AGENDA

- Study Area and Primary Goals
  - Where we have been and what to expect?
  - What we heard (Public Meeting No. 1)?
  - Details of the Identified Issues?
- Overview of recommended Improvements
- Adjourn to Workshop Area
STUDY AREA AND PRIMARY GOALS

- **Limits**
  - Northern Limit – Storey Blvd./ Beckle Road
  - Southern Limit – U.S. 30

- **Primary Goals**
  - Understand the community and neighborhood vision for the roadway
  - Improve roadway and intersection safety and function
  - Address drainage and snow drifting
## WHERE WE HAVE BEEN AND WHAT TO EXPECT?

### Public Outreach Matrix

<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>DATE(S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Open House (2)</td>
<td>November 8, 2017; <strong>June 28, 2018</strong></td>
</tr>
<tr>
<td>Steering Committee (2)</td>
<td>May 9, 2017; January 23, 2018</td>
</tr>
<tr>
<td>Suncor Energy USA Pipeline Plains All American Pipeline</td>
<td>May 10, 2017</td>
</tr>
<tr>
<td></td>
<td>October 19, 2017</td>
</tr>
<tr>
<td>Submit Draft Plan to MPO</td>
<td><strong>July 20, 2018</strong></td>
</tr>
<tr>
<td>Individual One-on-one Meetings w/ Land Owners</td>
<td>March 7, 2018 &amp; TBT</td>
</tr>
<tr>
<td>MPO Technical Advisory Committee (1)</td>
<td><strong>August 15, 2018</strong></td>
</tr>
<tr>
<td>City Planning Commission</td>
<td><strong>August 20, 2018</strong></td>
</tr>
<tr>
<td>County Planning Commission</td>
<td><strong>August 9, 2018</strong></td>
</tr>
<tr>
<td>Presentations to the Governing Bodies (County and City)</td>
<td><strong>September, 2018</strong></td>
</tr>
</tbody>
</table>
SUMMARY OF PUBLIC MEETING NO. 1

Who attended?

+ 120 People Sign-in
+ 150 Estimated Attendance
+ 240 Responses

Other: Real Estate Broker (2), Cheyenne Resident thinking of moving over there (2), Friend of homeowner in area, Homeowner in Cheyenne (1), MPO CAC Member.
Q3 Please rate the importance of the following transportation users and issues based on what you consider to be the most important design consideration for Whitney Road?

![Bar Chart]

- **Accommodating more Vehicles**: 38% Very Important to Accommodate, 31% Important to Accommodate, 16% Neutral, 8% Important to Discourage, 6% Most Important to Discourage
- **Accommodating Higher Vehicle Speeds**: 12% Very Important to Accommodate, 18% Important to Accommodate, 22% Neutral, 25% Important to Discourage, 2% Most Important to Discourage
- **Lowering Vehicle Speeds**: 13% Very Important to Accommodate, 18% Important to Accommodate, 40% Neutral, 12% Important to Discourage, 14% Most Important to Discourage
- **Accommodating Pedestrians**: 28% Very Important to Accommodate, 27% Important to Accommodate, 24% Neutral, 11% Important to Discourage, 7% Most Important to Discourage
- **Accommodating Bicyclists**: 28% Very Important to Accommodate, 26% Important to Accommodate, 23% Neutral, 10% Important to Discourage, 10% Most Important to Discourage
- **Other**: 29% Very Important to Accommodate, 8% Important to Accommodate, 27% Neutral, 2% Important to Discourage, 90% Most Important to Discourage, 3% No Opinion

**Very Important to Important to Accommodate**

**Very Important to Important to Discourage**
Q4: If you could make one change to the existing Whitney Road Corridor, what change would you make?

- Widen Roadway: 23.4%
- Provide Alternate East-West Access: 17.0%
- Signal at U.S. 30: 14.6%
- Signal at Dell Range: 14.0%
- Do Nothing: 5.3%
- Illuminate Intersections: 4.7%
- Mitigate Steep Hill: 4.1%
- Slow Traffic: 4.1%
- Mitigate Snow Drifting: 3.5%
- Accommodate non-motorized users: 3.5%
- Provide Alternate East-West Access: 2.3%
- RAB at Dell Range: 2.9%
- RAB at U.S. 30: 0.6%
- Increase Traffic Speed: 0.6%
- Do Nothing: 0%
SUMMARY OF PUBLIC MEETING NO. 1

Q5 Please rate the Conceptual Rural 2 Lane Roadway Typical Section for Whitney Road shown above

- 42.7% Definitely Like + Like
- 39.3% Do Not Like + Definitely Do Not Like
SUMMARY OF PUBLIC MEETING NO. 1

Q6 Please rate the Conceptual Rural 3 Lane Roadway Typical Section for Whitney Road shown above.

- 74.8% Definitely Like + Like
- 18.9% Do Not Like + Definitely Do Not Like

[Diagram showing the Conceptual Rural 3 Lane Roadway Typical Section for Whitney Road]
SUMMARY OF PUBLIC MEETING NO. 1

Q7 Please rate the Conceptual Urban 3 lane Roadway Typical Section for Whitney Road shown above.

- 59.4% Definitely Like + Like
- 33.4% Do Not Like + Definitely Do Not Like
IDENTIFIED ISSUES – STEEP GRADES

- Dell Range Blvd.
- Foxglove Drive
- Chickadee Drive
- Buttercup Drive
- Beckle Drive

Proposed 7% Profile 14’ Cut

Existing Ground

Existing Ground
WHAT HAPPENS WHEN YOU ELIMINATE THE STEEP GRADES
### Crash Data

**Intersection Crash Data (January, 2014 to September, 2017)**

#### Whitney Road / US 30
<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angle</td>
<td>5</td>
</tr>
<tr>
<td>Rear End</td>
<td>3</td>
</tr>
<tr>
<td>Fixed Object</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>11</strong></td>
</tr>
<tr>
<td><strong>Rate</strong></td>
<td>0.88</td>
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</table>

#### Whitney Road / Dell Range Boulevard
<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angle</td>
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</tr>
<tr>
<td>Rear End</td>
<td>0</td>
</tr>
<tr>
<td>Fixed Object</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5</strong></td>
</tr>
<tr>
<td><strong>Rate</strong></td>
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#### Whitney Road / Beckie Road
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<th>Number</th>
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</thead>
<tbody>
<tr>
<td>Angle</td>
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</tr>
<tr>
<td>Rear End</td>
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</tr>
<tr>
<td>Fixed Object</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
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<tr>
<td><strong>Rate</strong></td>
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Crash rates are expressed in crashes per million entering vehicles.

#### Severity
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<tr>
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<tbody>
<tr>
<td>Property Damage</td>
<td>9</td>
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<tr>
<td>Injury</td>
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<tr>
<td>Fatality</td>
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<tr>
<td><strong>Total</strong></td>
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#### Cause
<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
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<tbody>
<tr>
<td>Failure to Yield ROW</td>
<td>5</td>
</tr>
<tr>
<td>Following too Closely</td>
<td>2</td>
</tr>
<tr>
<td>Speeding</td>
<td>1</td>
</tr>
<tr>
<td>Drove too Fast for Conditions</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>11</strong></td>
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<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1</strong></td>
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2040 AND (TODAY)

3,300 ADT

7,400 ADT
(2,198; 2017)

(3,644; 2017)

10,300 ADT
(6,007; 2017)

9,400 ADT
(2,746; 2017)

25,200 ADT
(7,774; 2017)
GENERAL CORRIDOR RECOMMENDATIONS

- Long term
  - Implement Construction Phased Strategies along Corridor.
  - Install Uniform Roadway and Pedestrian lighting
  - Investigate Possible Posted Speed Reduction
    - U.S. 30 East and West of Whitney from 55 mph to 40 mph
    - Whitney Road from Beckel/Storey Blvd. from 45 mph to 30 mph
  - Implement wet and dry utility priority projects as funding resources become available or development becomes the catalyst.
  - Develop/ Create additional egress/access routes north of Dell Range (i.e. Storey Blvd. West, Iron Mountain Road)
  - Reserve right-of-way as development occurs along the undeveloped corridor.
  - Explore opportunities, as area develops, to provide roadway storm water detention/retention features/facilities.
RECOMMENDED TYPICAL SECTIONS

- Whitney Road at the Beckel Road/Storey Blvd. (Looking North)
  - Interim Rural 2 – Lane Roadway Typical Section

AT THE BECKLE ROAD / STOREY BLVD INTERSECTION
(LOOKING NORTH)

- 80.00' ROW
- 52.00' EARTHWORK WIDTH
- 42.00' ROADWAY
- 6.00' SHOULDER
- 12.00' TRAVEL LANE
- 12.00' TRAVEL LANE
- 6.00' SHOULDER
- 12.00' DITCH

CRUSHED BASE (TYP)

2.00'
3:1 (TYP)
**RECOMMENDED TYPICAL SECTIONS**

- Dell Range Blvd. to Beckle Road (Looking North)
  + Urban 3 – Lane Roadway Typical Section (Special)
PRELIMINARY RECOMMENDED TYPICAL SECTIONS

- U.S. 30 to Dell Range Blvd.
  + Urban 3 – Lane Roadway Typical Section
WHITNEY ROAD AT DELL RANGE BLVD.

- 80’ Right-of-way
- 90’ Right-of-way (i.e. 40’ N & 50’ S)
- 93’ Right-of-way (i.e. 60’ N & 33’ S)
- Proximity of residential driveways to intersection
- Future development access

- Whitney Road
- Dell Range Blvd
- Greenmeadow Drive
- Woodhouse Drive

- Greenmeadow Estates 1975
- Foster Tracts 2nd Filing 1952
- Meadowlark Estates 1997

- Whitney Road 10% Corridor Plan
Alternative 1
- Single Lane RAB

Alternative 2
- Standard Signalized Intersection
RECOMMENDED ALTERNATIVE – SINGLE LANE RAB

Additional Right-of-way 10’ Minimum

Special Features:

- Utilize lower truck apron to prevent trailer drag and truck tire rubbing
- Bicycle ramp for entry and exit from roundabout
INTERIM RECOMMENDATIONS PRIOR TO RECONSTRUCTION

- Transverse Rumble Strips – Northbound and Southbound
- Flashing Beacon on Whitney Road – Improve Visibility for Stop Control
- Intersection Down Lighting on Existing Power Poles or Independent Pole at Intersections
Proximity of commercial and mobile home access driveways to intersection

10’ Road Reservation

300’ Right-of-way

80’ Right-of-way

10’ Road Reservation

90’ Right-of-way (i.e. 40’ W & 50’ E)

Intersection Angle of U.S. 30
Intersection at Whitney Road

Future Commercial Access Proximity to Intersection
Alternative 1
+ Realign Skewed Intersection
+ Signalized Intersection as Warranted

Alternative 2
+ Leave Intersection Skew and Widening
+ Signalized Intersection as Warranted
RECOMMENDED ALTERNATIVE – REALIGN INTERSECTION

Additional Right-of-way 10’ Minimum

Modification of Greenway

Eliminate Service Road Connection
INTERIM OPTIONS - PHASING

- Signalization w/ Future Arm Lengths and Locations
- Eliminate Service Road Connection
- Regional Stormwater Detention Ponds
PROPOSED WET UTILITIES – STORM

- Detention

Possible Regional Stormwater Detention Areas (Typ.)

Existing Ground

Potential Underground Storm Sewer
OTHER NON-MOTORIZED RECOMMENDATIONS - PEDESTRIAN AND BIKE OPTIONS

- Soft surface Multi-use Trail or Additional Trail “Old” Right-of-way

- Additional Greenway connection from Whitney to new master plan school site
**FINAL THOUGHTS**

- **Collaborative** effort with input of over 250+ people including professionals, users, property owners, business owners, and other stakeholders.

- Provides recommendations that attempt to balance the needs of all the users of roadway.

- Provides a vision and framework for the corridor for year 2040 and is not a construction document.

- Purpose of the plan is to be guide document for short and long term development of the area. The final plan is dynamic and should be updated to reflect future changes not seen at this time.