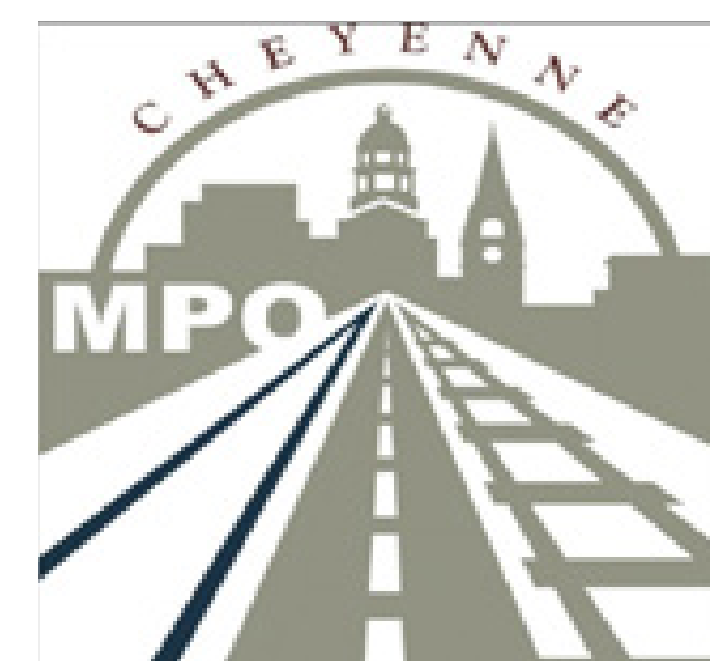




Workshop 1

Lincolnway Placemaking Phase II : Downtown Pedestrian and Urban Design Plan



PROJECT PROCESS

Kickoff meeting with steering committee and walk through - identifying opportunities and constraints.

Workshop 1:

stakeholder meeting to review opportunities diagrams, with visual preferencing exercise.

Workshop 2:

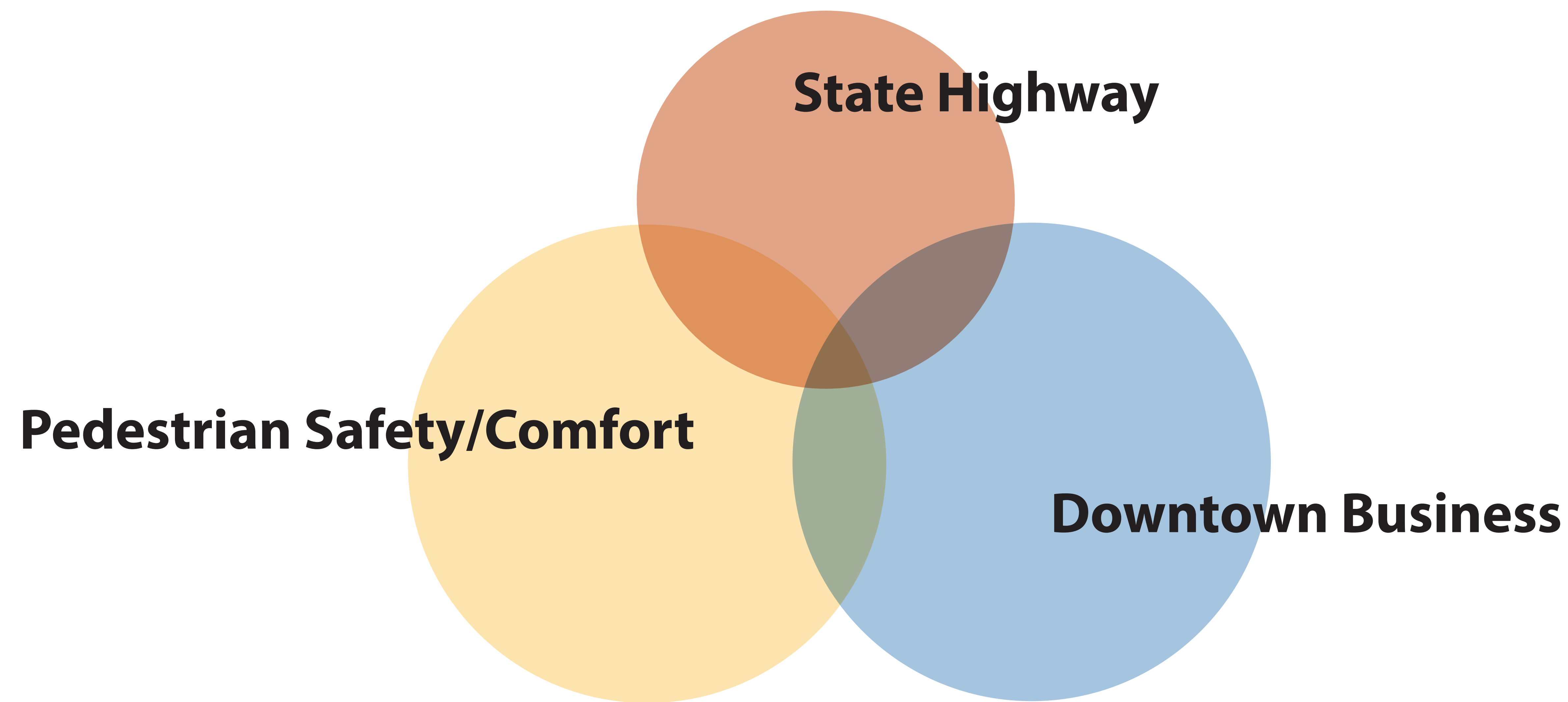
community meeting, design concept workshops identifying proposed direction with open discussion.

Public Meeting and Open House:

community meeting, final design concept review for final input

WORKSHOP 1 AGENDA

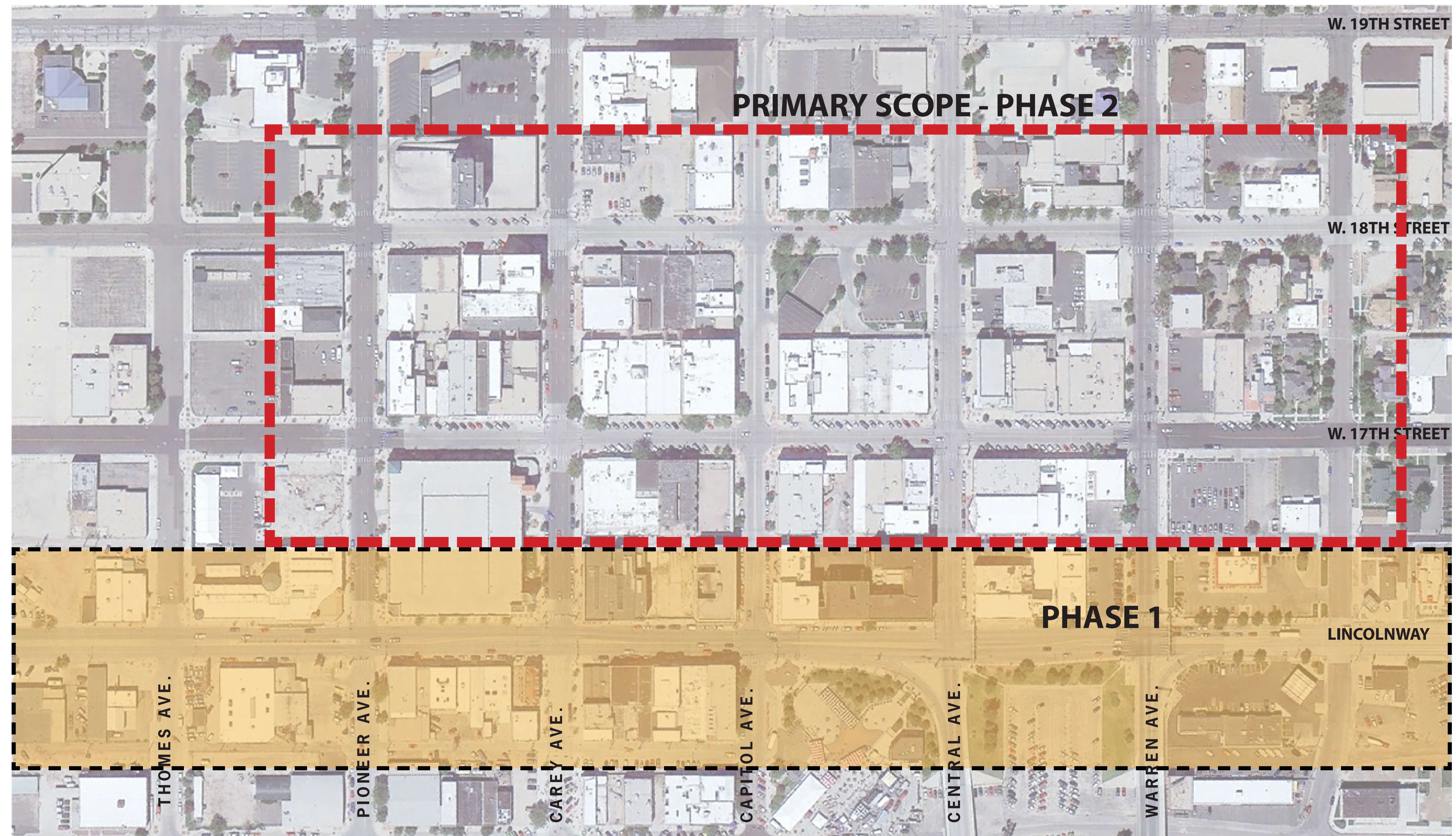
1. Present project overview and intent
2. Review and summarize key points from current plans
3. Lincolnway Extended Level of Service Analysis Overview
4. Summarize goals and objectives - obtain additional feedback
5. Review issues and opportunities diagrams - obtain additional feedback
6. Present Streetscape Alternatives - obtain feedback
7. Keypad polling survey based on project alternatives and intent



BALANCE NEEDS OF STATE/FEDERAL HIGHWAY W/NEEDS OF A THRIVING DOWNTOWN

WORKSHOP 1 FOCUS

1. Expand design characteristics from Phase 1 - feedback on opportunities, issues, concepts
2. Focus on pedestrian realm/traffic and potential to improve safety, comfort and 'sense of place'
3. Creating Gateways into the Downtown Core



SCOPE OF PROJECT

- Primary Scope - Extend concepts from Phase 1 to streetscapes along 17th/18th streets and North/South Connectors.
- Identify gateways into the Downtown Core.

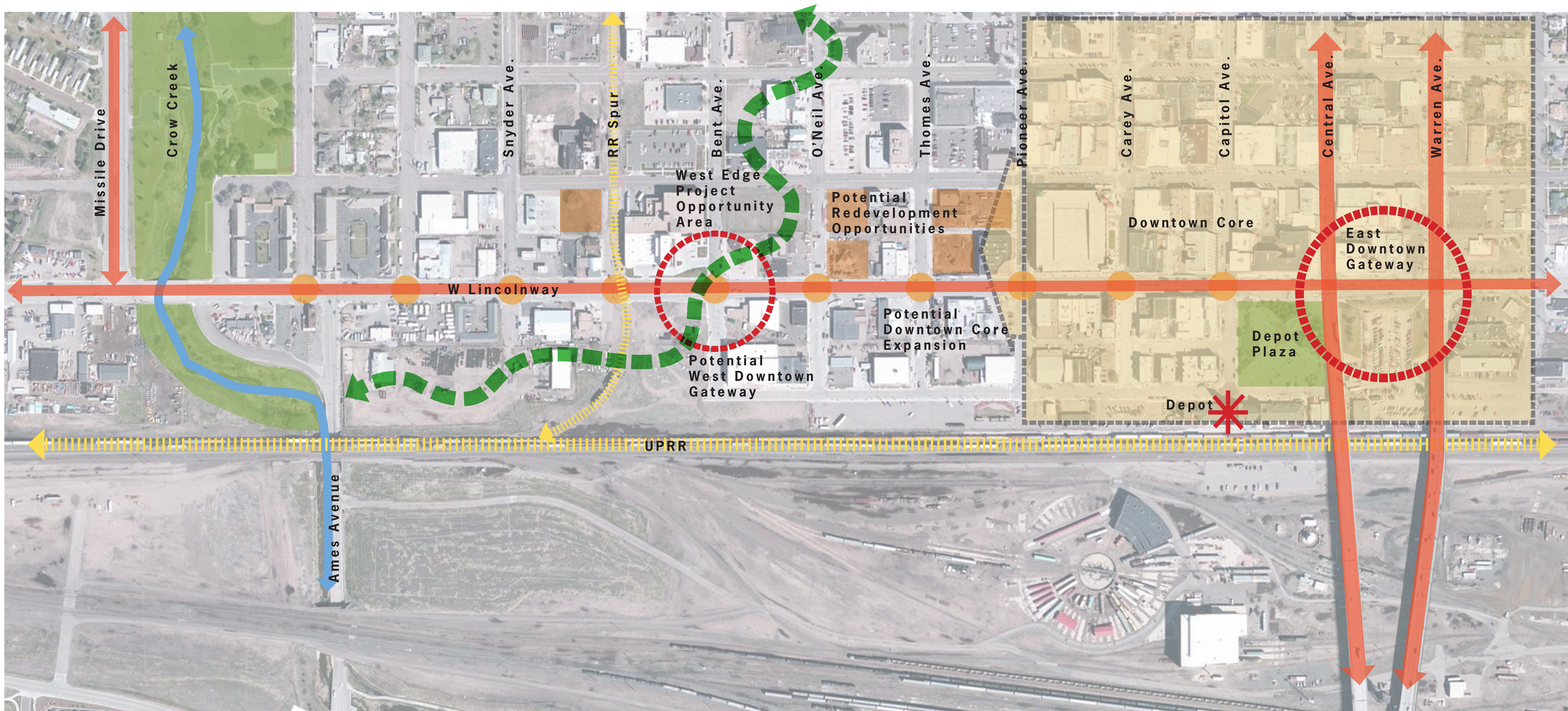
Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

KEY CRITERIA FOR STREETSAPES

- Accessibility
- Visibility and effective lighting for safety
- Facilitate safe pedestrian movement
- Community identity and ‘sense of place’
- Respect and celebrate historic context
- Allow for flexibility & change
- Capacity for gathering and event areas
- Year round appeal and use
- Ease of maintenance
- Places for people
- Create balance of vehicular and pedestrian spaces
- Support and stimulate business growth

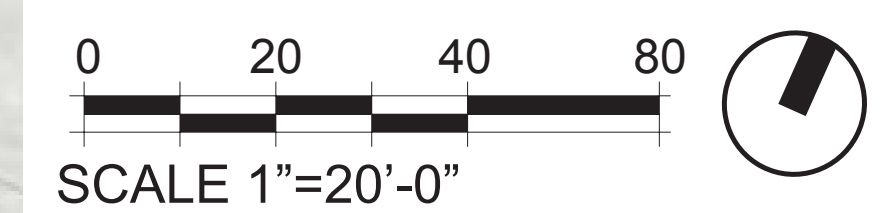
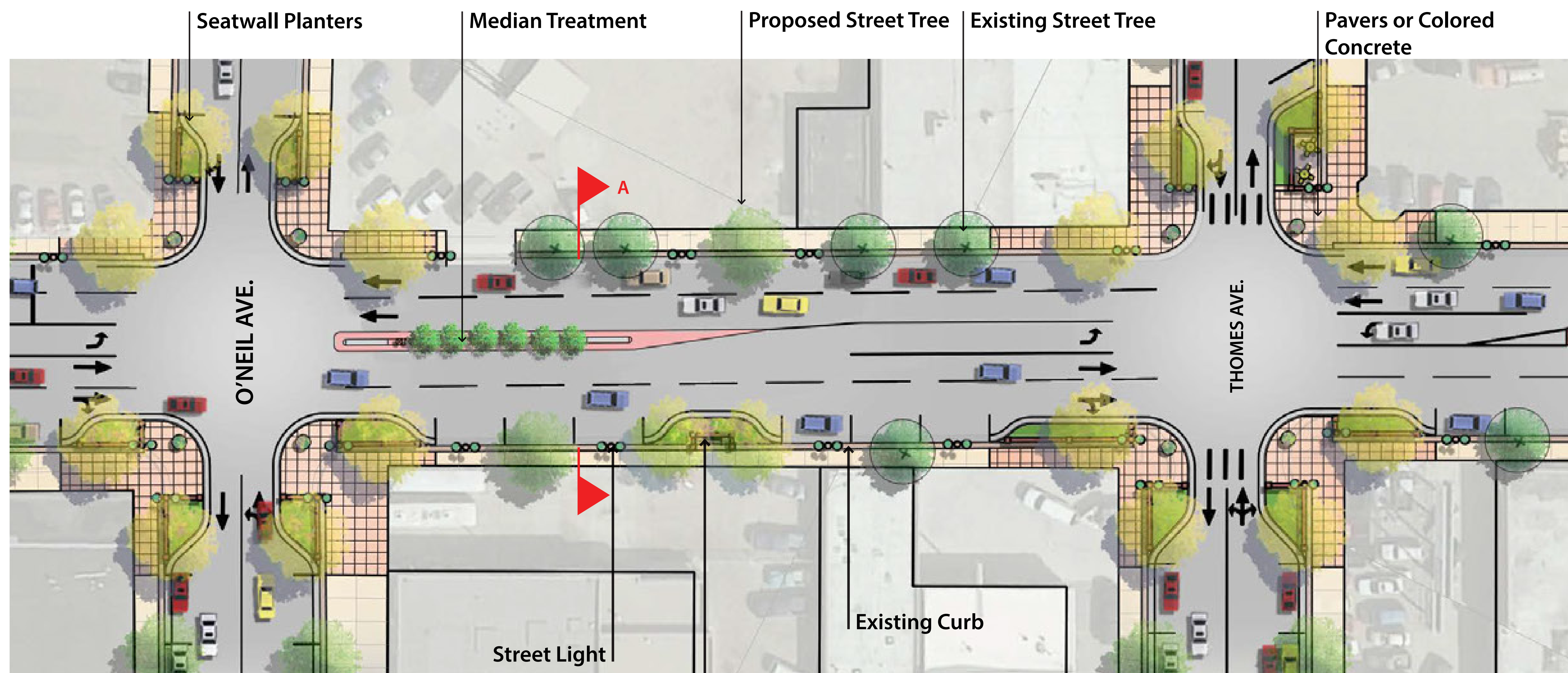
PROJECT GOALS

- Activate ground floors to inspire business development
 - Improve overall character and ‘sense of place’
 - Create outdoor gathering and seating
 - Utilize alley connections where appropriate
- Improve comfort and safety for pedestrians
 - Expand sidewalks where possible
 - Develop ‘edge’ at pedestrian spaces
 - Introduce new street tree plan where possible
- Utilize design framework to extend Phase 1 improvements.
- Create environment to inspire more diverse land-uses, i.e. residential, mixed-uses



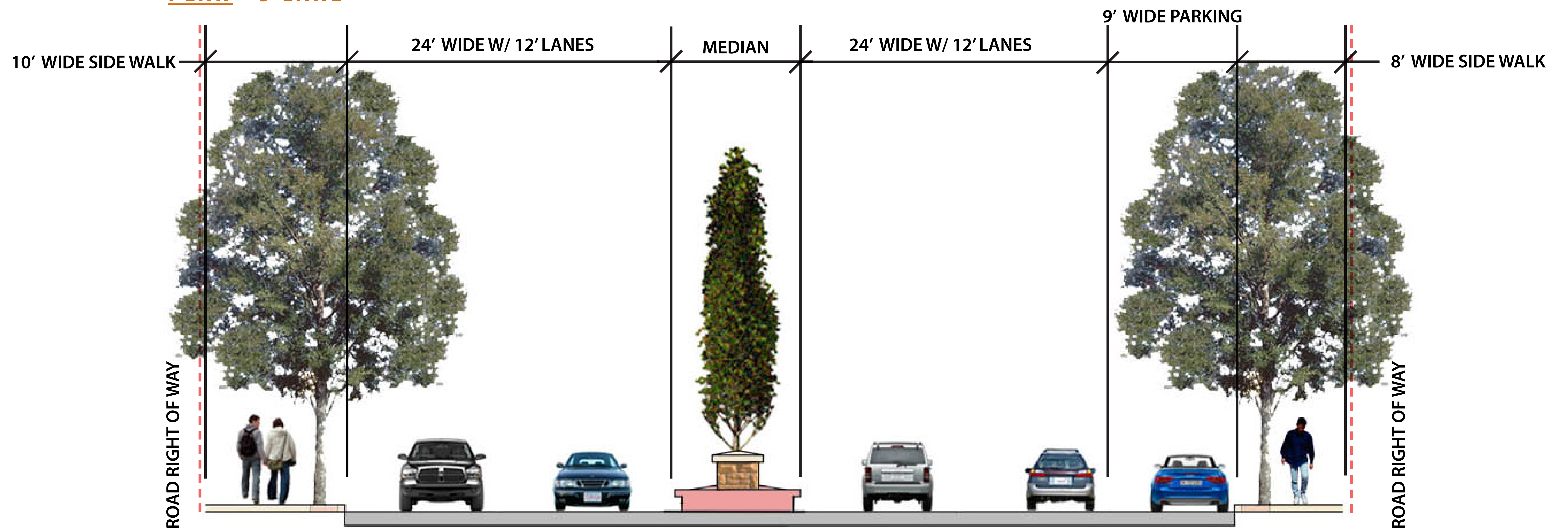
Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Design Influences



PLAN - 5 LANE

Midblock Bulbout

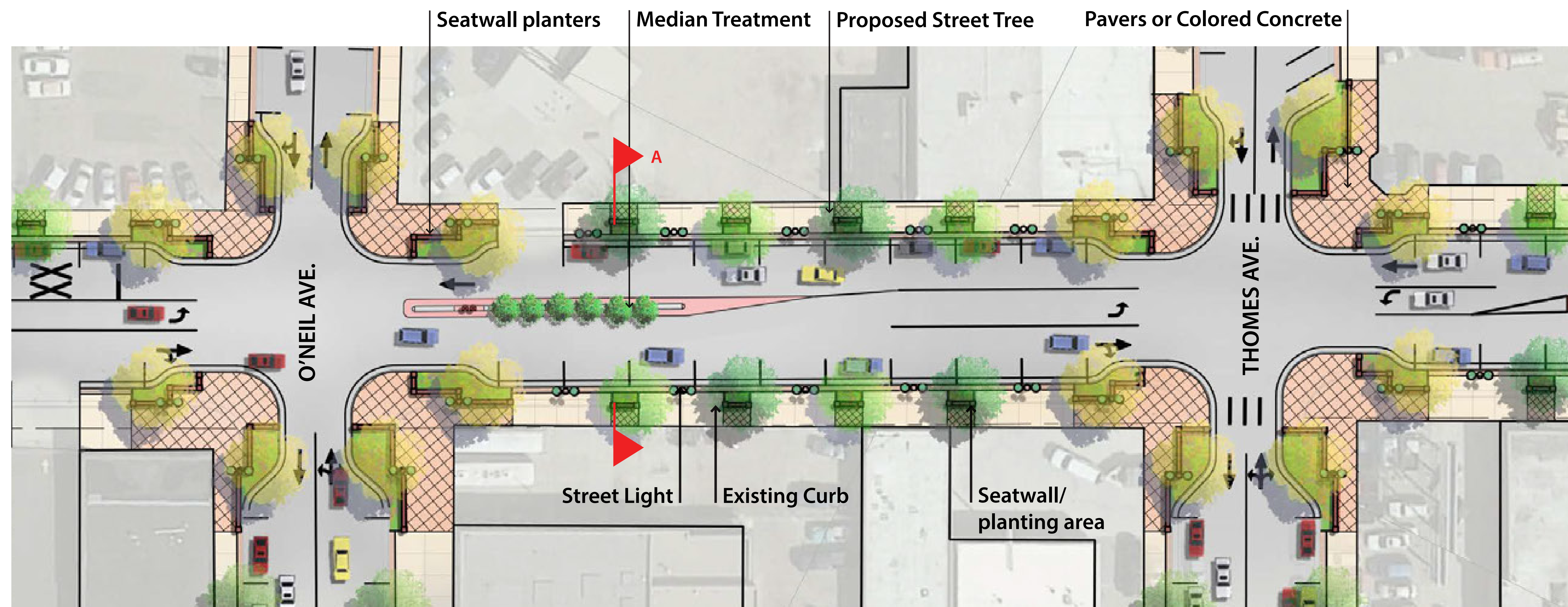


SECTION A - 5 LANE

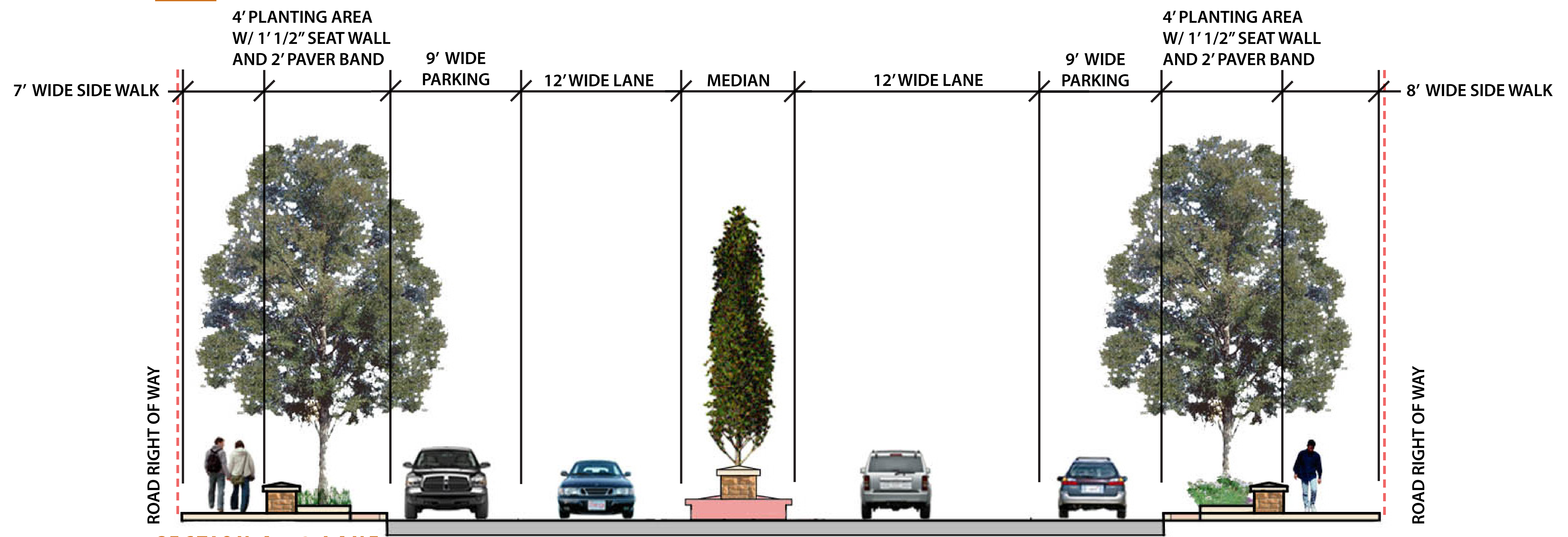
Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

5 Lane Basic Framework - O'Neil to Thomes





PLAN - 3 LANE

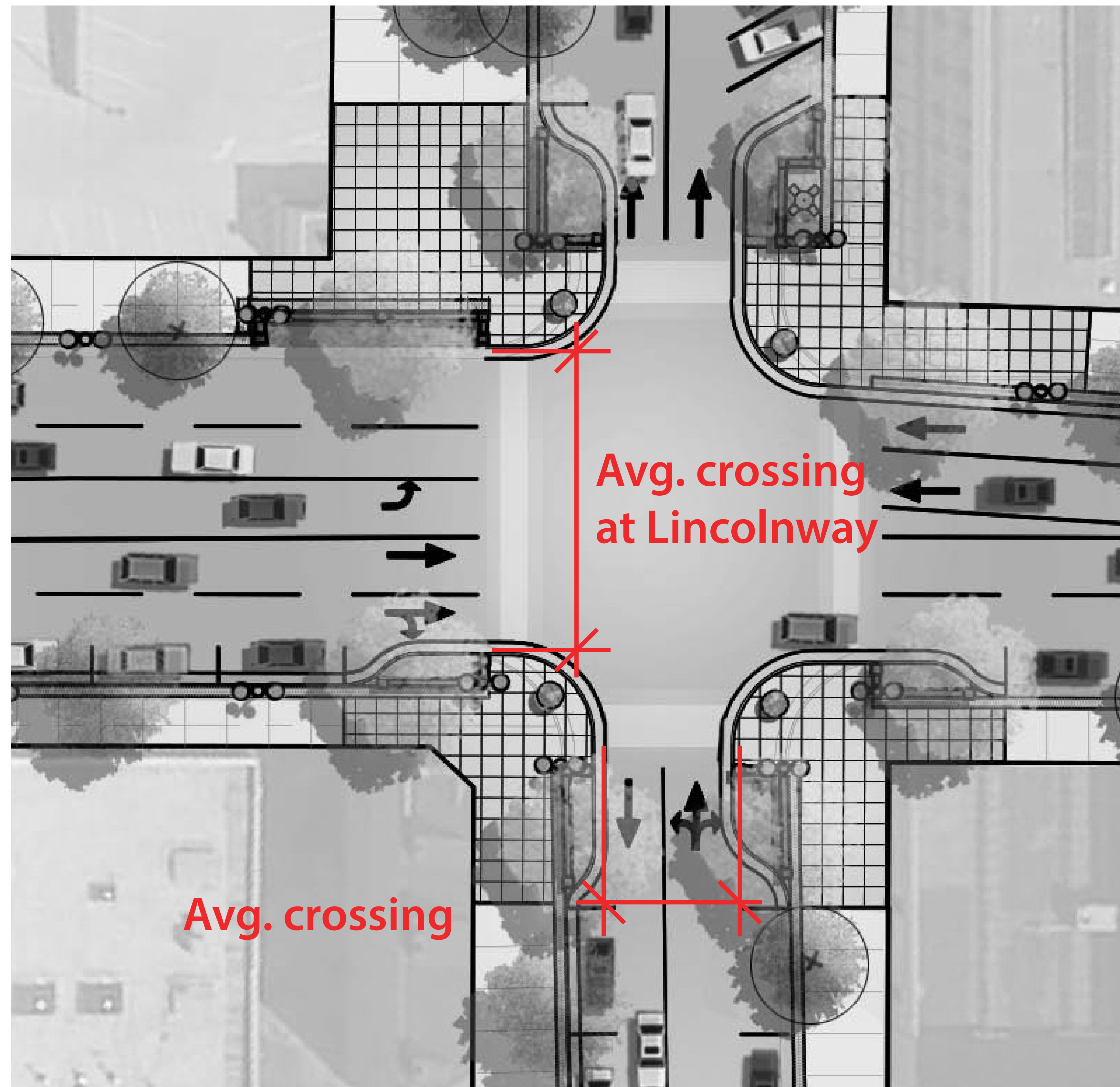


SECTION A - 3 LANE

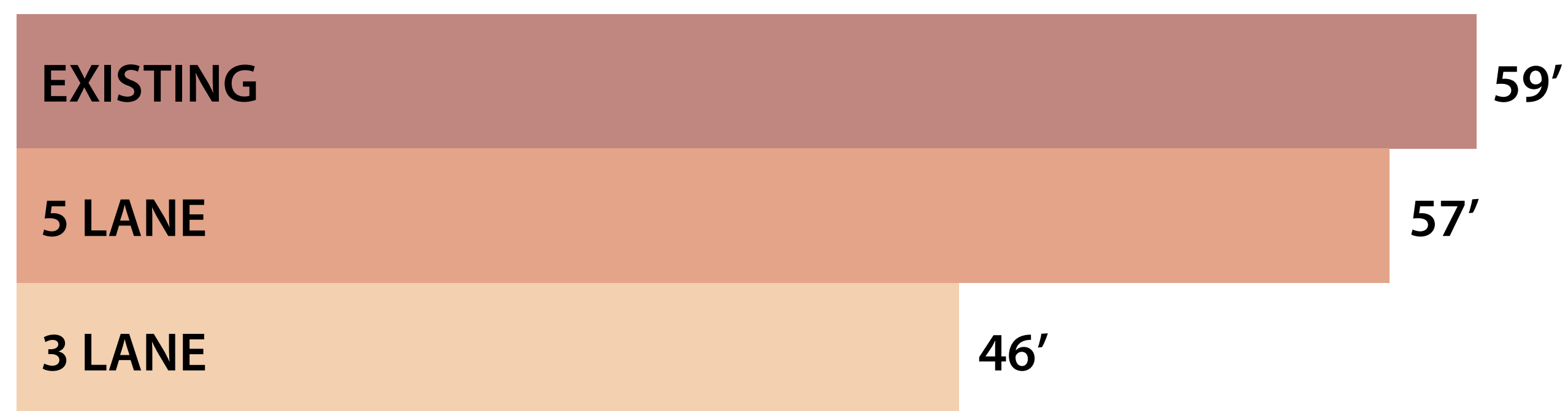
Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

3 Lane Basic Framework - O'Neil to Thomes

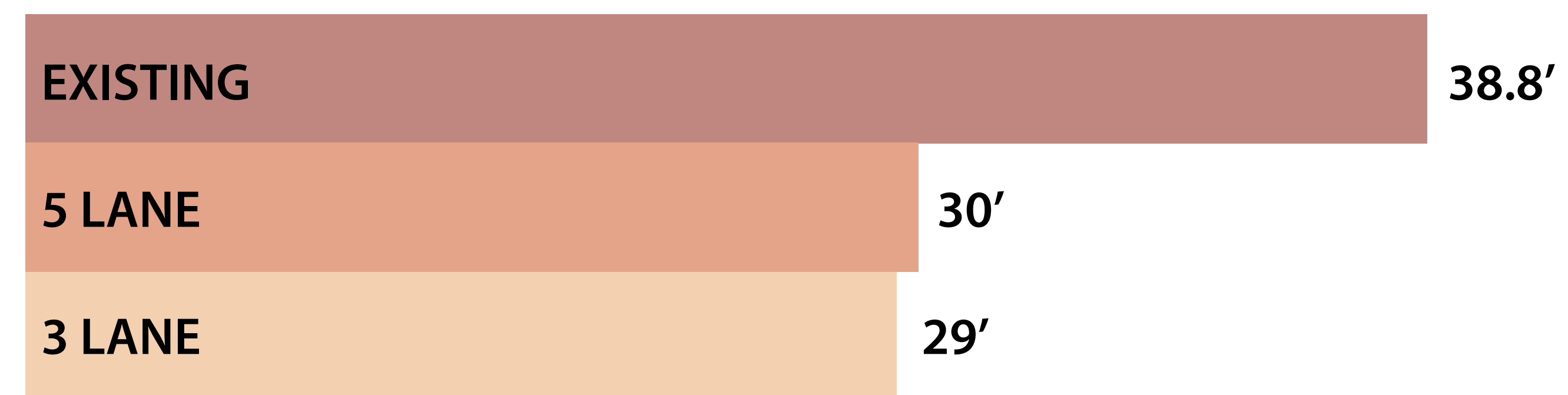




AVG. CROSSING @ LINCOLNWAY

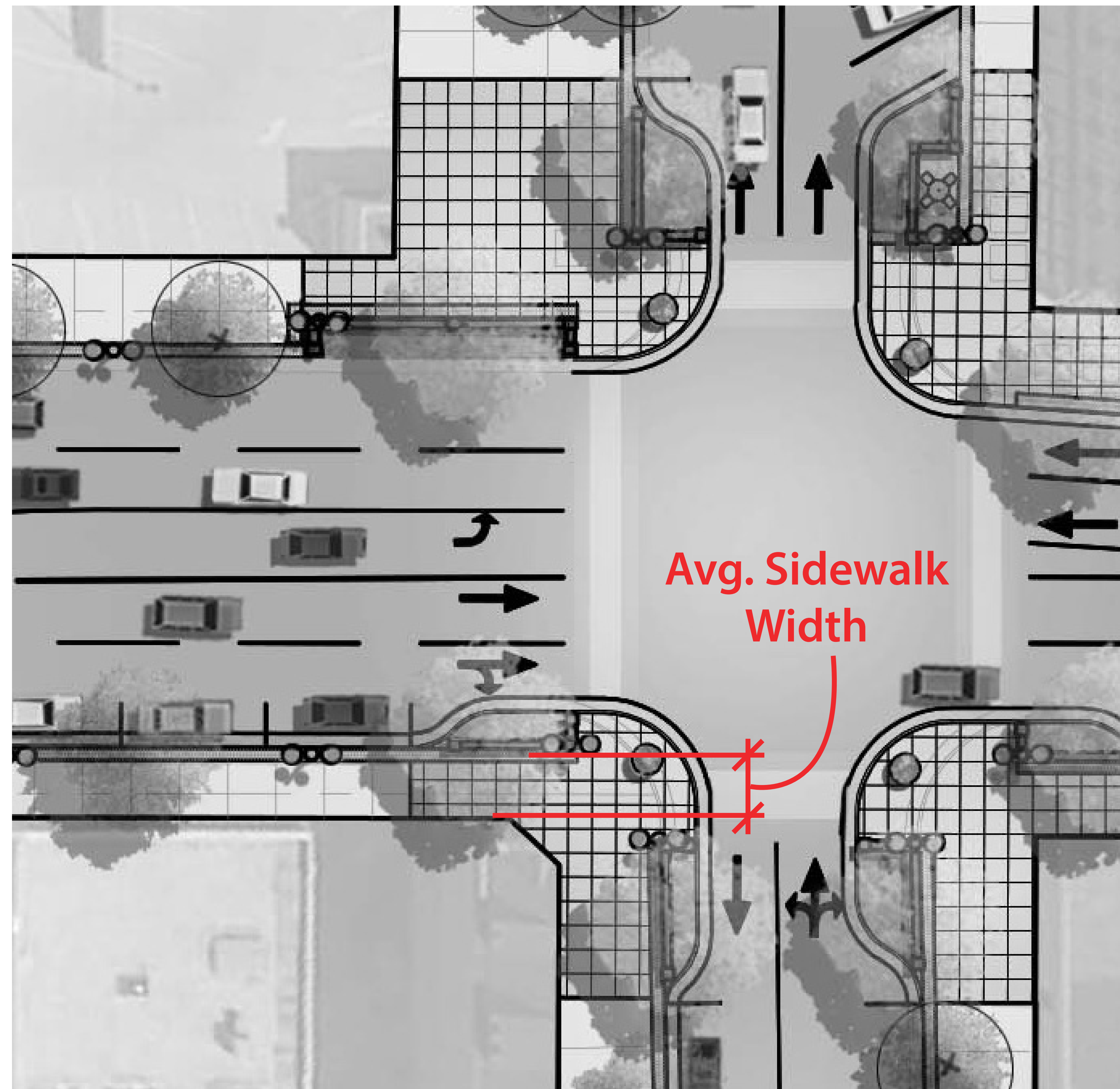


AVG. CROSSING @ SIDE STREETS

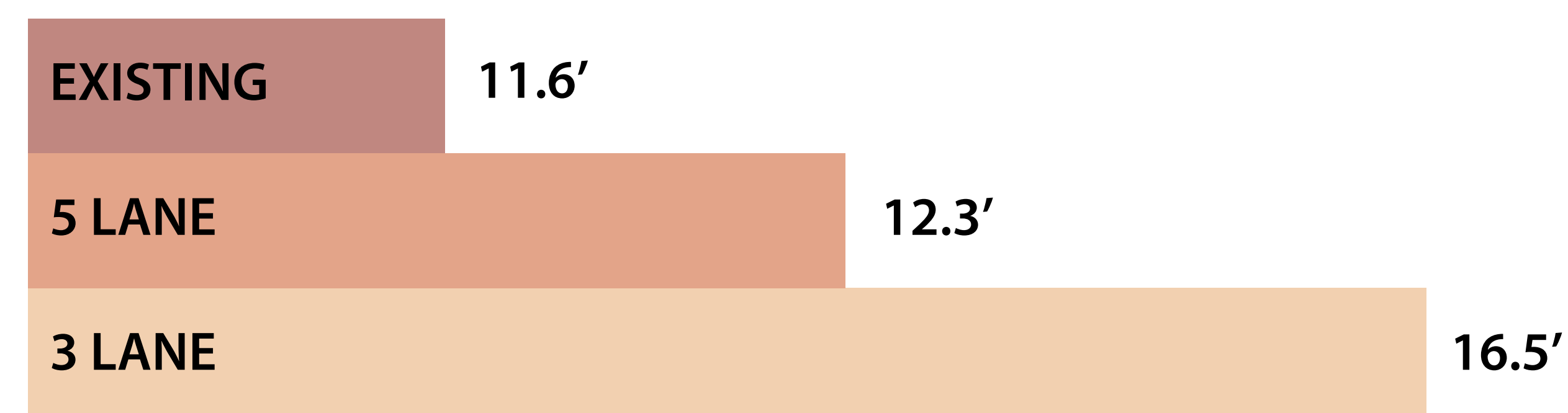


Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Average Sidewalk Crossing Distance



AVG. SIDEWALK WIDTH

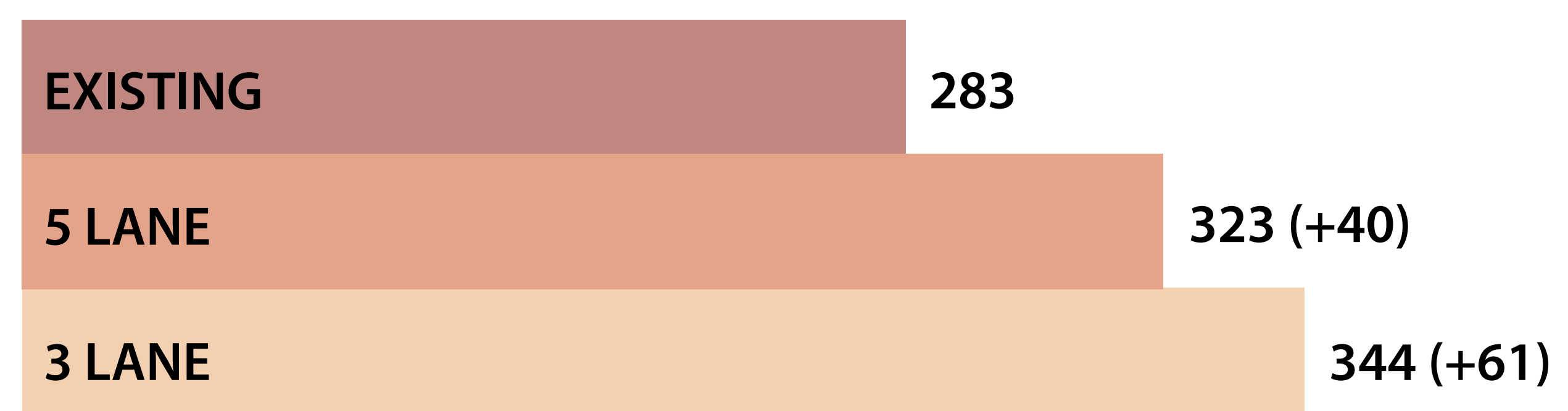


Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Average Sidewalk Width



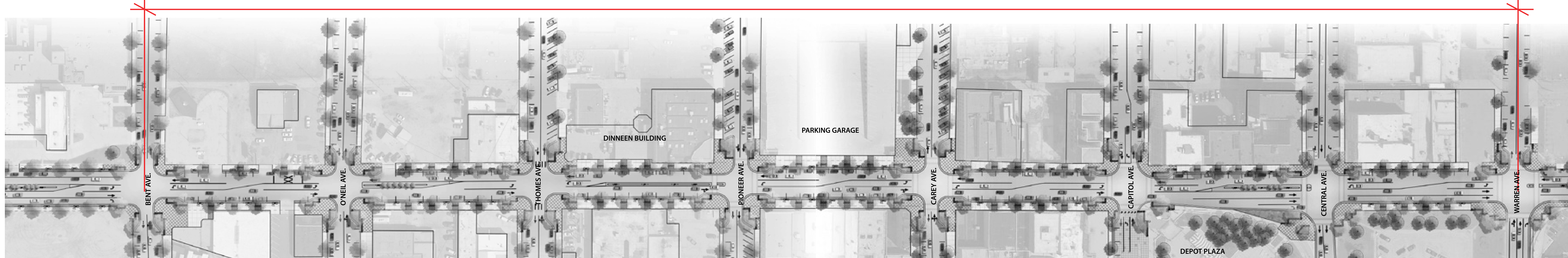
TOTAL PARKING SPOTS



Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

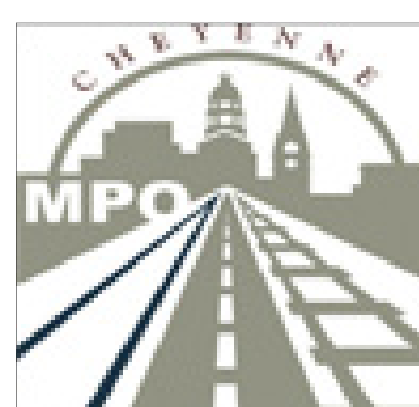
Total Parking Spots

3 LANE OPTION- DRIVE TIME INCREASED BY 2 MINUTES FROM CURRENT CONDITIONS



Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Drive Time for 3 Lane Option Diagram



Lincolnway Intersection Level-of-Service Comparison Table
























Summary: Lincolnway was analyzed with the existing lane configuration and with a 3-lane option between Pioneer Avenue and Warren Avenue (downtown).
The analysis also evaluated various cycle length options for the 3-lane option.
























Intersection	Ex. Config.	2014 Existing – PM Peak Hour				2035 Future – PM Peak Hour				Legend:	
		Ex. Timing 60-65 sec	3-Lane Option		Ex. Timing 60-65 sec	3-Lane Option		Ex. Timing 60-65 sec	3-Lane Option		
			Ex. Timing 60-65 sec	Optimized 75 sec		Optimized 90 sec	Ex. Timing 60-65 sec		Optimized 75 sec		Optimized 90 sec
1 Bent Avenue	SS									PM Peak LOS LOS A or B LOS C LOS D LOS E LOS F <i>SS= Side Street</i> <i>Stop Controlled intersection LOS is the worse approach.</i> <i>Signalized intersection LOS is overall performance.</i> <i>*The intersection operates acceptably; however, there is one approach that operates at LOS E.</i>	
2 O'Neil Avenue	SS										
3 Thomes Avenue	SS										
4 Pioneer Avenue											
5 Carey Avenue			*								
6 Capitol Avenue											
7 Central Avenue						*	*	*			
8 Warren Avenue				*	*						
9 House Avenue	SS										
10 Evans Avenue											
11 Morrie Avenue											
12 Dunn Avenue											
13 Logan Avenue											

Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Extended Level of Service



Max. Queue Length for Stop-Controlled Intersections	Bent Ave	O'Neil Ave	Thomes Ave	House Ave
2014 Existing				
Existing  60 sec				
3 Lane Option		 		 
		 		 
		 		 

Max. Queue Length for Stop-Controlled Intersections	Bent Ave	O'Neil Ave	Thomes Ave	House Ave
2035 Future				
Existing  60 sec				
3 Lane Option		  		
		  		
		  		

Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Limit of Service Analysis for Non-Signalized Intersections

Existing Conditions



Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Existing Conditions



Existing Conditions



Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Existing Conditions



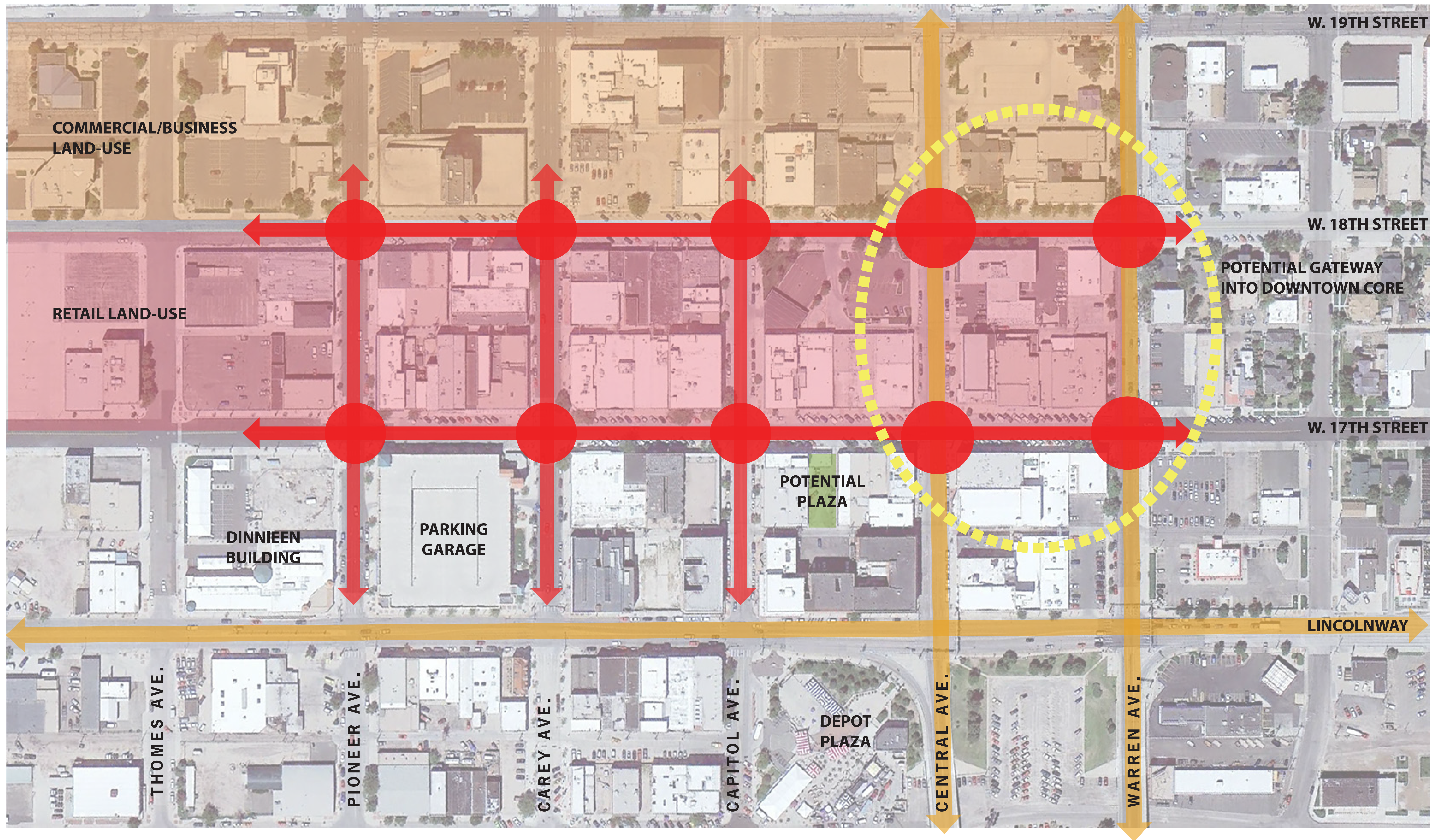
Existing Conditions



Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Existing Conditions

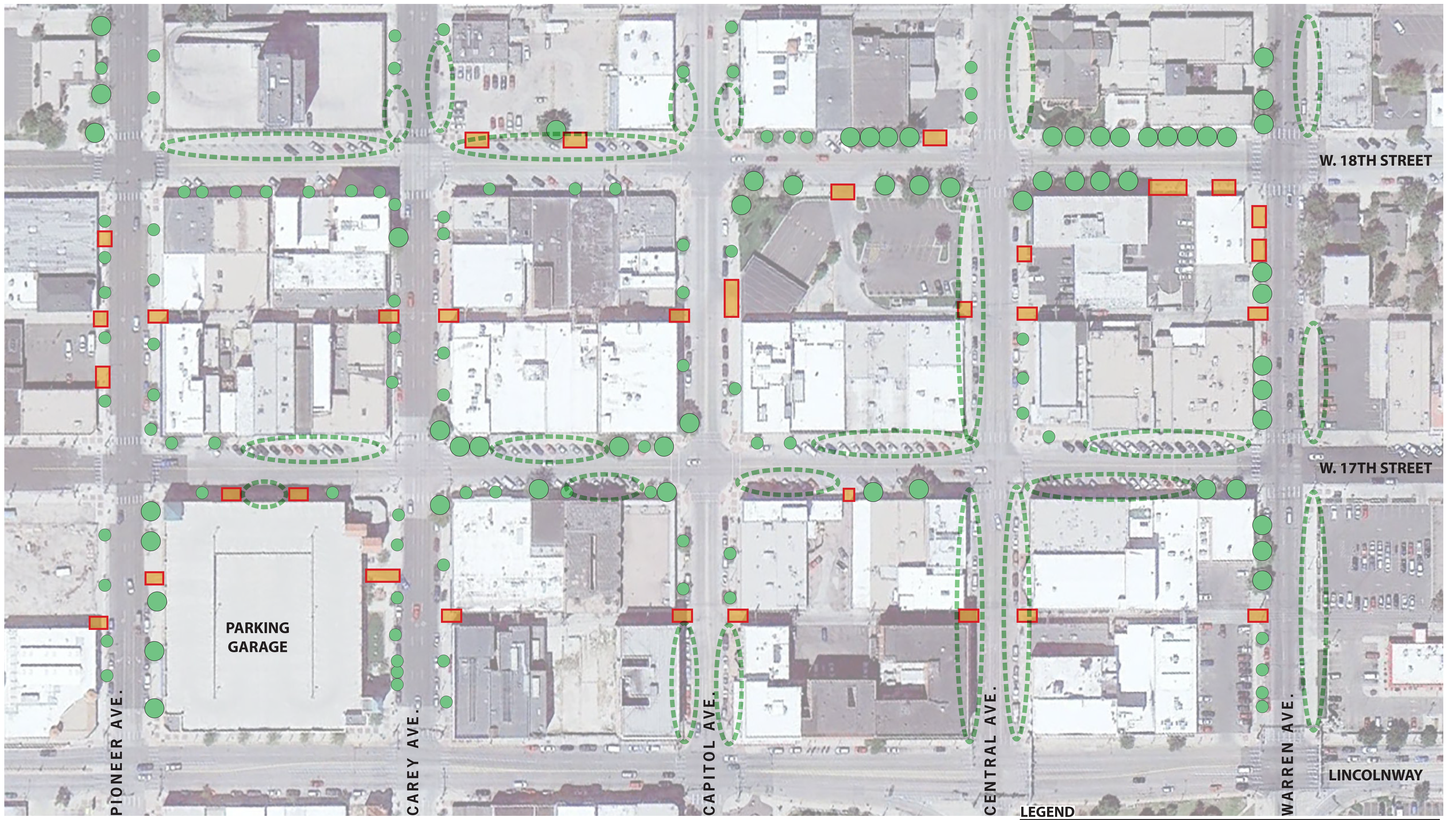




Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Downtown Core Design Influences



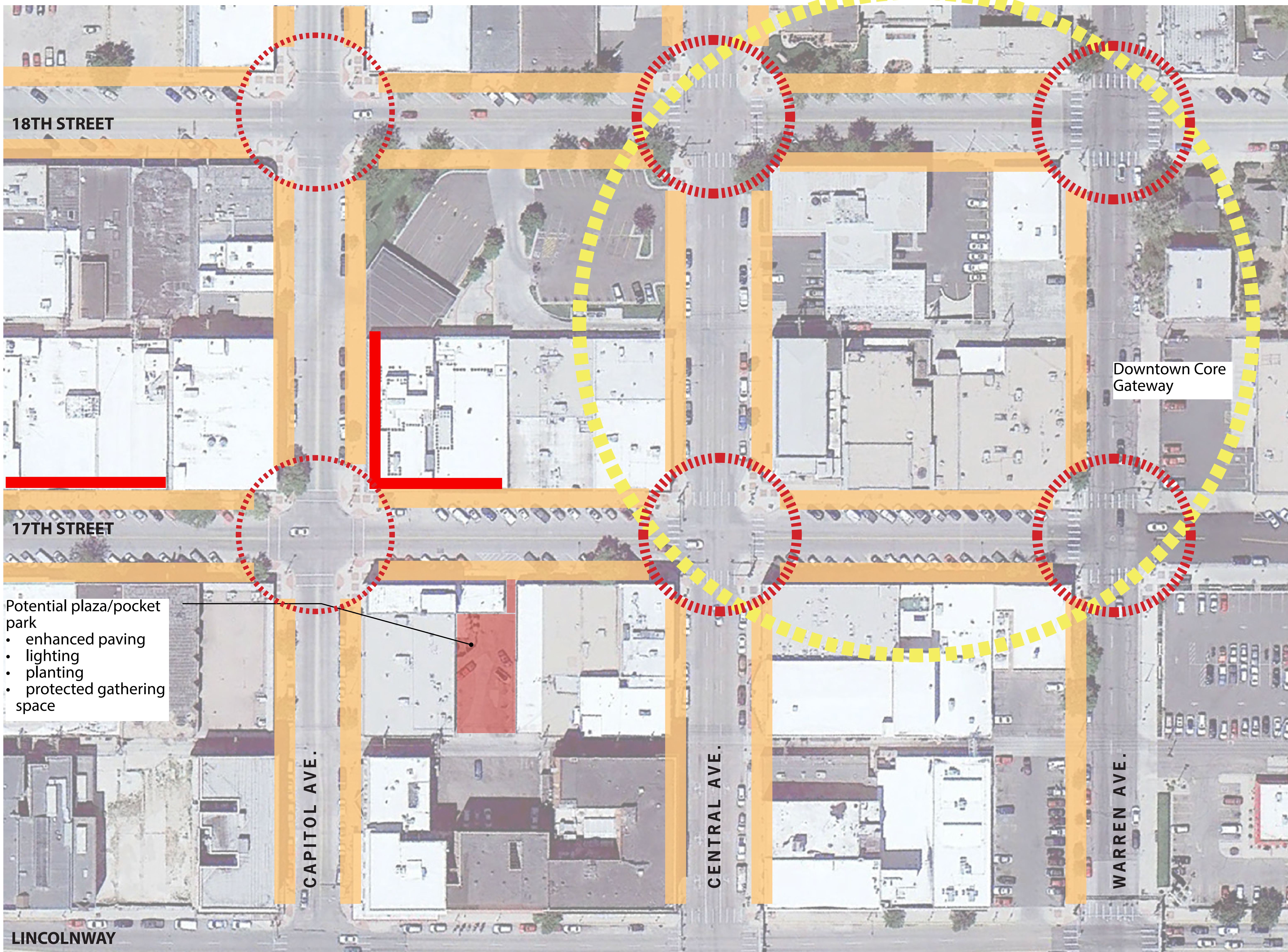


LEGEND

- EXISTING TREE
- CURB CUT/ENTRY
- STREET TREE GAPS

Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Downtown Core Design Influences - Street Tree Gaps and Existing Curb-cuts



QUESTIONS

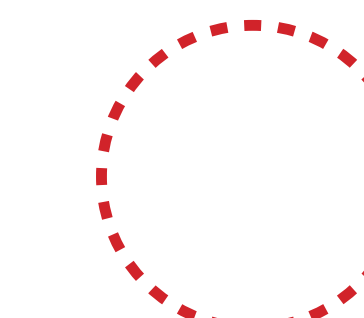
SHOULD EXISTING BULBOUTS BE IMPROVED?

SHOULD THESE BE GATEWAYS INTO THE DOWNTOWN CORE?

SHOULD SIDEWALKS BE IMPROVED/ WIDENED IF POSSIBLE?

LEGEND- Potential Strategies and Opportunities

- Potential to enhance streetscape
- Street Trees
 - Lighting Enhancements
 - Enhanced Paving
 - Widen Sidewalks if possible
 - Introduce Wayfinding signage



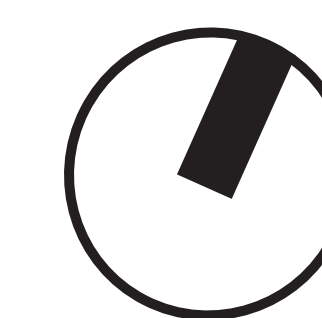
- Potential to enhance existing bulbouts
- Planting
 - Seatwalls
 - Paving
 - Increase width if possible



- Potential Enhanced plaza/pocket park
- underground utilities
 - enhanced paving
 - lighting
 - planting
 - protected gathering space



Potential facade treatments to bring back historic character



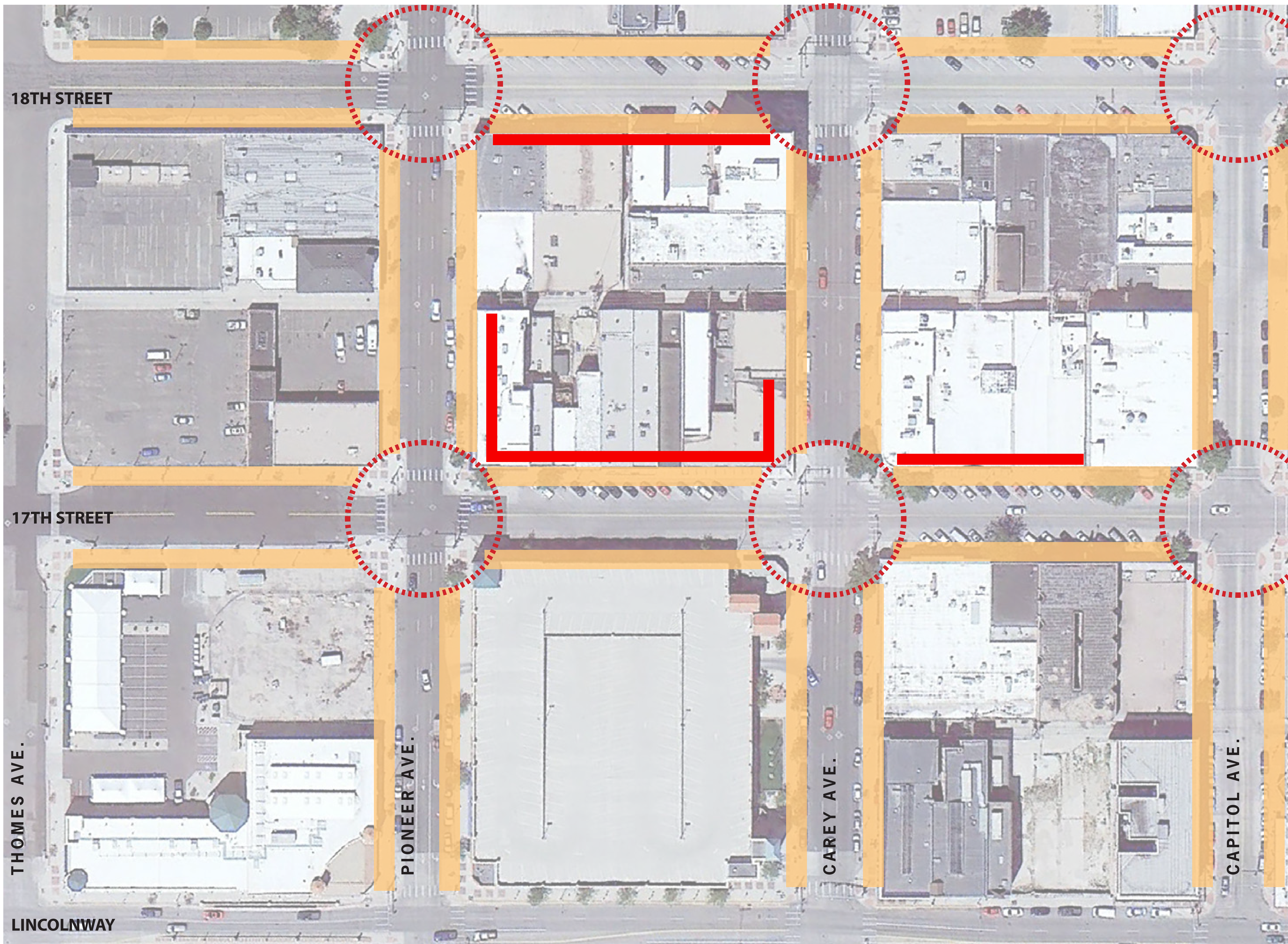
Potential plaza/pocket park

- enhanced paving
- lighting
- planting
- protected gathering space

Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Warren Ave. to Capitol Ave. Issues/Opportunities Analysis





QUESTIONS

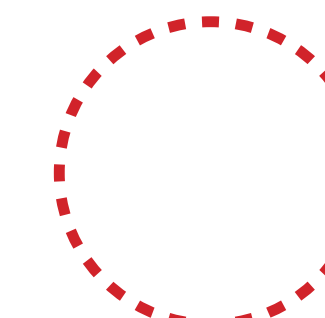
SHOULD EXISTING BULBOUTS BE IMPROVED?

SHOULD THERE BE A GATHERING SPACE IN THE DOWNTOWN CORE?

SHOULD SIDEWALKS BE IMPROVED/ WIDENED IF POSSIBLE?

LEGEND- Potential Strategies and Opportunities

- Potential to enhance streetscape
 - Street Trees
 - Lighting Enhancements
 - Enhanced Paving
 - Widen Sidewalks if possible
 - Introduce Wayfinding signage



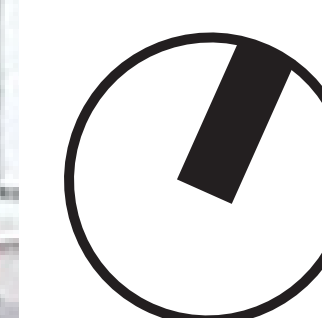
- Potential to enhance existing bulbouts
 - Planting
 - Seatwalls
 - Paving
 - Increase width if possible



- Potential Enhanced plaza/pocket park
 - underground utilities
 - enhanced paving
 - lighting
 - planting
 - protected gathering space



Potential facade treatments to bring back historic character



Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Capitol Ave. to Thomes Ave. Issues/Opportunities Analysis

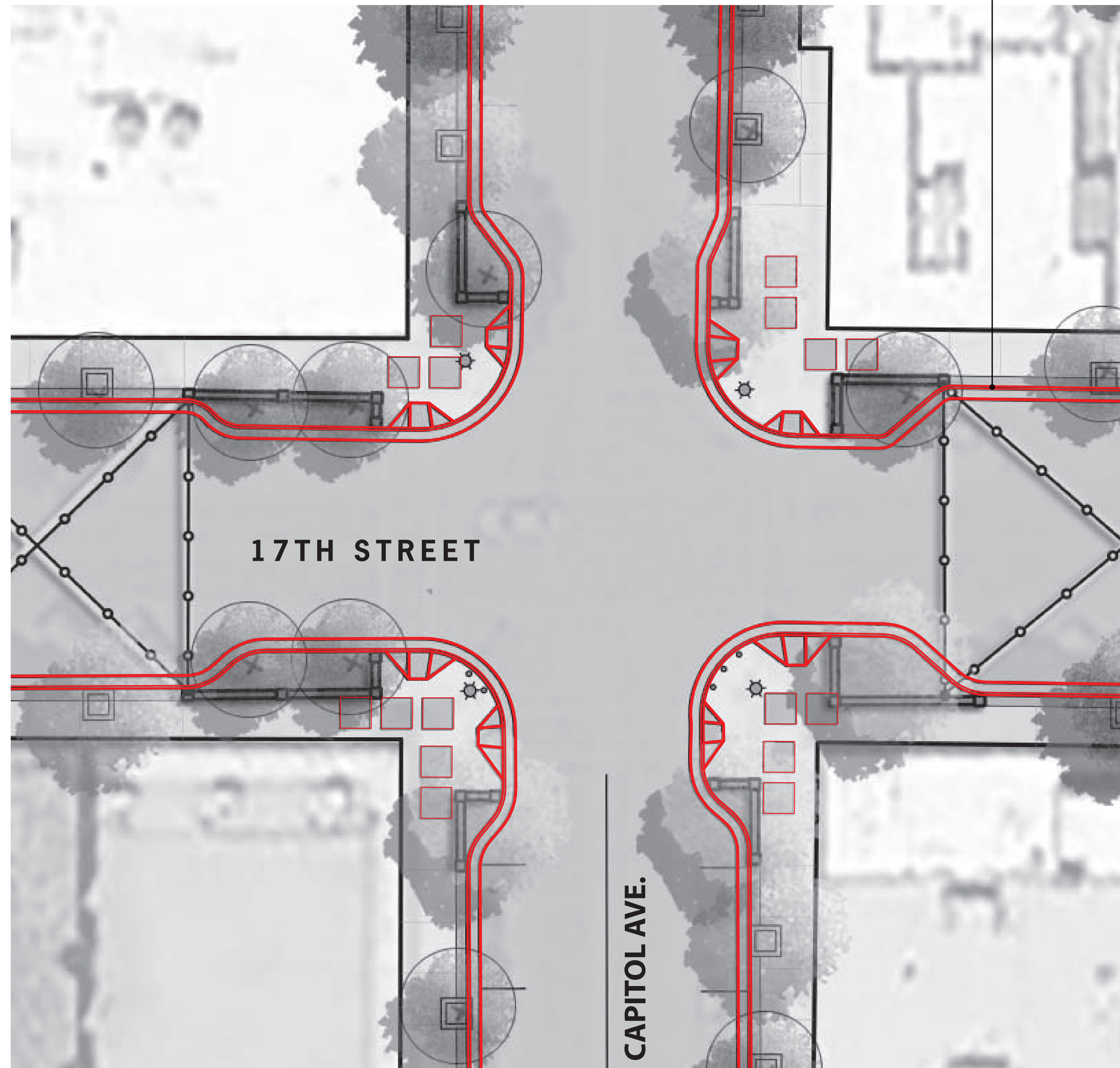


POTENTIAL FUNDING SOURCES FOR PHASE II

- Downtown stakeholders such as DDA or Visit Cheyenne
- 6th Penny/ 5th Penny Funding
- State/Federal Grants
- State Consensus Funds
- Wyoming Business Council's Downtown Development Grant
- Dinneen Model



Existing Street Conditions



Additive/Retrofit Intersection Diagram

Existing Street Conditions

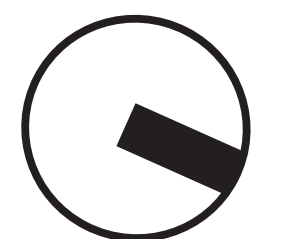
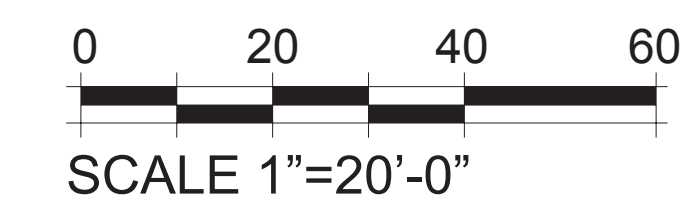


Reconstructed Intersection Enlargement

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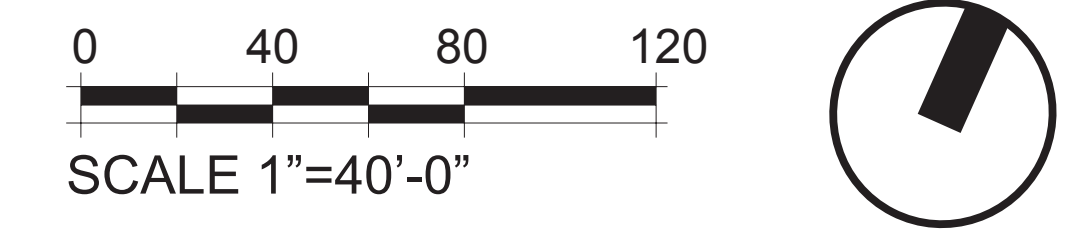
Fehr + Peers



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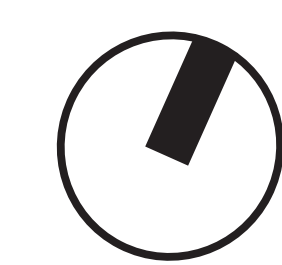
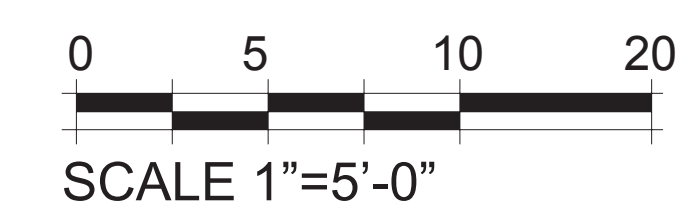
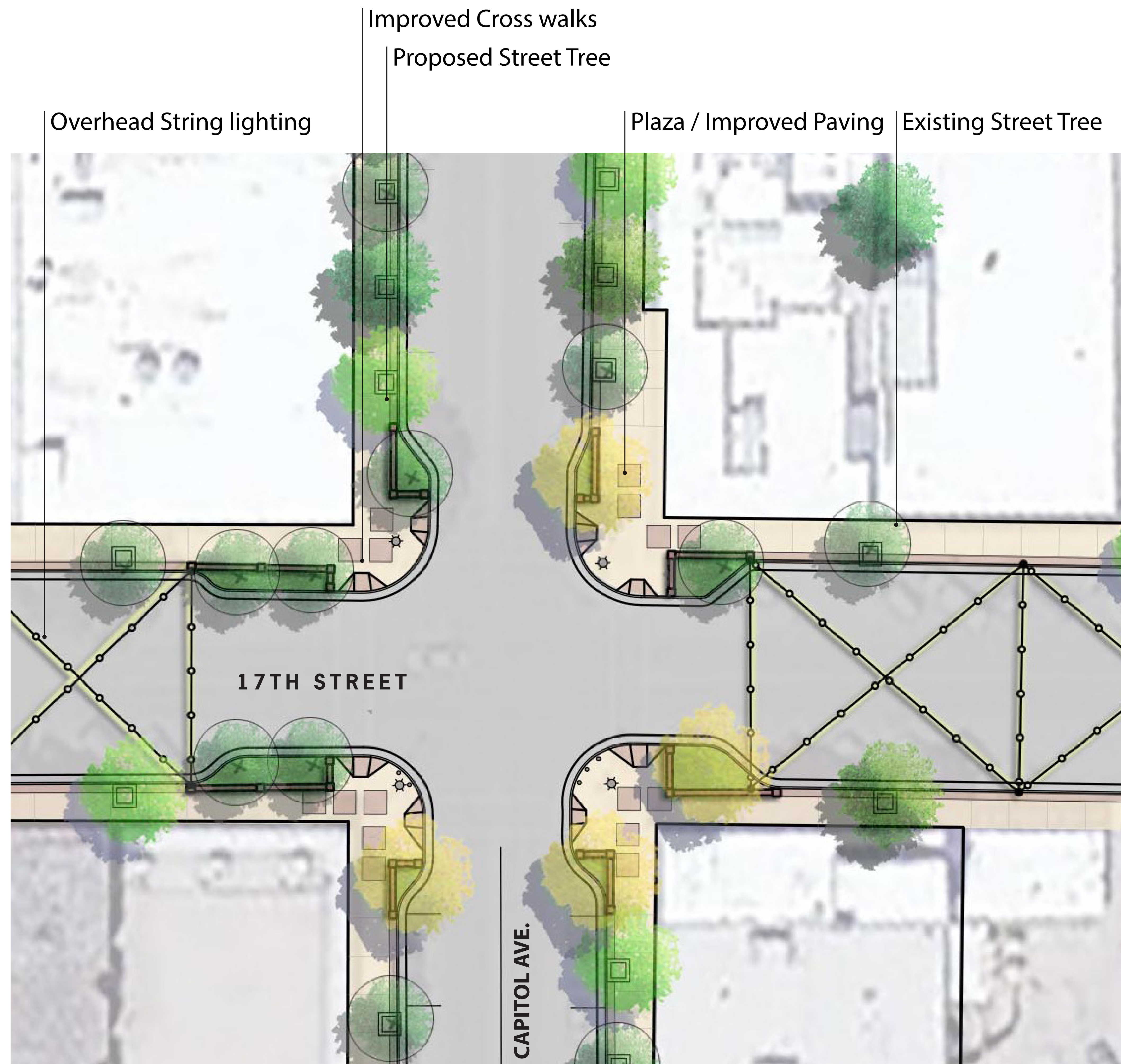
Capitol Ave. Streetscape Improvements





Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Additive/Retrofit Framework Master Plan



Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan
Additive/Retrofit Intersection Enlargement





EXISTING CONDITION

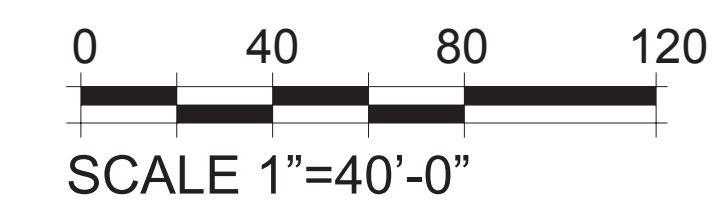


PROPOSED CONDITION

Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Additive/Retrofit Capitol Ave. and 17th Street Simulation



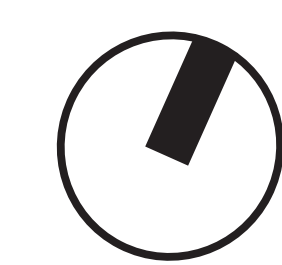
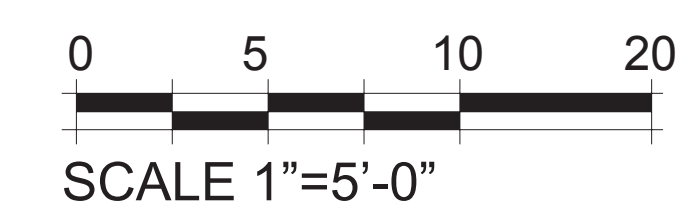
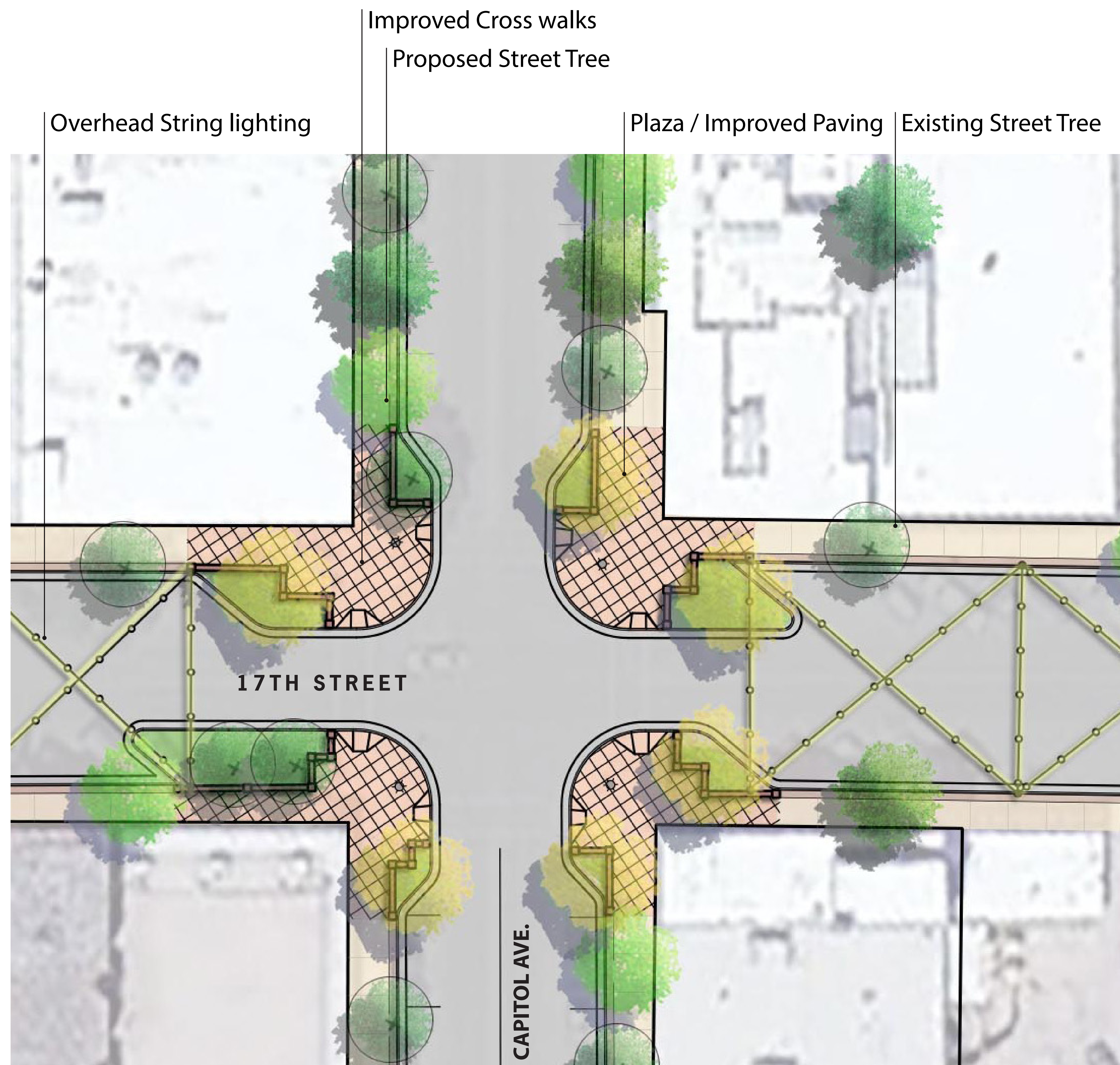


Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Reconstructed Framework Master Plan



Fehr + Peers
russell+mills
studios



Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan
Reconstructed Intersection Enlargement





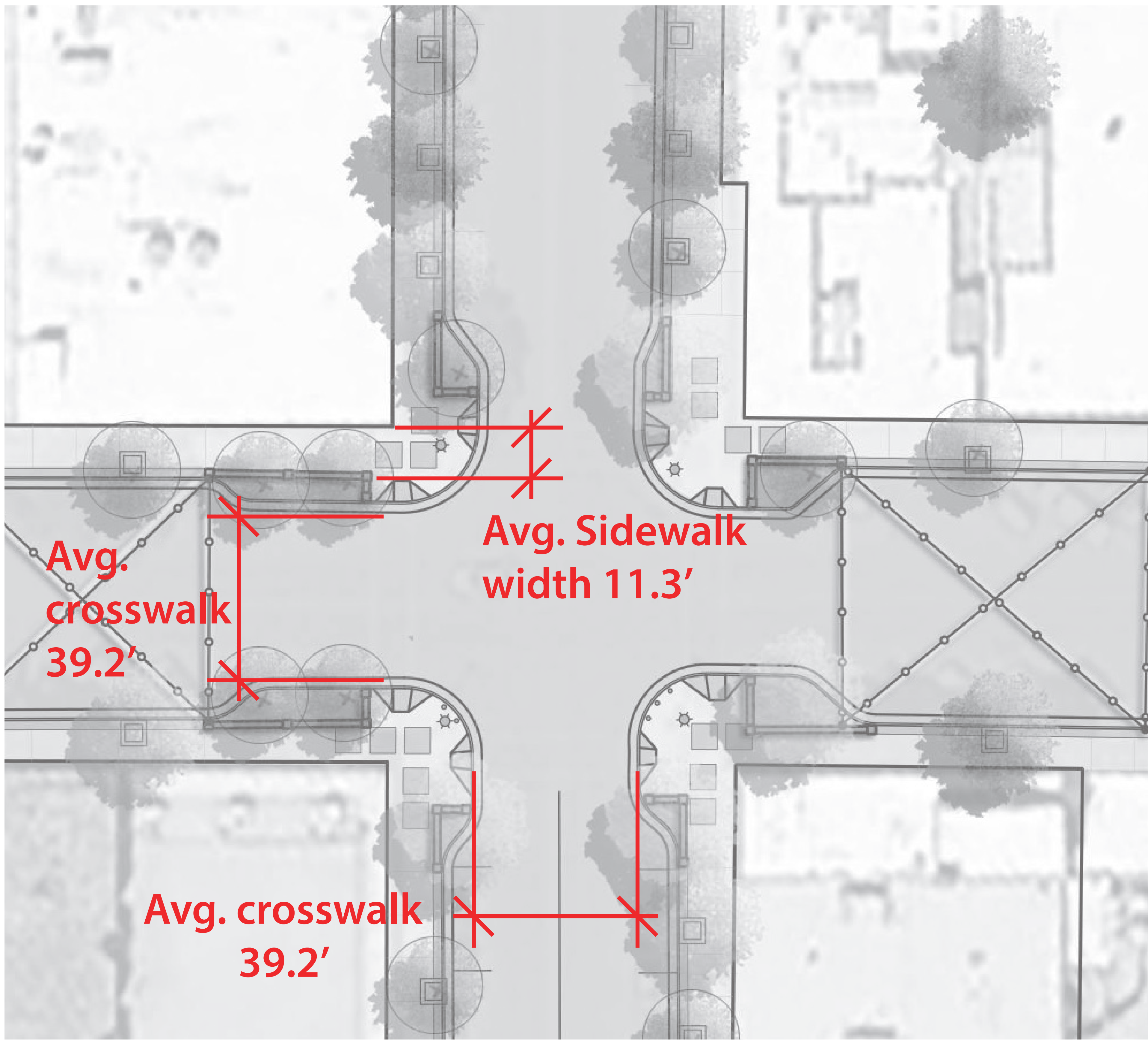
EXISTING CONDITION



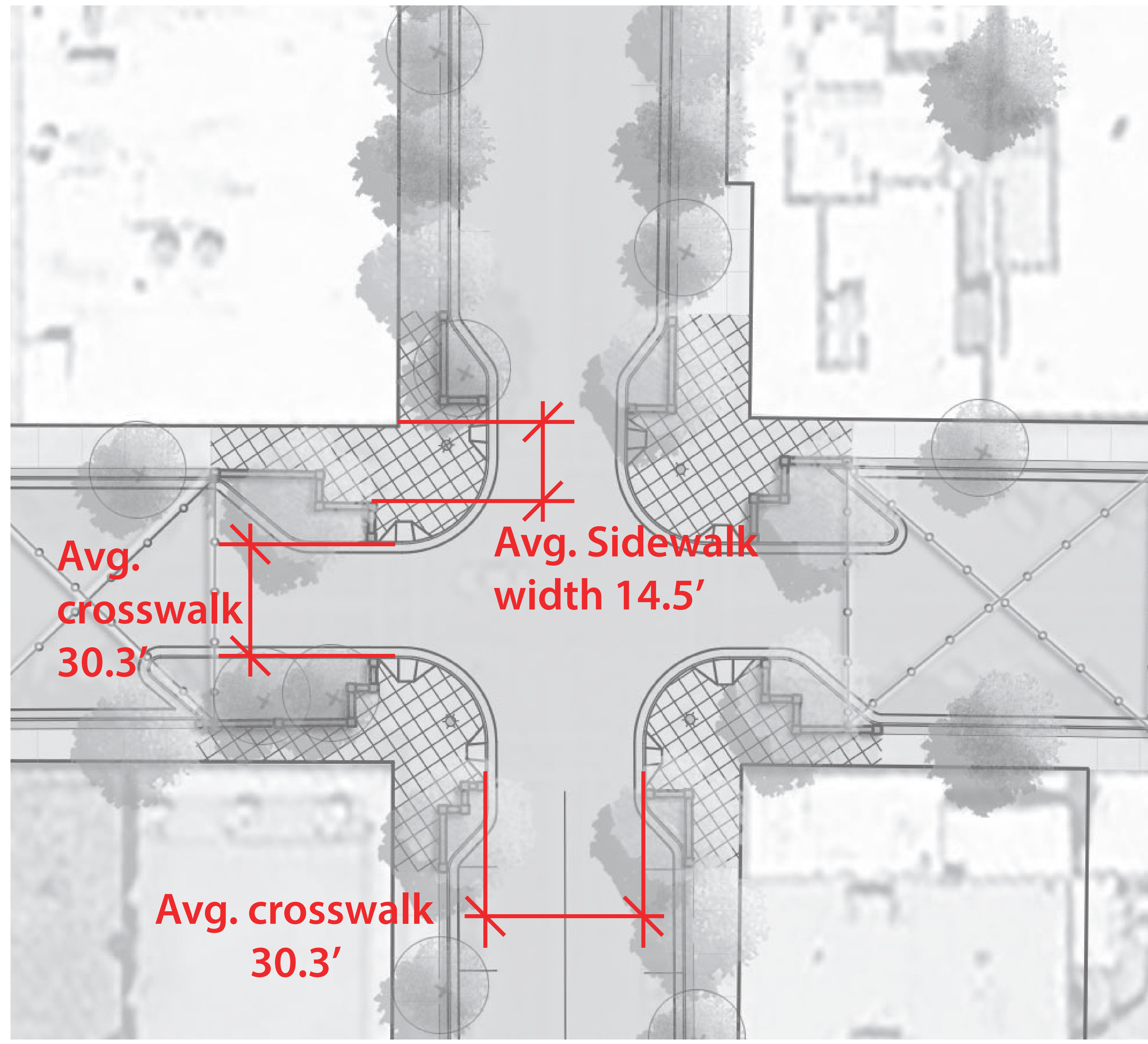
PROPOSED CONDITION

Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Reconstructed Capitol Ave. and 17th Street Simulation



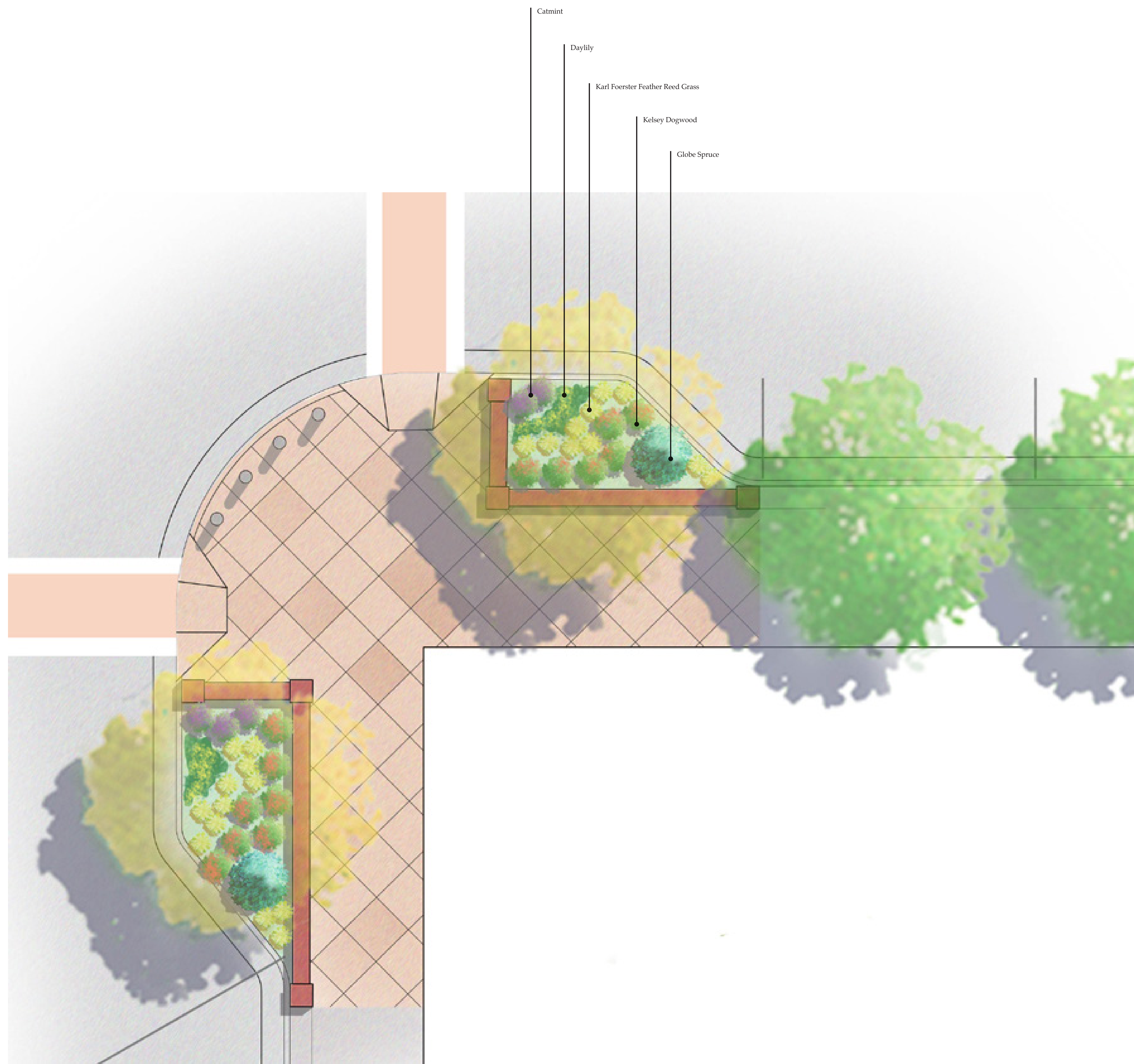
ADDITIVE/RETRO-FIT OPTION:



RECONSTRUCTION OPTION:

Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Additive and Reconstruction Comparison Diagram



Globe Spruce



Kelsey Dogwood



Karl Foerster Feather Reed Grass



'Hyperion' Daylily

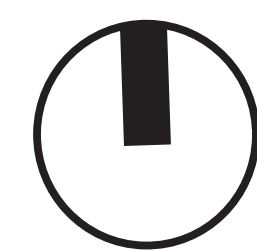
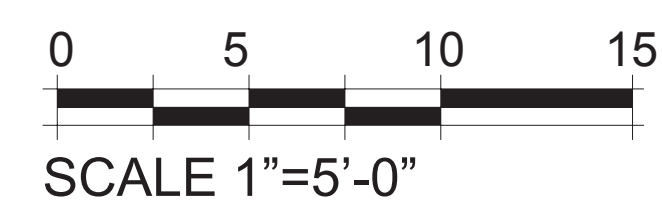


Walker's Low Catmint

Plant List

Common Name	Botanic Name	Height	Spread
Dwarf Globe Spruce	<i>Picea pungens</i> 'Globosa'	3-5'	5-6'
Kelsey Dwarf Dogwood	<i>Cornus sericea</i> 'Kelsey'	2-3'	2-3'
Karl Foerster Feather Reed Grass	<i>Calamagrostis</i> x <i>acutiflora</i> 'Karl Foerster'	3-5'	18-30"
'Hyperion' Daylily	<i>Hemerocallis</i> 'Hyperion'	24-36"	30-36"
Walker's Low Catmint	<i>Nepeta faassenii</i> x 'Walker's Low'	10-14"	3'

NOTES:
1. Plant quantities to be adjusted for corner planting island size. General planting intent to remain intact.



Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Corner Planting Treatment Prototype





Ground floor activation



Parking as edge and separator



Lighting - full cut-off LED



Pedestrian domain/human scale elements



Pavement Types



Benches



Seat walls / Walls



Removable Bollards



Bulb-outs and edges at street crossings



Medians for human scale in roadway

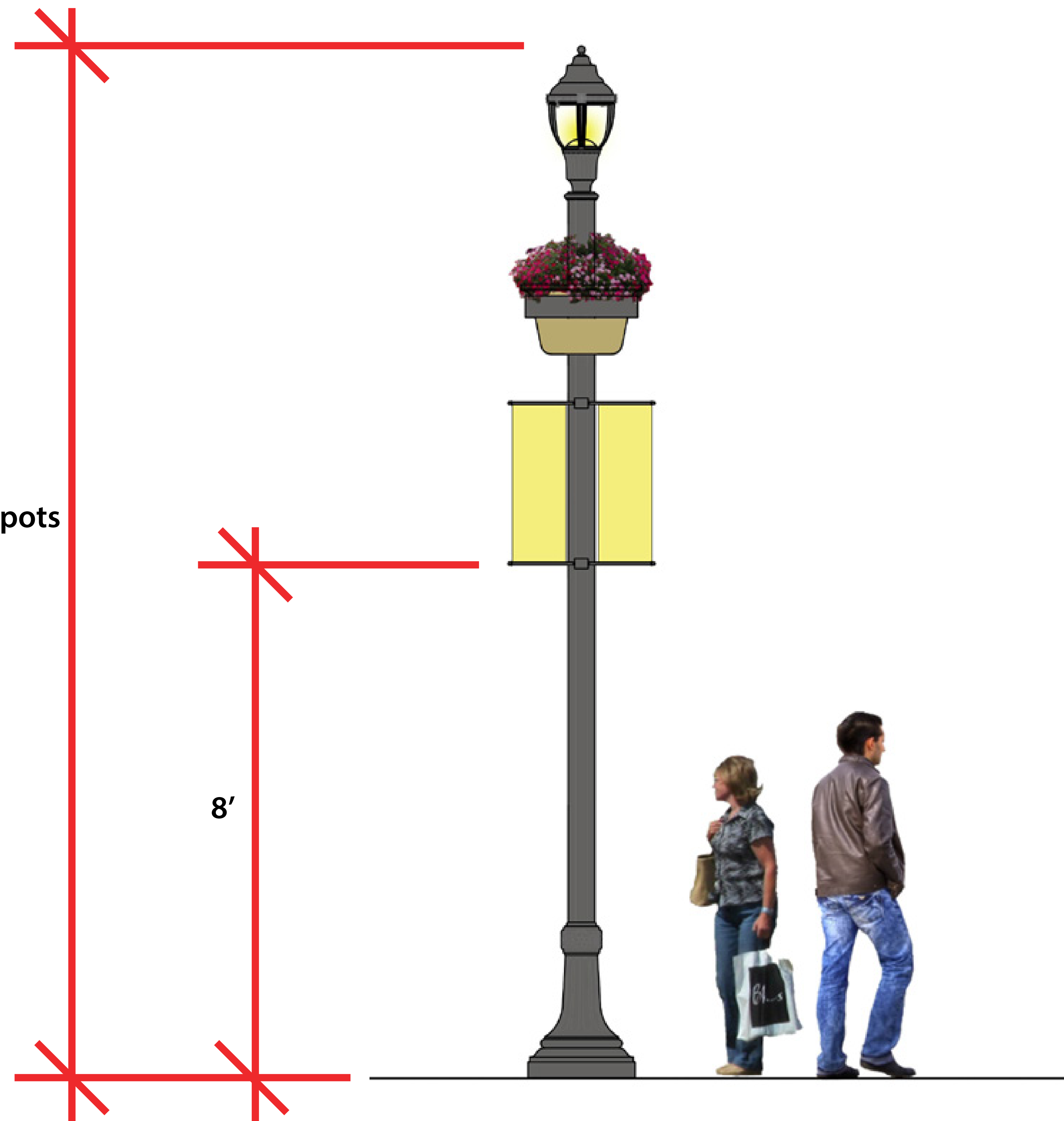


Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Workshop 1 Visual Preferencing Summary



16' tall Street Light
W/ Banners and Planting pots



Lincolnway Placemaking Phase II: Downtown Pedestrian and Urban Design Plan

Street Light Section