

# Memorandum

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

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

Date: May 11, 2011

Re: Working Paper #1 Summary of Existing Background Documents and Plans

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This memorandum summarizes relevant background documents and plans that regulate and establish a framework for cycling and greenway development in Cheyenne. The following documents were reviewed and summarized:

- Wyoming Bicycle and Pedestrian Transportation Plan, 2002
- WYDOT Operating Policy 40-2
- Cheyenne Area On-Street Bicycle Plan and Map, Report of Investigation, 1993
- Plan Cheyenne Transportation Plan, 2006
  - Plan Cheyenne Bicycle Vision Plan
  - Plan Cheyenne Fiscally Constrained Bicycle Plan
  - Plan Cheyenne Strategies to Implement the Bicycle Vision Plan
- Plan Cheyenne Community Plan, 2005
- Plan Cheyenne Parks and Recreation Plan, 2009
- Cheyenne Metropolitan Area Pedestrian Plan, 2010
- Cheyenne Metropolitan Area Safe Routes to School Plan, 2010
- Greenway Development Plan, 1992

## State Plans and Policies

### Wyoming Bicycle and Pedestrian Transportation Plan, 2002

The 2002 *State Bicycle and Pedestrian Transportation Plan* provides a blueprint for integration of cycling into Wyoming's transportation system. The Plan provides general guidance facility development of shared lanes, shoulder bikeways, bicycle lanes, and pathways consistent with the 1999 American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*.

Bikes are allowed on all roadways in the state and the Wyoming State Bicycle Map delineates several routes of statewide significance. One of these is the Cheyenne/Laramie/Snowy Range Route that provides "access to the Snowy Range and Vedauwoo area from Laramie and Cheyenne and provides a connection to Cheyenne for tourists on the Transamerica Route who wish to visit the State Capitol. The route begins at the junction of Wyo 130 and Wyo 230 (south of Saratoga), east on Wyo 130 to Laramie; U.S. Interstate 80 east from Laramie to its junction with Wyo 210 (Happy Jack Road); Wyo 210 east to Cheyenne."

The Plan contains the following key goals and associated actions:

- Goal: Improve accommodation of the various types of bicyclists and pedestrians within the existing transportation system.

- Action: Primary focus for bicyclist accommodation should be to provide and maintain adequate shoulder width for bicyclists on highway reconstruction projects (4 foot minimum clear, paved area).
- Action: Provide wide outside travel lanes or designated bike lanes where appropriate on urban roadway reconstruction and restriping projects.
- Goal: Institutionalize consideration of the unique needs of bicyclists and pedestrians in project planning, design, construction and maintenance.
  - Action: Provide training on bicycle and pedestrian accommodation and proper facility design to WYDOT planners and engineers.
  - Action: Provide technical assistance to Wyoming urban areas in developing bicycle and pedestrian transportation networks to include on-street facilities and pathways.
- Goal: Increase the use of bicycling and walking for transportation in Wyoming.
  - Action: Promote increased bicycle use through promotion of special bicycling events such as Wyoming bike month and bike to work days. Improve maintenance and sweeping of highway shoulders with priority on designated Bicycle Routes and High Bicycle-use Areas.
  - Action: Promote partnerships at the local level with alternative transportation, health, schools and safety groups.
- Goal: Improve safety for those utilizing non-motorized transportation through improved education of bicyclists and motorists and enforcement of vehicle code violations by bicyclists.
  - Action: Review and update the driver manual and driver test to better educate motorists on safe driving habits where bicyclists and pedestrians are present.
  - Action: Improve education of motorists regarding the legal status of bicyclists.
  - Action: Improve education of bicyclists and pedestrians regarding the rules of the road and safe operation in traffic.
  - Action: Improve enforcement of bicyclist and pedestrian violations and motorist failure to yield right-of way.
  - Action: Include consideration of bicyclist and pedestrian hazards in WYDOT's hazard elimination program and Safety Management Committee.
  - Action: Continue and expand WYDOT bicyclist safety education program in Wyoming schools.

The Plan describes a three-pronged implementation strategy centered around engineering, education and enforcement. This is consistent with a 1998 survey of bicyclists conducted by WYDOT that ranked continued education for cyclists and motorists the most important action WYDOT could take to improve cyclist safety.

## **WYDOT Operating Policy 40-2**

Policy 40-2 regulates construction agreements and maintenance responsibilities along state roadways. WYDOT is responsible for maintenance of warranted traffic control devices along state roadways. Traffic control devices must conform to the Wyoming Traffic Code and the Transportation Commission of Wyoming *Manual of Uniform Traffic Control Devices for Streets and Highways*. In communities with more than 1,500 residents, the municipality is responsible for:

- Snow removal
- Street cleaning and sweeping
- Facility lighting
- Parking controls
- Maintaining sidewalks, bike paths, storm sewers, open drain ditches, natural drainage channels, and the curb and gutter

In order to be eligible for continued roadway maintenance, the municipality must comply with model ordinances that control placement of advertising signs, regulate parallel parking, control of access and curb cuts and street excavation. The municipality must also clear any traffic control devices with WYDOT prior to deployment. Project construction costs are covered by WYDOT, though storm sewer costs above and beyond that needed to provide drainage for the street on the state roadway system shall be covered by the municipality. Any proposed improvement plans must be submitted to WYDOT at least 60 days prior to advertisement of the project.

## **Local Plans and Policies**

### **Cheyenne Area On-Street Bicycle Plan and Map, Report of Investigation, 1993**

Drawing heavily on previous bicycle plans developed for the City of Cheyenne as early as 1975, the *Cheyenne Area On-Street Bicycle Plan* inventories existing roadways and makes recommendations for a system of on-street facilities. The Plan's stated purpose, to "describe a safe, convenient and economical plan for of public streets by bicycles," and carries a price tag of approximately \$114,000. The recommend improvements include striping/restriping of existing roadways, the installation of pavement markings and accompanying signs, in addition to minor street repair and construction of shoulder bikeways.

About 60 street segments were evaluated for inclusion in the on-street bikeway system. These facility recommendations were drawn from public comments, previous planning efforts, local knowledge and conversations with representatives from WYDOT and the public, among other sources. The Plan focuses primarily on development of a system of bike lanes (Table 1) but acknowledges the existing system of signed shared routes. Few recommendations are made for the signing of new routes as the designation "provides no physical protection for cyclists" and may lead cyclists and motorists to "erroneously believe that something is still being done for bikes." The Plan also states that most streets are already safe and comfortable for cyclists and "bike route signs often convey no useful information." Though no detailed information is included on facility maintenance and upkeep, a licensing fee for cyclists is suggested to create a dedicated funding stream for ongoing maintenance of bicycle facilities.

Table 1. Proposed On-Street Bicycle Facilities, Cheyenne Area On-Street Bicycle Plan and Map, Report of Investigation, 1993

Facility	Proposed Extent	Facility	Proposed Extent
Carey Ave	19 <sup>th</sup> St to 2 <sup>nd</sup> Ave	Campstool Rd	Frontier Refinery to I-80
Pioneer Ave	Pershing Blvd to 19 <sup>th</sup> St	N Industrial Rd/ Lexington Rd	Campstool Rd to College Dr
Randall Ave	Carey Ave to McComb Ave	E Dell Range Blvd	College Ave to El Camino
24 <sup>th</sup> St	Dillon Dr to Missile Dr	Evers Blvd	Vandehei Ave to Bishop Blvd
Westland Rd	Missile Dr to Old Happy Jack Rd	Western Hills	Yellowstone Rd to Buffalo Ave
W Allison Rd	Cribbon Ave to Walterschied Rd	Vandehei Ave	Evers Ave to Yellowstone Rd
Walterschied Rd	Deming Dr to W College Dr	Yellowstone Rd	Vandehei Ave to Dell Range Blvd
College Dr	Avenue "C" to I-80	Central Ave	Yellowstone Rd to Walker Rd
Parsley Blvd	W Jefferson Rd to Ames Ave	Powderhouse Rd	Riding Club Rd to Dell Range Blvd
Happy Jack Rd	Crow Creek to Roundtop Rd	I-180/Warren Ave	5 <sup>th</sup> St to 22 <sup>nd</sup> St
College Dr	I-80 to Fourmile Rd	Central Ave/I-180	22 <sup>nd</sup> St to 5 <sup>th</sup> St
Four Mile Rd	College Dr to Yellowstone Rd		

The plan is accompanied by a set of preliminary planning diagrams intended to guide the implementation of proposed bike lanes. The drawings provide detail of striping patterns, lane configurations and sign placement (Figure 1).

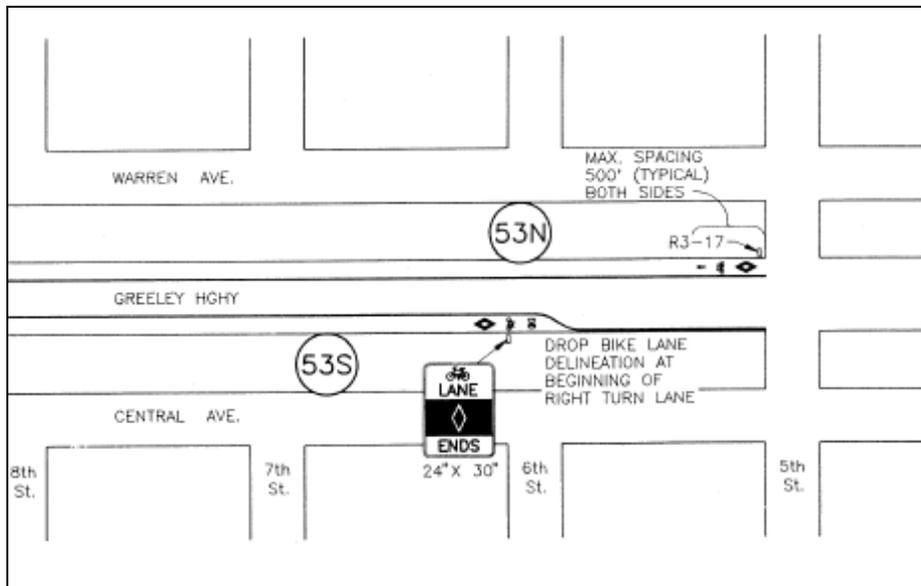


Figure 1. Example of bike lane implementation diagrams, Cheyenne Area On-Street Bicycle Plan and Map, Report of Investigation, 1993

## Plan Cheyenne Transportation Plan, 2006

The *Transportation Master Plan* is a comprehensive “long-range transportation plan for the urbanized region” providing guidance for development of the pedestrian, bicycle, public transportation and motor vehicle networks. The plan is divided into four sections:

- **Snapshot** summarizes background about the transportation planning process, federal planning requirements, and describes the existing conditions of the transportation system.
- **Structure** provides general functional and design principles and strategic guidelines related to transportation.
- **Shape** outlines transportation principles and policies that support the community’s desires for a transportation system as well as the Transportation Vision Plan for 2030.
- **Build** suggests fiscally constrained strategies to implement elements of the Transportation Vision Plan.

### Snapshot

Section 3: Planning Elements of the Snapshot section provides an overview of federal and state requirements for transportation planning. The section notes that one of the requirements of the current federal transportation bill SAFETEA-LU is to include “users of the pedestrian walkways and bicycle transportation facilities and representatives of the disabled” in the planning process.

Section 4: Existing Conditions notes that, “Transit service, bicycle facilities, and pedestrian infrastructure are essential to a well-balanced multi-modal transportation system.” The section also highlights the importance of complete streets to accommodate all transportation modes. The sub-section regarding Bicycle and Pedestrian transportation notes that “several key transportation corridors... do not adequately provide for bicycle travel.” Examples listed in the Plan include Pershing Boulevard, the South Greeley Highway/ Central Avenue corridor, and College Drive. Map 1 shows the existing bicycle network in Cheyenne.

### Structure

The Structure section of the *Plan Cheyenne Transportation Plan* provides guidance for development of a multimodal transportation system. Key principles related to bikeways and greenways include:

Complete Streets: provide facilities for all modes of transportation on or adjacent to streets.

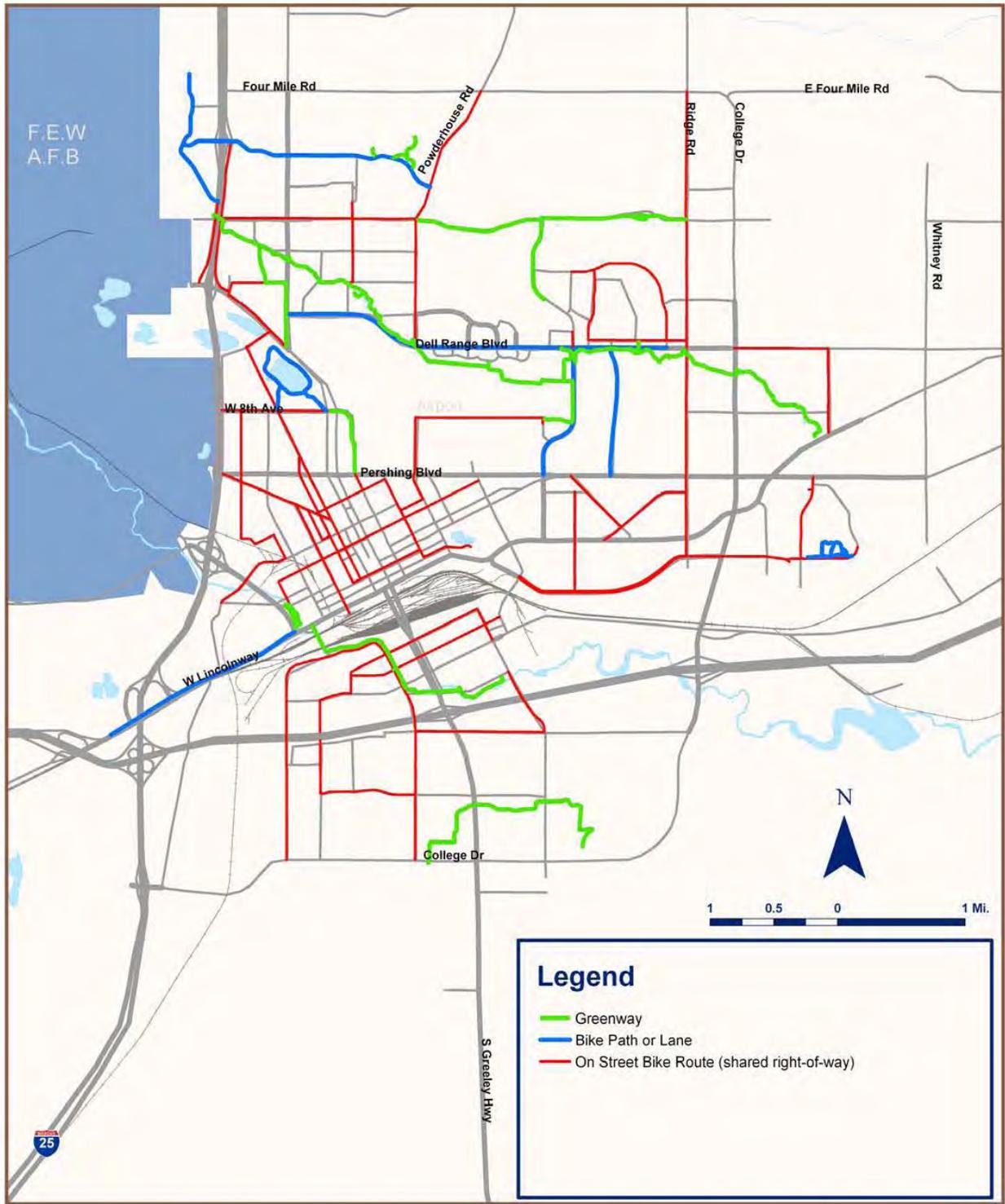
- Build bicycle facilities on all new roadways and retrofit existing roadways with major reconstruction projects.
- Integrate Complete Streets with high density or mixed-use activity centers to create multimodal corridors.

Mixed-Use Activity Centers: The transportation impacts of these centers must be considered.

- Build activity centers on only one corner of a major intersection and limit impacts to arterial traffic operation. (To minimize pedestrian crossings of arterial roads).

Directness: Provide and encourage direct pedestrian connections.

- Provide direct and visible pedestrian connections to transit, schools, activity areas, public facilities, and within neighborhoods.
- Ensure that sidewalk uses, such as sidewalk cafes, are compatible with direct pedestrian access to buildings and other destinations.
- Where barriers exist, provide pedestrian access through these barriers.



Map 1. Existing Bicycle Facilities, Plan Cheyenne Transportation Plan, 2006

Continuity: Link schools, neighborhoods, parks, activity centers, and other destinations with a continuous pedestrian network.

- Provide a continuous and understandable pedestrian network by ensuring consistency in sidewalks, building facades, park strips, and street trees.
- Use pedestrian scaled furnishings, signs, landscaping, and facilities that appear as unified and themed entities in pedestrian areas.
- Provide bridges and crossings over railroads, rivers, drainages, and other features that are major barriers to a continuous pedestrian network. Design these crossings to minimize out of direction travel.

Street Crossings: Provide safe, visible, and easy to use street crossings that will accommodate all potential users.

- Standardize street crossing improvements to include crosswalks, lighting, median refuges, corner sidewalk widenings, signs, signals, and landscaping.
- Improve the visibility of pedestrian crossings with signage, lighting, and pavement markings.
- Install stop bars on all vehicle approaches to signalized intersections where appropriate.
- Design pedestrian crossings to safely accommodate people of all ages and abilities.
- Provide pedestrian crossing signals appropriate to the surrounding area.
- Locate lighting, signal and signage poles so that they not conflict with safe pedestrian circulation and allow access for people of different abilities.

Visual Interest and Amenity: Develop comfortable and attractive pedestrian facilities and settings to make an interesting pedestrian network (follow ADA Guidelines).

- Provide attractive lighting fixtures that enhance the character of the pedestrian environment.
- Use quality materials and design, which will minimize maintenance needs. Adequate maintenance must be provided.

Security: Develop secure pedestrian settings by developing a well-lit inhabited pedestrian network and by mitigating the impacts of vehicles (follow ADA Guidelines).

- Provide clear and direct lines of sight in pedestrian settings by minimizing the use of vertical features.

Several of these guidelines should be considered when designing greenways, particularly intersections where the greenway intersects the street network. While also beneficial for cycling in the region, none of these guidelines mention bicycle travel.

## **Section 2: Multimodal Design Guidelines for New Development**

Section 2: Multimodal Design Guidelines for New Development lists characteristics of a pedestrian-friendly development, including the following bicycle recommendations:

- Bicycle facilities on all collector and arterial streets.
- Safe and convenient pedestrian and bicycle access from the development site to existing, planned, and proposed trails or greenways located on or adjacent to the development site.
- Connections providing direct pedestrian and bicycle access from the development to adjacent neighborhoods, including but not limited to parks, schools, commercial districts, and transit stops. These connections are not necessarily associated with a street.

The chapter also addresses congestion management strategies, including travel demand management (TDM) elements, although the only mention of cycling as a congestion strategy is, “Employers can encourage use of alternative travel modes.”

## Shape

The Shape section defines the transportation vision, principles, and policies for the region. Policies related to bikeways and greenways are as follows:

Principle 1: New neighborhoods will be designed to accommodate traffic growth.

- **Policy 1.f Multimodal Traffic Studies:** Traffic studies shall be prepared for all development proposals, which address automobile, transit, bicycle, and pedestrian travel. Development review for all projects should consider all modes and their connection to the transportation system.

Principle 3: The Cheyenne Area will build a multi-modal transportation system that consists of streets, sidewalks, bicycle facilities, and transit.

- **Policy 3.a Complete Streets:** Build arterial and collector streets as complete streets, providing travel lanes for automobiles, bikes, buses, bike lanes, and sidewalks.
- **Policy 3.b Neighborhood Design to Support Walking and Bicycling:** Neighborhoods should have adequate, well connected sidewalk and trail facilities to improve pedestrian and bicycle opportunities.
- **Policy 3.d Bicycle Connections:** Develop and maintain a system of safe and efficient bikeways connecting neighborhoods with activity centers, schools, parks, and other neighborhoods.

## Section 4. Needs Assessment

Section 4. Needs Assessment projects growth for the region and anticipates transportation needs. The subsection on Intermodal Connections recognizes that, “It is vital that adequate bicycle and pedestrian connections be provided between transit stops and activity areas.” The subsection on bicycle needs recognizes the benefits of cycling, including cycling’s ability to help “the city to reduce congestion, improve air quality, improve the overall health of Cheyenne Area citizens, and develop a more balanced transportation system.” Bicycle facility needs identified in this section are paraphrased below:

- **Safety and Convenience:** Whichever route a cyclist may choose or need to use, that route should be as safe as possible. Routes should also provide access to various destinations by a reasonably direct means.
- **Connections to Recreational Paths and Trails:** Bicycle routes and lanes can be coordinated and connected with recreational trails to provide an expanded network.
- **Connections between Destinations:** The typical cyclist requires safe and convenient connections between their residence and with school, employment, or entertainment and shopping destinations. In particular, these linkages must provide safe access across high volume arterial streets.
- **Options:** Different levels of cyclists feel comfortable on different types of facilities. Some cyclists have different access requirements to various locations at varying times of day.
- **Signage:** The bicyclist requires clear and consistent signs that not only assist the cyclist in choosing the most appropriate route, but also alert the motorist to the presence of cyclists, increasing safety.
- **Bicycle Parking:** Safe and secure bicycle parking should be provided in the downtown area, City parks, at schools, libraries, recreational centers, other public buildings, in activity centers, along activity corridors, and in all new developments.

- **Intermodal Connections:** Intermodal trips can be made more convenient by providing connections between bicycle facilities and transit stops. At transit stops, bicycle parking or bicycle lockers provide a safe place for bicycle storage. Busfront bike racks can provide additional options to cyclists.
- **Ancillary Facilities:** Ancillary facilities include showers and lockers at places employment; access to other public transit modes; and rest areas with water at suitable intervals or locations.
- **Demand:** The most high-level bicycle facilities should be placed along corridors with the greatest potential for use, as defined by areas where relatively short trips occur (see Map 2).



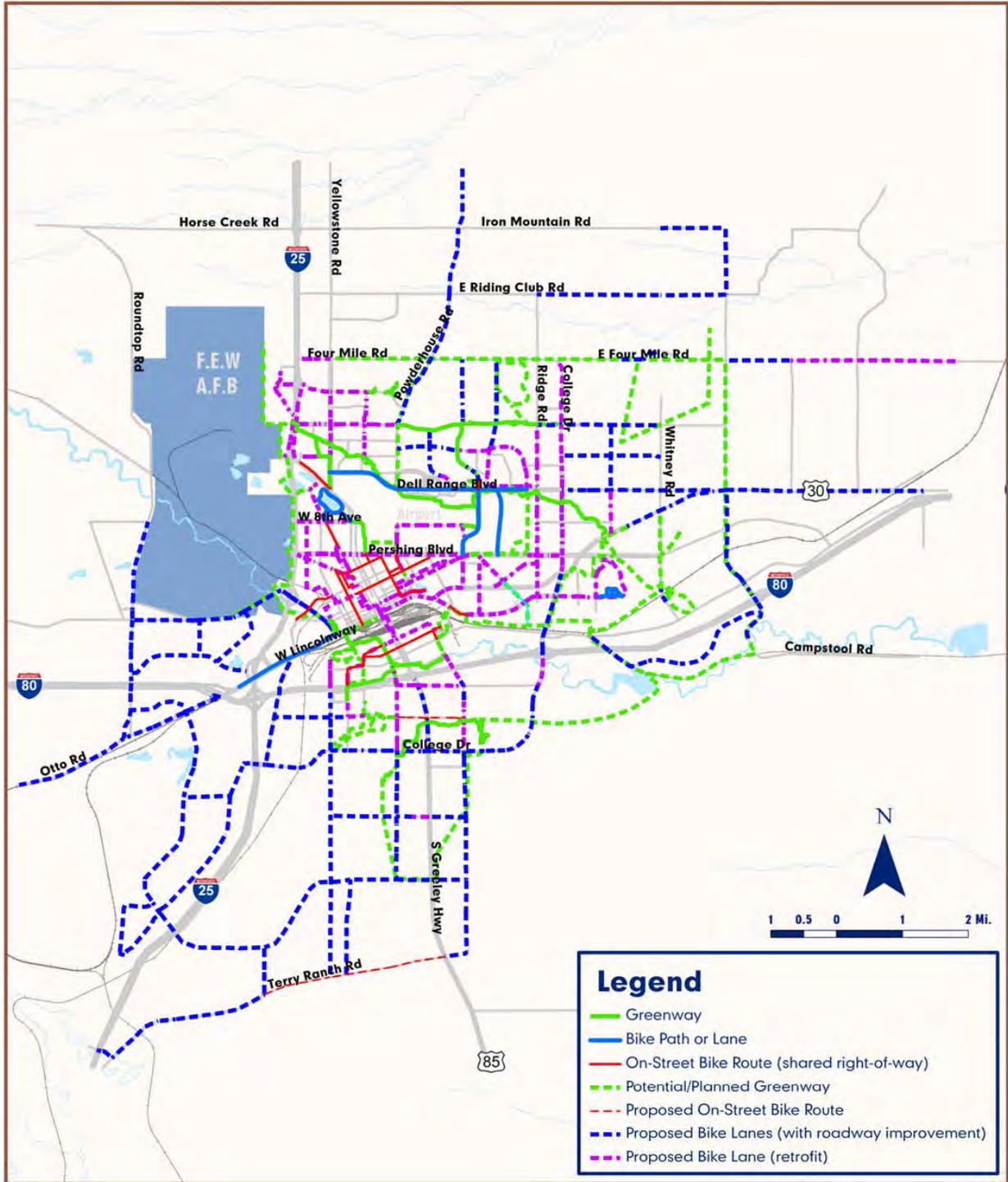
Map 2. Short Trips (Under 3 Miles) and Longer Trips (Under 6 Miles) for Potential Bicycle Demand, Transportation Master Plan

## **Bicycle Vision Plan**

The 2030 Bicycle Vision Plan identifies a network to fulfill the needs identified in the previous section. The City's new street standards require that all roadway improvements will include the construction of separate bike facilities. The Vision Plan also recognizes that additional improvements will require retrofitting of existing roadways, which may require construction of parallel corridors where right-of-way is limited. The Vision Plan delineates a system of existing and proposed on-street bikeways and greenways that accommodate cyclists in Cheyenne and the surrounding area (Map 3). Suggested retrofit improvements that function to fill missing links between roadway improvements include:

- A facility parallel to US 85 connecting downtown to the south.
- Bicycle facilities on Lincolnway and Nationway connecting downtown to a proposed greenway extension.
- Bicycle facilities on or parallel to Pershing Boulevard.
- Bicycle facilities on Converse connecting Pershing to Lincolnway.
- A north/south connection parallel to Interstate-25.
- Bicycle facilities on College Drive where it is not proposed to be otherwise improved.

The Vision Plan also identifies system enhancements to be provided, including signage, bicycle parking, and ancillary facilities as described in the needs assessment.



Map 3. Bicycle Facilities included in the 2030 Bicycle Vision Plan

## Build

The Build section of the *Transportation Master Plan* discusses limitations, strategies, and impacts associated with building the transportation vision plans.

## **Plan Cheyenne Fiscally Constrained Bicycle Plan**

The Fiscally Constrained Bicycle Plan identifies missing links that will not be filled by the 2030 Vision and Fiscally Constrained Roadways Plan, as well as bicycle education and outreach programs and system-wide improvements that comprise the system for cyclists. The 2030 Fiscally Constrained Plan allots \$250,000 yearly to fund bicycle and pedestrian improvements that are not associated with other roadway projects.

The Build portion of the *Transportation Master Plan* includes the following strategies to implement the Bicycle Vision Plan:

- **3.a. Identify Funding Sources:** Establish a dedicated funding plan to implement the Bicycle Vision Plan and for maintenance of bicycle facilities. Funding would likely need to be provided through the general fund or as part of a 5th penny sales tax measure. By transferring development-driven roadway costs from the public to developers through a mechanism such as a fee program can help free funding for bicycle improvements.
- **3.b. Complete missing segments identified in the Bicycle Vision Plan:** Prioritize and implement critical bicycle segments that provide system continuity and connections to activity centers, parks, schools, libraries, hospitals, and the community college, etc.
- **3.c. Pursue Maintenance Agreements:** The Bicycle Vision Plan identifies corridors on City and County roads as well as on state highways. Although the federal government's Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) promotes the encouragement and use of alternative modes and bicycling, it is the current policy of WYDOT that bike lanes or shoulders on state facilities are not maintained by WYDOT. Promote an intergovernmental dialog and intergovernmental agreement that facilitates regular maintenance such as plowing and sweeping bike lanes on state facilities along with vehicular travel lanes.

These strategies are tagged as high-priority, moderate to long-term strategies that will enhance the region's cycling environment.

## **Implementation Strategies**

Other implementation strategies that affect the development of bikeways and greenways include:

- **6.a. Multi-Modal Component in Traffic Impact Studies:** The City and County should include a multimodal component in all traffic impact studies. The multi-modal component addresses impacts to pedestrians, bicycles, transit connections, and automobiles. It also must demonstrate that a new development provides adequate non automobile links to nearby arterials and off-site destinations such as commercial centers, parks, and schools.
- **6.c. Evaluation Standards for all Transportation Modes:** The City and County should use multi-modal performance standards to ensure that adequate facilities are provided for all modes of travel. For bicycle and pedestrian modes, level of service standards might address directness, continuity, street crossing design, and security. For transit, pedestrian and bicycle accessibility to transit stops is the key component.
- **6.d. Mobility Report Card:** The City and County should conduct community-wide transportation mobility surveys on a periodic basis. The survey results will become Cheyenne's "Mobility Report Card," a tool to measure Cheyenne's progress towards meeting goals and objectives outlined in the Transportation Master Plan. The report card can also be used to measure the performance of the transportation system in accommodating the area's growth.

## Plan Cheyenne Community Plan

The *Community Plan* provides background information for the comprehensive planning effort. The section on Multimodal Street Design notes that bike lanes are proposed on higher volume streets where cyclists cannot share a lane comfortably with motorists.

### Structure

The Structure section identifies corridors for all types of users. Open space/greenway corridors are identified as, “Corridors that have a focus on the natural environment and are defined by their lack of built features. They may include trails, waterways, drainage components, or wildlife value.” Design principles for greenway corridors include:

- Design paths and trails to provide a comfortable width for several people walking, riding bicycles, or horses.
- Use primarily native vegetation in open space/ natural areas, with maintained landscapes in adjacent park areas.
- Incorporate landscaping to enhance the visual aspects of corridors.
- Design trails and open space corridors to take advantage of distant views.
- Increase pedestrian and bicycle connections between residential areas, businesses, and other key destinations.
- Improve visibility of access points through trailhead signage and information kiosks that are attractive and integrated into the setting.

Design principles incorporate pedestrian needs in a variety of contexts, but do not explicitly address bicycle circulation.

### Shape

The Shape section provides foundations, principles, and policies to help the community build on its assets. Elements related to bikeways and greenways include:

#### 3. Fostering a Vital Economy and Activity Centers

- Principle 3.4: Our commercial and mixed-use activity centers will be pedestrian-oriented and well-designed with public spaces.
  - Policy 3.4.b: Activity Centers Circulation and Access: Clear, direct pedestrian connections should be provided through parking areas to building entrances and to surrounding neighborhoods or streets. Main entrances or driveways should be integrated with the surrounding street network to provide clear connections between uses for vehicles, pedestrians, and bicycles.

#### 4—Developing a Connected and Diverse Transportation System

- Principal 4.1: Roadways in and around our new neighborhoods will be designed to accommodate traffic growth.
  - Policy 4.1.e: Traffic Study Requirements: Traffic studies will be required for all larger development proposals to address automobile, transit, bicycle, and pedestrian travel.
- Principal 4.3: The Cheyenne area will have a diverse transportation system that consists of streets, sidewalks, bicycle facilities, and transit.

- Policy 4.3.a: “Multi-modal” Streets: The community will design and construct arterial and collector streets to be “multimodal,” by providing travel lanes for automobiles, bikes, buses, bike lanes, and sidewalks.
- Policy 4.3.b: Neighborhood Design to Support Walking and Bicycling: New neighborhoods should contain a mix of compatible uses so that residents have recreation, employment and shopping opportunities within walking or bicycling distance of their homes.
- Policy 4.3.d: Interconnected Neighborhood Street, Bikeway, and Sidewalk Patterns: New neighborhoods should contain street systems that encourage internal pedestrian, bike, and auto circulation. They should also limit traffic volumes and speeds on neighborhood collector and local streets where houses front.
- Policy 4.3.e: Loop Trail System Connects Greenway: The Greenway trail system serves as an important transportation and recreation system. Expanding on this system—to fill the gaps, and making connections to it—is our community’s priority for trails.

## 6—Creating a Legacy of Parks, Open Spaces, and Trails

- Principle 6.2: Our community will extend and enhance our trail system and Greenway.
  - Policy 6.2.a: Connected Greenway System: Recognizing the Greenway is important recreation and transportation trail resource, the community will identify and fix “gaps” in the current system.
  - Policy 6.2.b: Connected Community-Wide Trail System: The community will connect a larger community-wide primary trail system to connect major destinations and provide opportunities to recreation routes (loops), as identified through the Master Plan. Developers should provide local trails to connect neighborhoods to the regional Greenway.
  - Policy 6.2.c: Dedicated Greenway Funding: The community will identify funding sources for acquisition, development, and operation of a community trail system.

The Build section of the *Community Plan* also identifies projects in adopted sub-area plans. Table 2 below shows projects that incorporate bicycle recommendations.

*Table 2. Adopted Subarea Plan Bicycle Projects, PlanCheyenne Community Plan*

Source	Project
East Central Cheyenne Action Plan	<ul style="list-style-type: none"> <li>● Implement On-Street Bicycle Plan</li> <li>● Construct Avenues Greenway Connection</li> </ul>
Northwest Cheyenne Action Plan	<ul style="list-style-type: none"> <li>● Four Mile Road from Hynds to Yellowstone – retrofit to accommodate pedestrians and bicycles</li> <li>● Frontage Roads, Hynds, and Bishop – retrofit to accommodate bicycles</li> </ul>
South Cheyenne Action Plan	<ul style="list-style-type: none"> <li>● Improve Segments II &amp; III for Allison Draw Greenway. Install drainage and Greenway Structure on Avenue “C”.</li> </ul>

### **Build**

The strategies related to bikeways and greenways listed in the Build section are similar to those identified in the Transportation Plan.

## Plan Cheyenne Parks and Recreation Plan

The *Parks and Recreation Plan* provides a detailed inventory of parks and services, summarizes needs and resources, and identifies projects to expand the system. The park definitions note that neighborhood and community parks are intended to be accessed by bicycle, among other modes, and should provide access to the Greenway, if adjacent.

The Shape section provides foundations, principles, and policies for parks and recreation. Those that relate to bikeways and greenways are under the foundation of ‘Creating a Legacy of Parks and Open Space.’

### Principle 2: Our community will extend and enhance our trail system and greenway.

- Policy 2.1: A community-wide primary trail system that connects major destinations (e.g., Community Parks, large open space, recreation centers, shopping districts, employment districts, LCCC, downtown, major event centers, fairgrounds, etc.) will be provided. This will be balanced between trails within the city limits, and those that will reside outside of city limits, such as trails in large open space areas.
  - Policy 2.2: Emphasis will be placed on protecting trail corridors through the acquisition of easements and rights-of-way in advance of development.
  - Policy 2.3: Opportunities will be provided for 3- to 5-mile trail loops with areas of interest along the route.
  - Policy 2.4: Road rights-of-way for trails will only be used in the absence of other suitable corridors.
  - Policy 2.5: Both paved and non-paved trails will be provided to accommodate a variety of users. As such, trails will strive to provide ADA compliant grades and universal accessibility.
  - Policy 2.6: “Gaps” in the current Greenway system will be closed as soon as practical. If necessary, temporary or natural surface trails will be built until full construction to the ultimate design standard can be completed.
  - Policy 2.7: New development should be planned to support completion of the City’s trails system and provide permanent right-of-way for planned trails.
  - Policy 2.8: City departments will work together to establish trail and greenway corridors.

The recommendations for the community-wide trail system include:

- Continue development of the Cheyenne Greenway and primary multi-purpose trail system
- Provide 3-5 mile trail loops. Coordinate trails with development plans and work with other city departments
- Provide a natural surface trail along the south Cheyenne ridge.
- Secure right-of-way for future trail corridors
- Investigate possibilities for regional trail connections to the south and east of Cheyenne.
- Work with Laramie County on future City/County trails

## **Cheyenne Metropolitan Area Pedestrian Plan**

The 2010 *Cheyenne Metropolitan Area Pedestrian Plan* is a modal element to be incorporated into the Transportation Master Plan. The plan identifies projects through 2030 that will help increase the region's walkability. The plan inventories strengths of the pedestrian system including:

- The existing greenway system
- Land uses that support multi-modal trips
- Grade separated crossings
- Connections to transit
- Grid-style development pattern in many neighborhoods

Opportunities for improvements noted in the plan that would also benefit cyclists include deployment of wayfinding signs on the greenway system, improved transit connections, and crossing improvements at key intersections. The plan recommends several greenway improvements, including the construction of the Arp Elementary Connector between the Crow Creek Greenway and Arp Elementary, and completion of a missing greenway segment along Converse Avenue between Ogden Avenue and Dell Range Boulevard.

## **Cheyenne Metropolitan Area Safe Routes to School Plan**

The 2010 *Cheyenne Metropolitan Area Safe Routes to School Plan* documents a multi-pronged “5E’s”<sup>1</sup> approach to improving walking and cycling environments around elementary and middle schools within the Cheyenne metropolitan area. The plan notes that many schools are located in neighborhoods where local streets provide a safe cycling environment. The greatest barriers to increased cycling noted in the plan are crossings of collector and arterial roadways in some locations. The plan provides a discussion of existing conditions around each school and an inventory of challenges (e.g., a lack of bicycle parking) and then proposes site-specific engineering solutions, such as sidewalk infill and enhanced bicycle parking. The plan also provides a discussion of supportive programs geared to generate excitement about walking and cycling, such as a walking school bus.

## **1992 Greenway Development Plan**

The stated purpose and intent of the 1992 *Greenway Development Plan* (Development Plan) is to supply an overview of the proposed recreational trail system and provide basic design guidance consistent with federal standards and preliminary cost estimates for approximately 15 miles of recreational trail. Designed to accommodate both pedestrians and cyclists, the trail system also includes “rest and view areas, nature trails, handicapped access and parking facilities.” The off-street greenways identified in the plan complement the previously proposed system of on-street bicycle facilities consisting of shared routes and dedicated bicycle lanes. Off-street greenway projects identified in the plan include Allison Draw, Dry Creek, Crow Creek and an abandoned rail corridor located just south of Nationway.

The plan contains information on a segment-by-segment basis for features such as trailhead design, placement of trail amenities (e.g., restrooms), bridge and crossing locations, landscaping approach and necessary right-of-way acquisition. The initial facility construction was funded primarily through the Laramie County Capital Facilities Tax, which allocated approximately \$2.8 million dollars for facility construction between 1992 and 1997, though the need for additional funding was identified to complete the system.

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