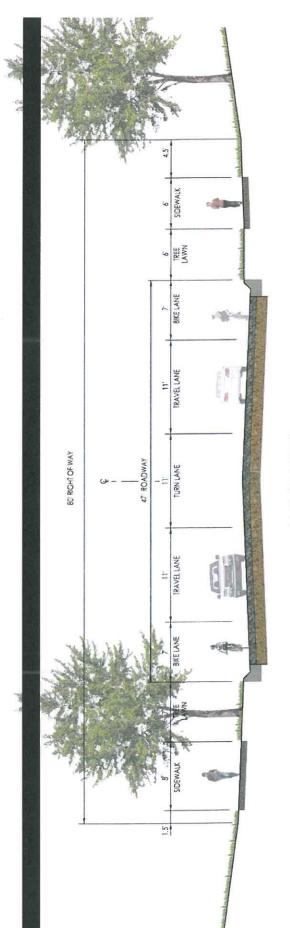
DIVISION AVENUE NEIGHBORHOOD ENTRY TO WEST COLLEGE DRIVE - ALTERNATE 2)





CONCEPTUAL TYPICAL SECTION





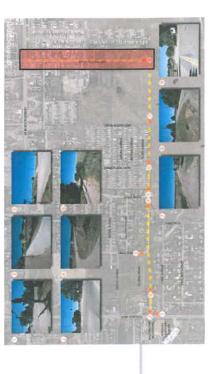
DIVISION AVENUE

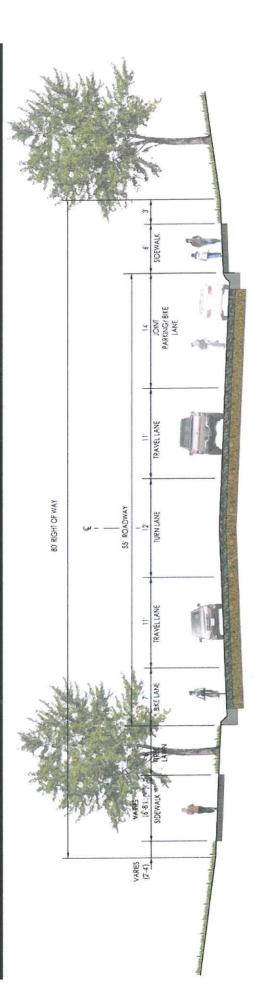




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CONCEPTUAL



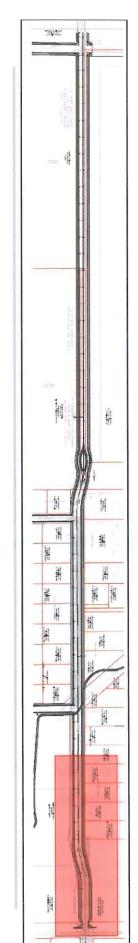


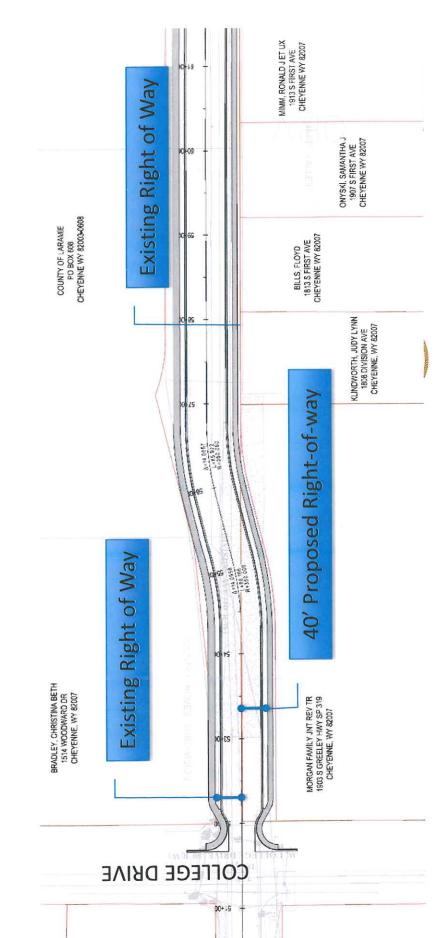




ALIGNMENT OPTIONS

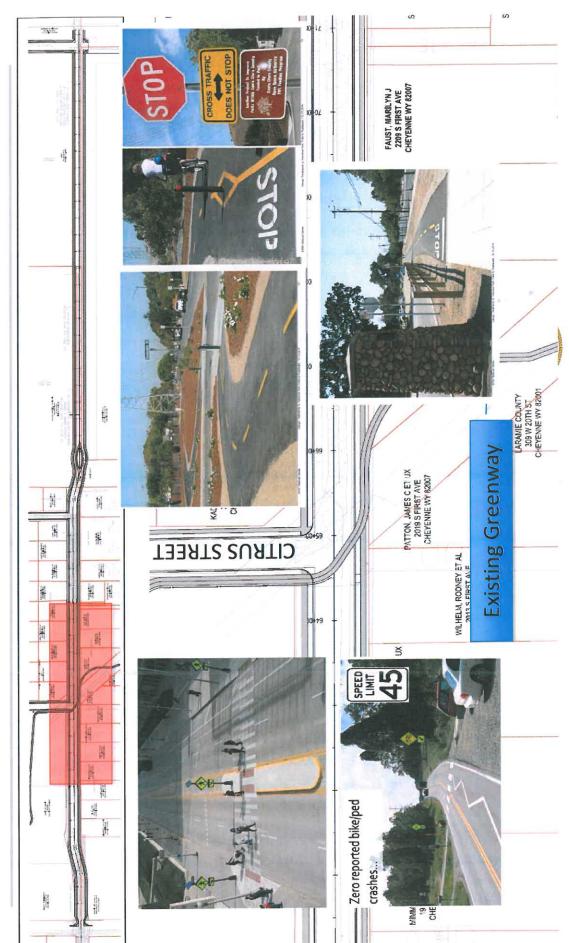






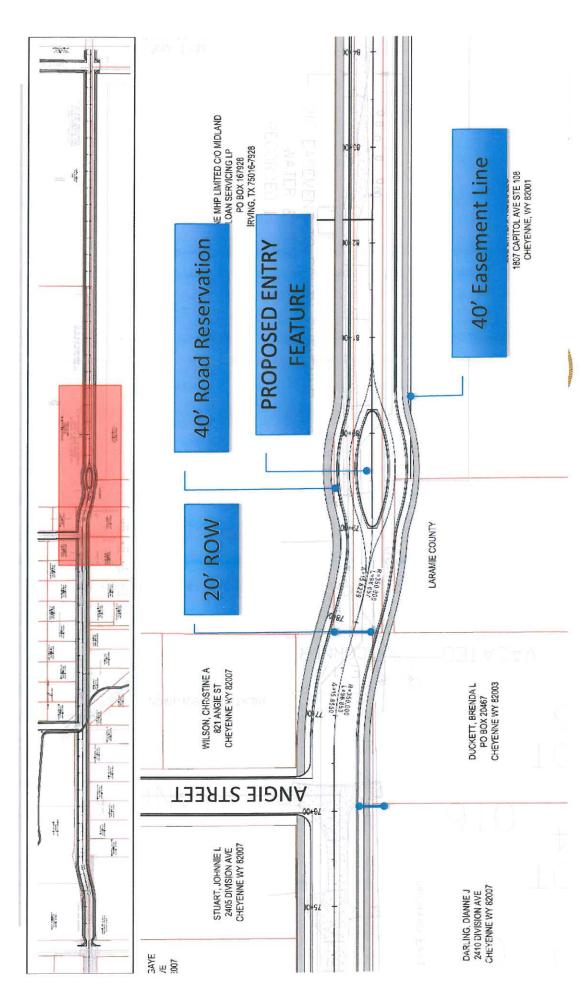
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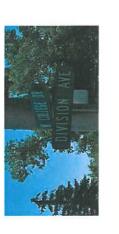


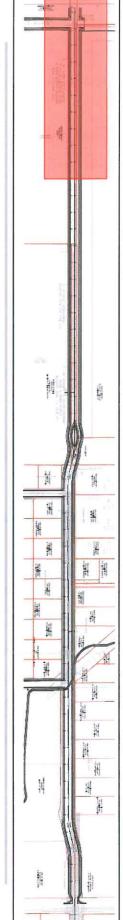
ALIGNMENT OPTIONS

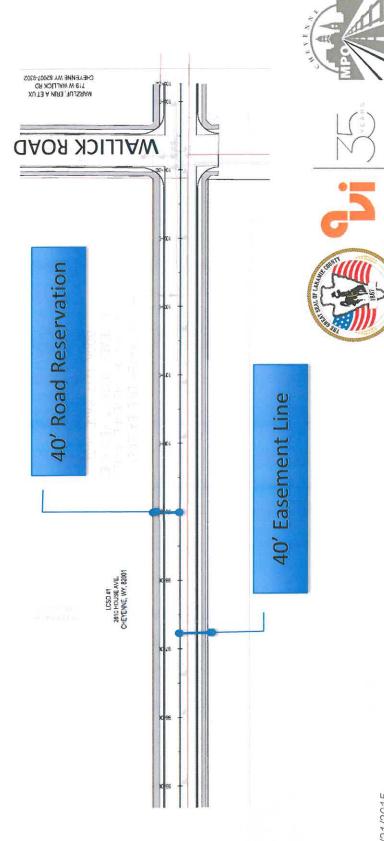




ALIGNMENT OPTIONS







WHAT IS NEXT?



Anticipated Date	December, 2014	December, 2014	January, 2015	March, 2015	April, 2015	May, 2015
Milestone	Steering Committee Meeting No. 3	One-on-one Meeting Follow-up	Public Meeting No. 2	Draft Corridor Plan and 35% Plans submitted to MPO	TAC, CAC	Presentation to Governing Body

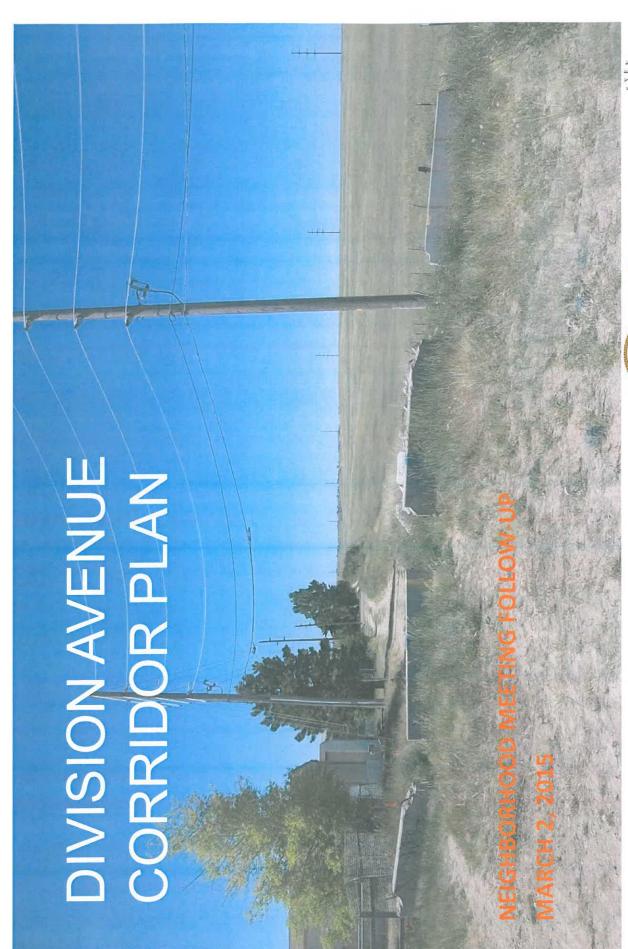




DIVISION AVE. AND WALLICK ROAD NEIGHBORHOOD MEETING Monday March 2, 2015 (5:30 p.m. to 7:00 p.m.)

LIST OF ATTENDEES

NAME	ADDRESS	E-MAIL	PHONE
Gerry Yefte	821 Angie St	gerrydt Ogmail.com	Do14338234
Gread slupe 13 ara, 35	2508 Duision Are	barajasstudio@bresnan.not (307)286.0281	[320-982 (10%)
Michael Kedwill	2115 Divisin Au	MKedrlik Ebusnen, net	307-287-6863
Lysle Langston	235 Division Ame.	lysle 2 Egmail.com	307-286-0412
Innerginet Water	2410 Binsion Are		820-138 1810-049
Marin Flinda STRUBHAR	2306 Division		632-9733
Frances Lackey	234 Division		3.04-6357089
David Brown	231 Division		307-1235-7089
		*	



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AGENDA



- · TRAFFIC
- RECOMMENDED TYPICAL SECTIONS
- CITRUS GREENWAY CROSSING ALTERNATIVES
- PRELIMINARY ROADWAY PLAN LAYOUT
- Opportunities and Constraints
- NEIGHBORHOOD ENTRY FEATURE CONCEPTS
- WHAT'S NEXT?









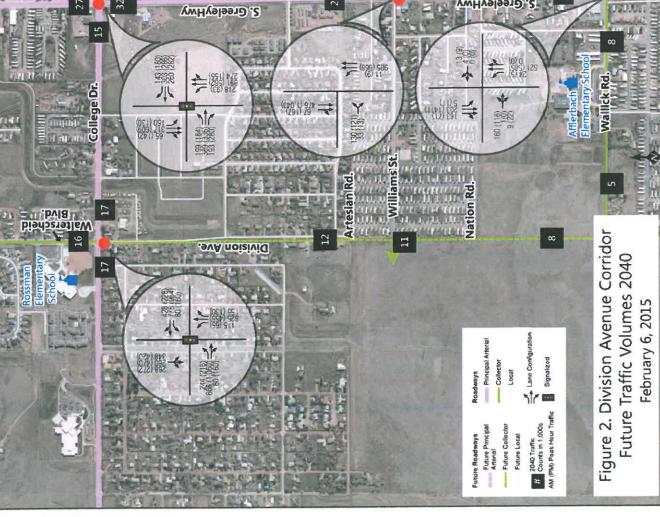
EXISTING TRAFFIC



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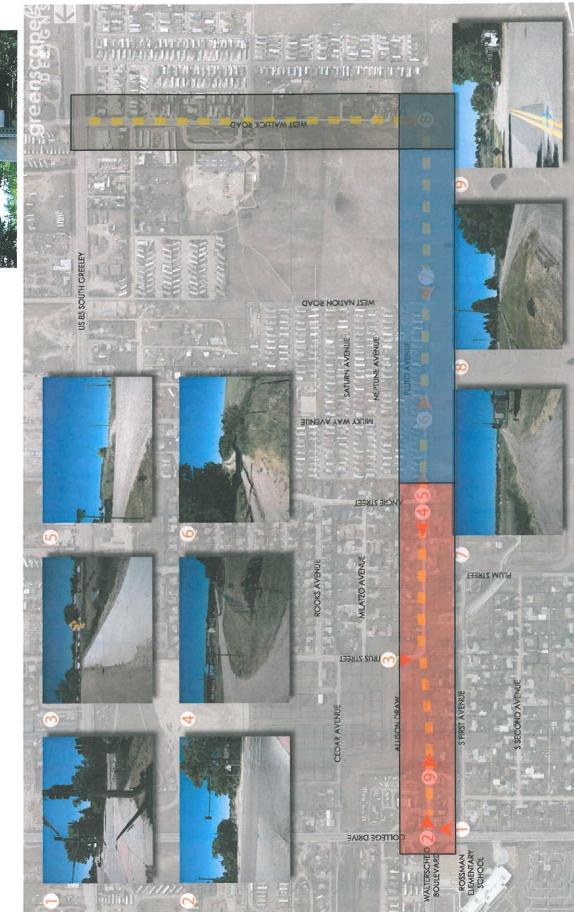
FUTURE





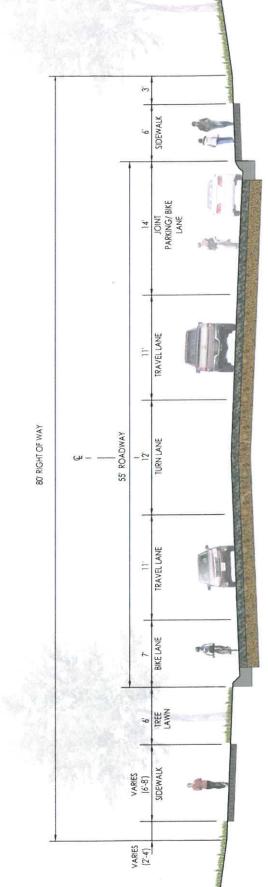
REVISED TYPICAL SECTIONS





WALLICK ROAD





WALLICK ROAD (DIVISION AVE. TO SOUTH GREELEY)





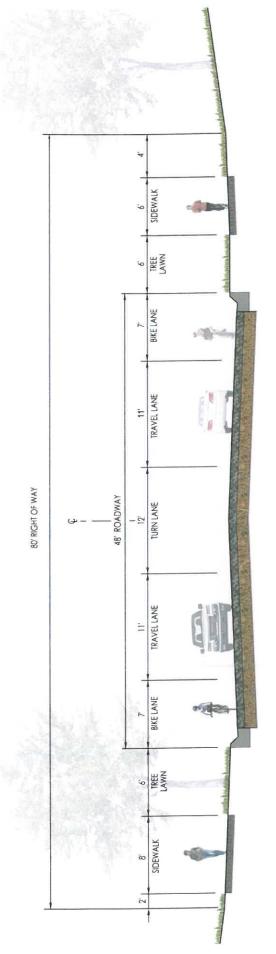






DIVISION AVENUE SOUTH OF ANGIE STREET





DIVISION AVENUE (WALLICK ROAD TO NEIGHBORHOOD ENTRY)



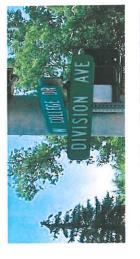


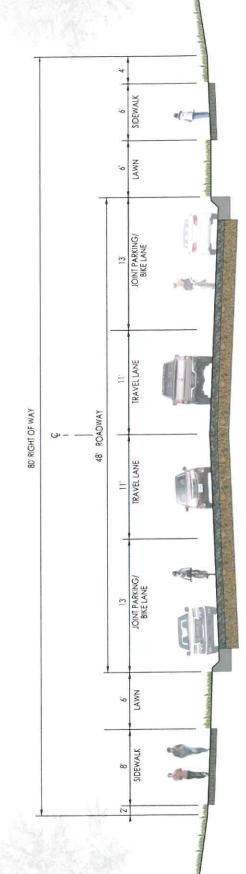




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DIVISION AVENUE NORTH OF ANGIE STREET





DIVISION AVENUE (NEIGHBORHOOD ENTRY TO WEST COLLEGE DRIVE)



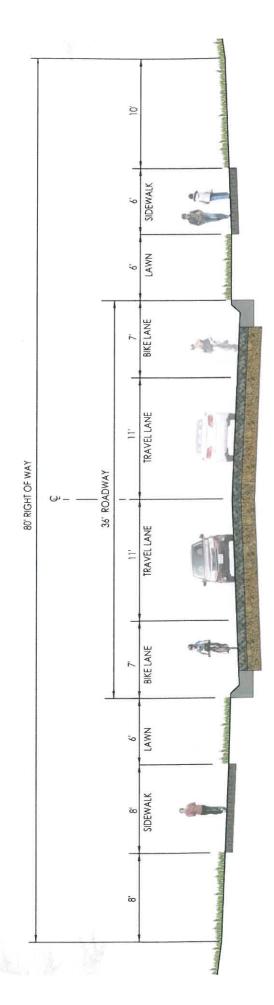






ALT. NORTH OF ANGIE STREET **DIVISION AVENUE**





DIVISION AVENUE (NEIGHBORHOOD ENTRY TO WEST COLLEGE DRIVE - ALTERNATE)







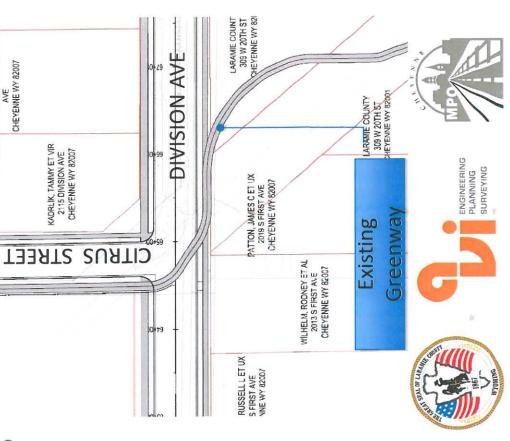


5/21/2015

GREENWAY CROSSING **DPTIONS AT**



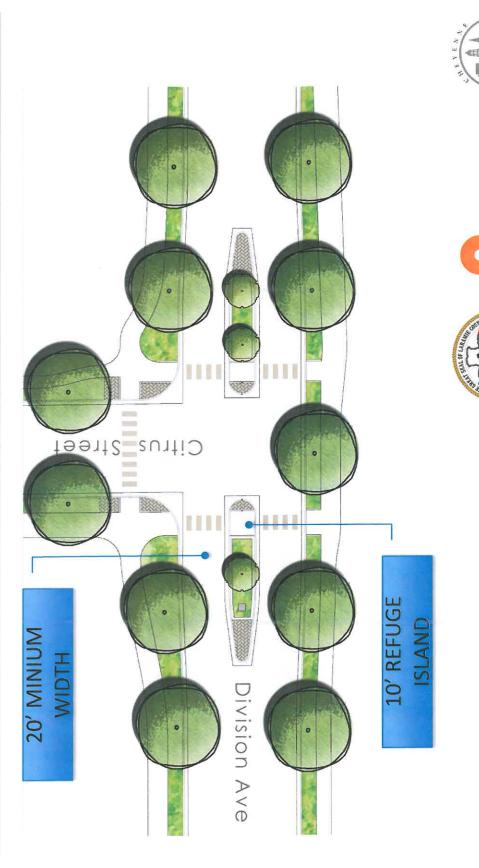
- **CROSSING LAYOUT GOALS**
- Minimize crossing width
 - Increase visibility
- Increase awareness
- Convenient and logical
- Preserve existing path where practical
- ower traffic speed Traffic Calming)
 - Gateway Create a



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GREENWAY CROSSING OPTION REFUGE MEDIAN

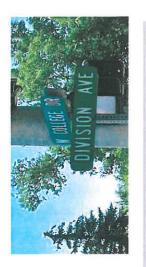


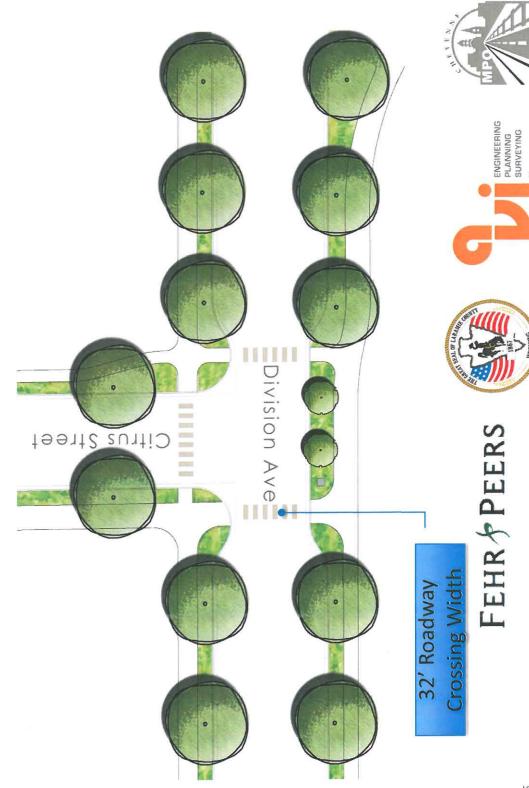


OPTION CURB EXTENSIONS CROSSING GREENWAY

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5/21/2015





CROSSING POSSIBLE

XWalk+

The Fehr & Peers crosswalk treatment identification tool considers potential improvements to accommodate pedestrians at midblock locations. The tool combines academic research on crosswalk treatment effectiveness with national best practices and has been peer-reviewed.

Key inputs include:

- speed limit
- crossing distancepresence of bicyclistspresence of transit pedestrian volume
 roadway volume
- number of laneson-street parkingexpected motorist compliance

XWalk+ Recommended Crossing Treatments on Division Avenue:

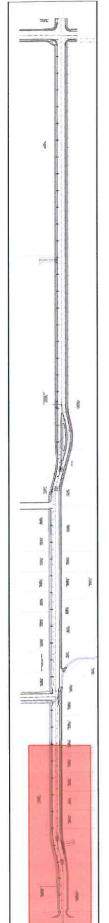
Rapid Rectangular Flashing Beacon (RRFB)	HAWK Signal
<23 pedestrians/ hour	> 23 pedestrians/ hour

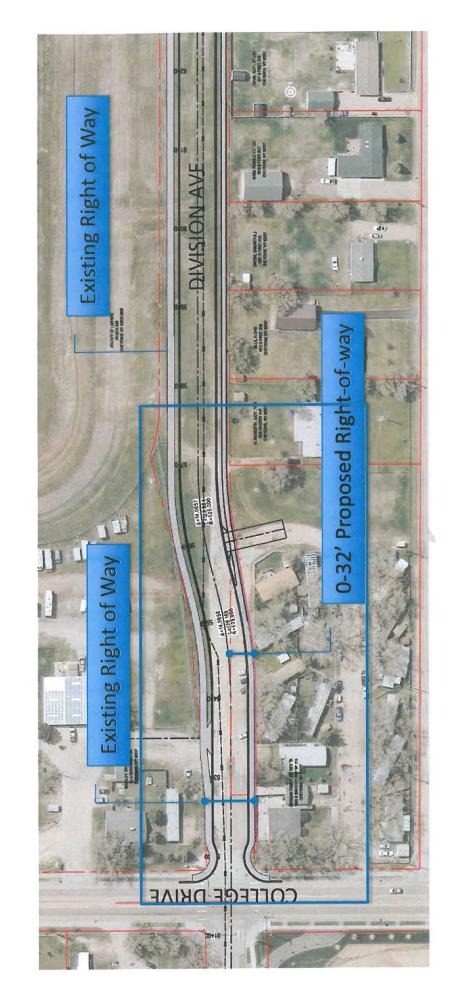
*Crossing recommendations for both of the proposed cross-sections on Division Avenue are the same

FEF

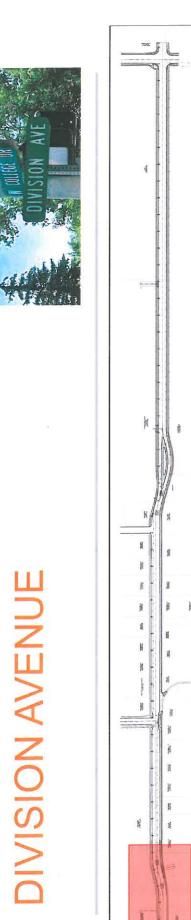
5/21/2015

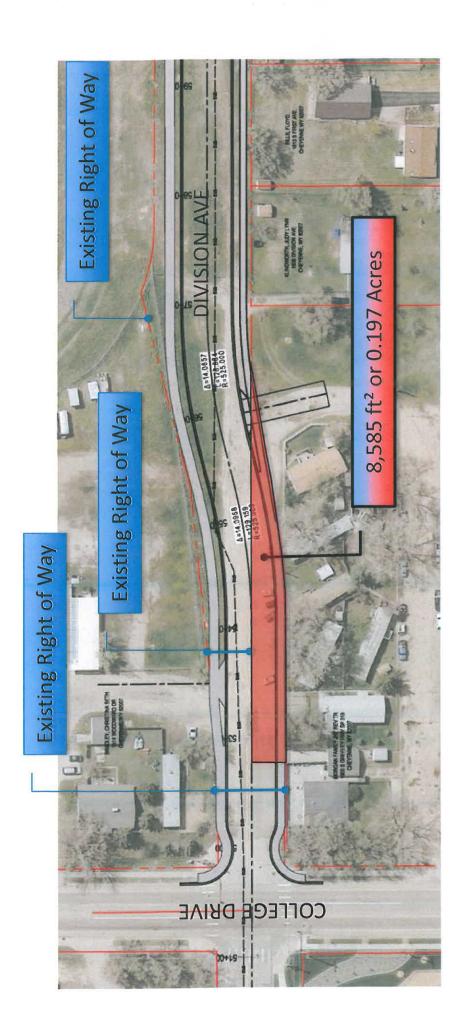




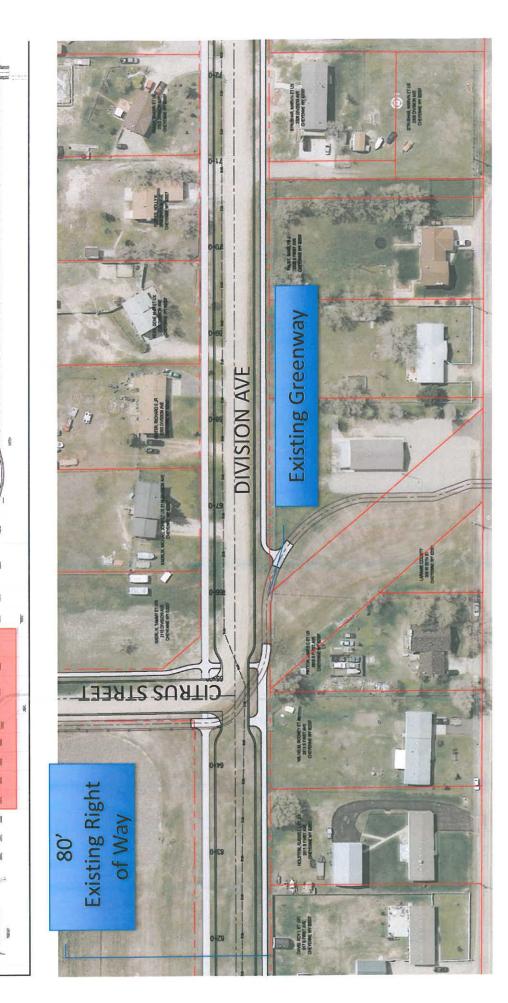


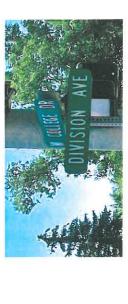


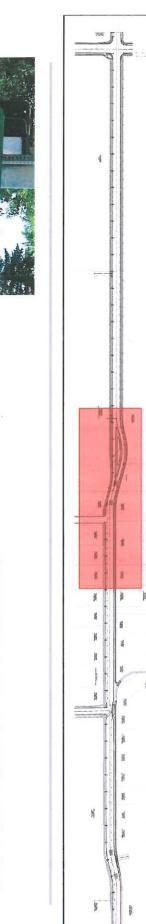


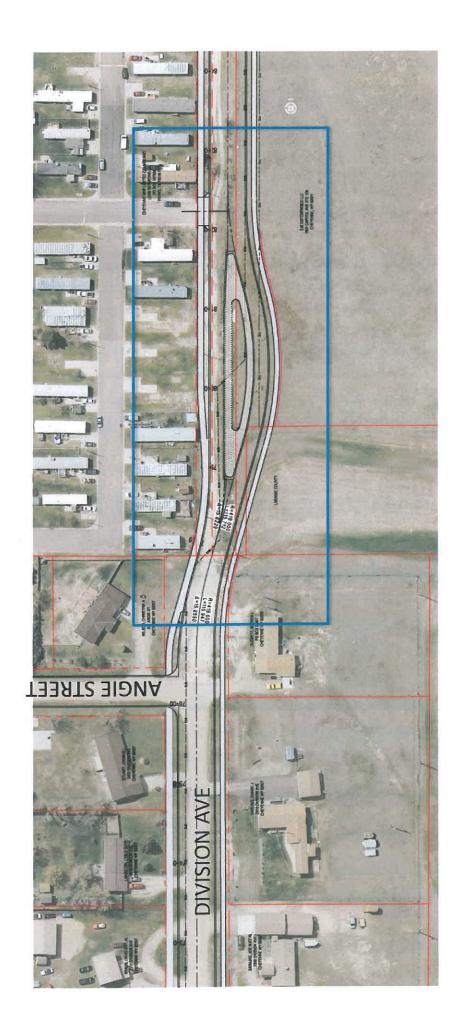


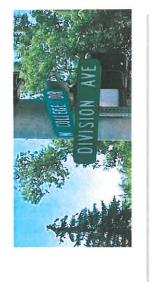


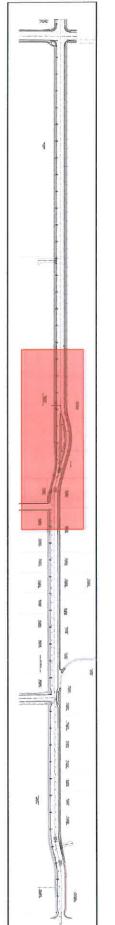


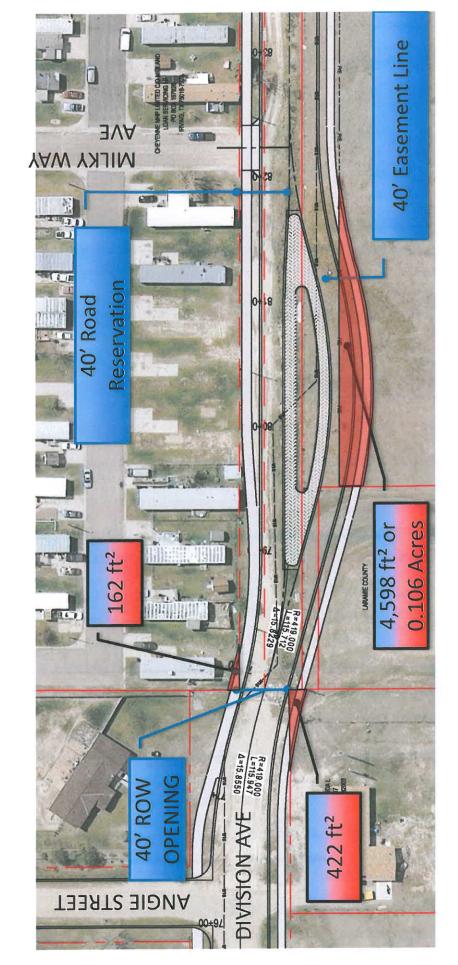




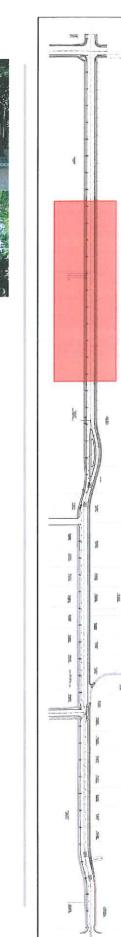


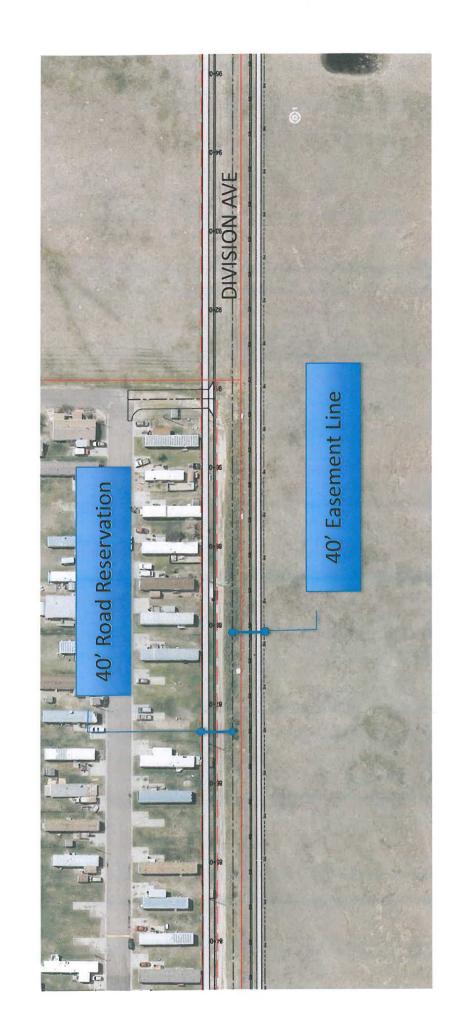




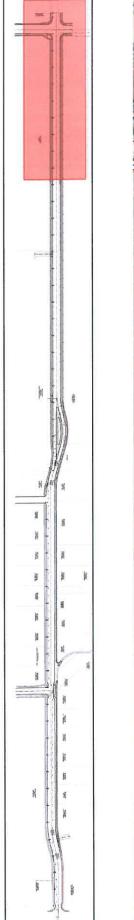


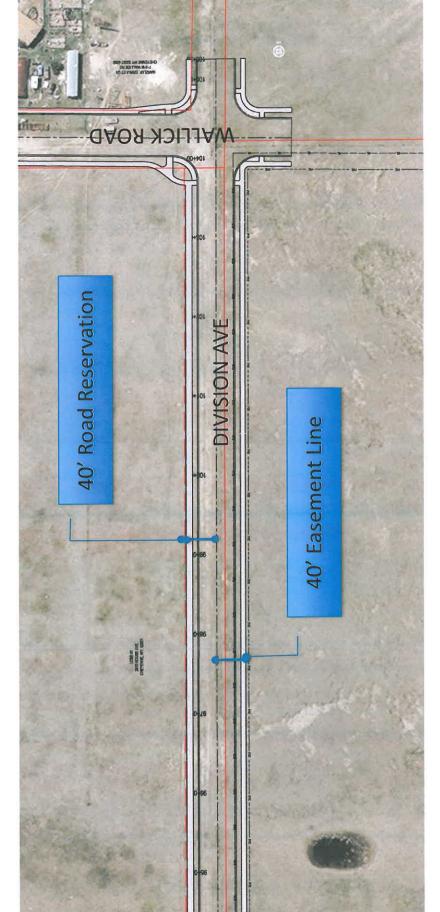






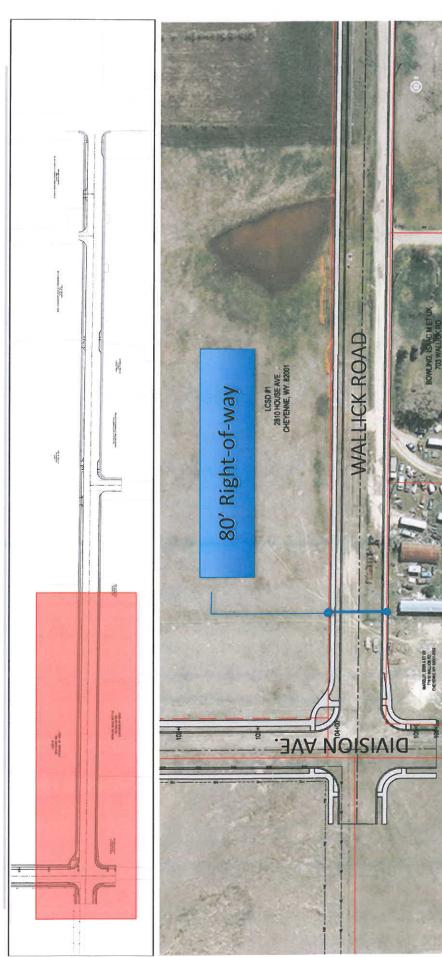




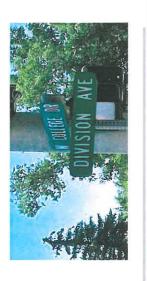


WALLICK ROAD





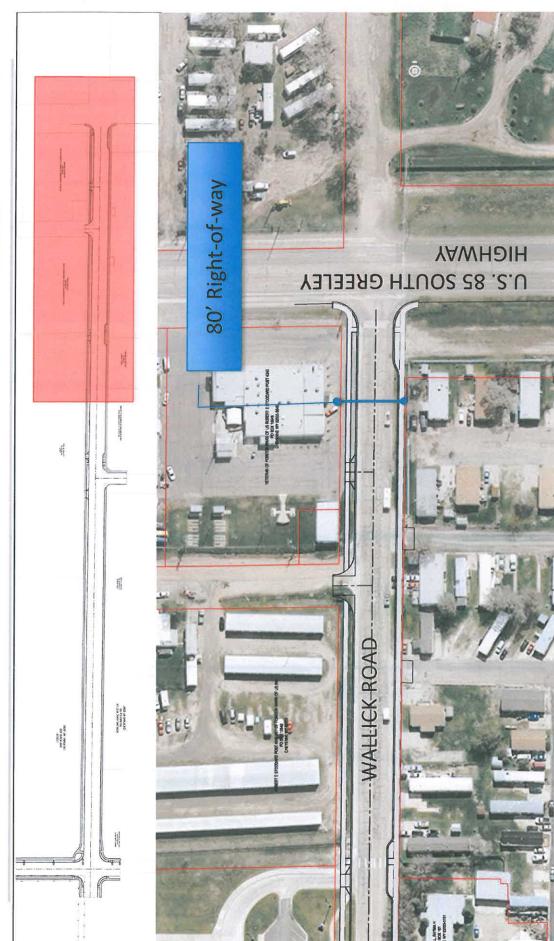
WALLICK ROAD



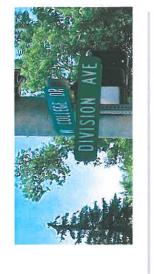


ALIGNMENT OPTIONS





NEIGHBORHOOD ENTRY FEATURE CONCEPT



PRIMARY GOALS OF THE NEIGHBORHOOD:

- neighborhood Preserve
 - Safety
- Keep lower traffic speeds
- Keep Lower traffic volume.

SOLUTION:

- Create a gateway feature
- Utilize alignment to promote slower inhibiting function speeds without
 - Deter large scale vehicles by perception



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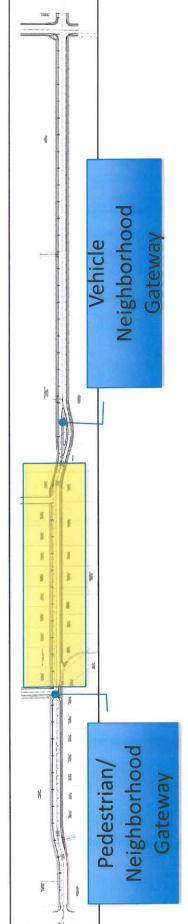


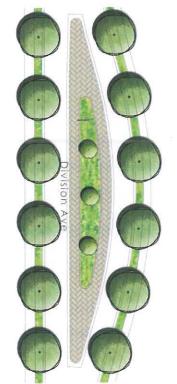




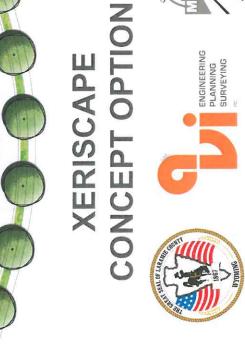
NEIGHBORHOOD ENTRY FEATURE CONCEPT







PLANTING CONCEPT OPTION







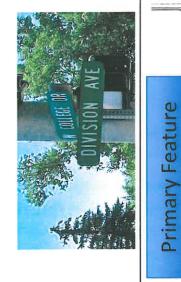
ENGINEERING PLANNING SURVEYING

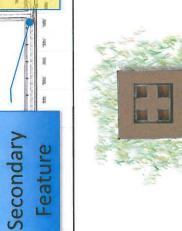
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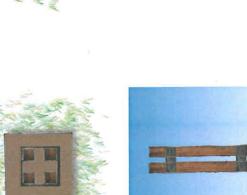


NEIGHBORHOOD ENTRY CONCEPTS **FEATURE**

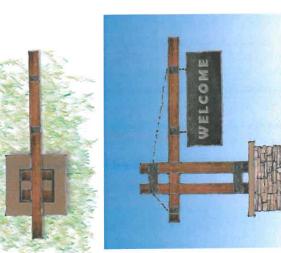


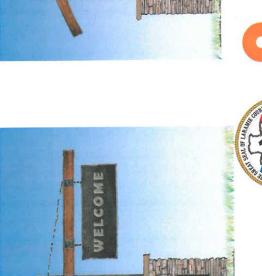


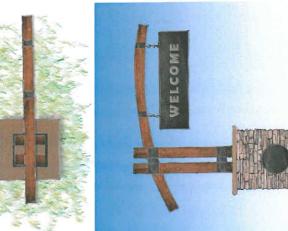














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WHAT IS NEXT?



Milestone	Anticipated Date
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One-on-one Meeting Follow-up(s)	March 2 &3, 2015
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