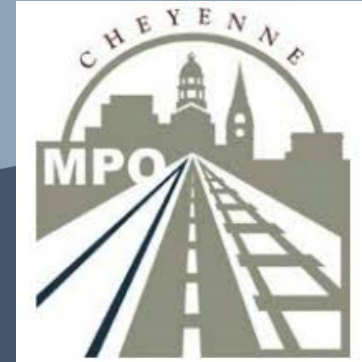


# Walterscheid Boulevard Plan



Design Team:



# Welcome

- Introductions
- Present the project
- Open House for the public to share their thoughts and insight
- Complete and return comment cards

# Project Team

- Cheyenne Metropolitan Planning Organization
- BenchMark Engineers
- Felsburg Holt & Ullevig
- GLM Design Group
- In partnership with:
  - City of Cheyenne
  - Laramie County

# Plan Goals

- Update to a Minor Arterial between Deming Drive and College Drive
  - Fox Farm intersection is not included
- Conversion to a Complete Street
- Create a plan to be used as a guide and template for future development
- Involve stakeholders, including the public, in our data collection and recommendations
- Be able to justify our recommendations



# 35% Design Plans

- Connect 2045 Master Transportation Plan calls for 5-lane Minor Arterial Roadway
- Consider changes to the horizontal and vertical alignments
- Intersection improvements
- Stormwater drainage improvements
- Utility upgrades
- Greenway and other pedestrian and bicycle movements

# Roadway Classifications

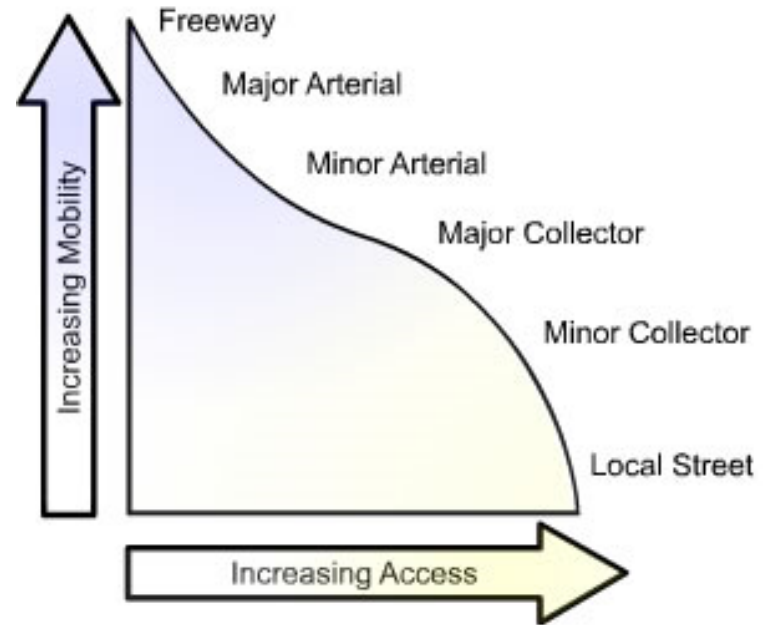
TABLE 4-8: STANDARD DESIGN TYPES		
<i>Design Type</i>	<i>Context</i> (Comprehensive Plan)	<i>Applicability</i> (Functional Class)
Principal Arterial	Commercial and Industrial Land Use areas, or connectors between commercial and industrial areas and residential areas.	Principal Arterial
Minor Arterial	Connectors between commercial and industrial areas and residential areas	Minor Arterial
Collector (A, B, C)	Connectors between arterials and local streets in commercial, residential and industrial areas.	Collector
Commercial / Industrial Street	Commercial and Industrial Land Use Areas	Local
Residential Street (A & B)	Urban Transition Residential Urban Neighborhoods Rural / Low-Density Neighborhoods	Local
Alley	Residential	Residential Service
	Non-residential	Commercial Service

Table from UDC

Walterscheid is currently acting as a collector.

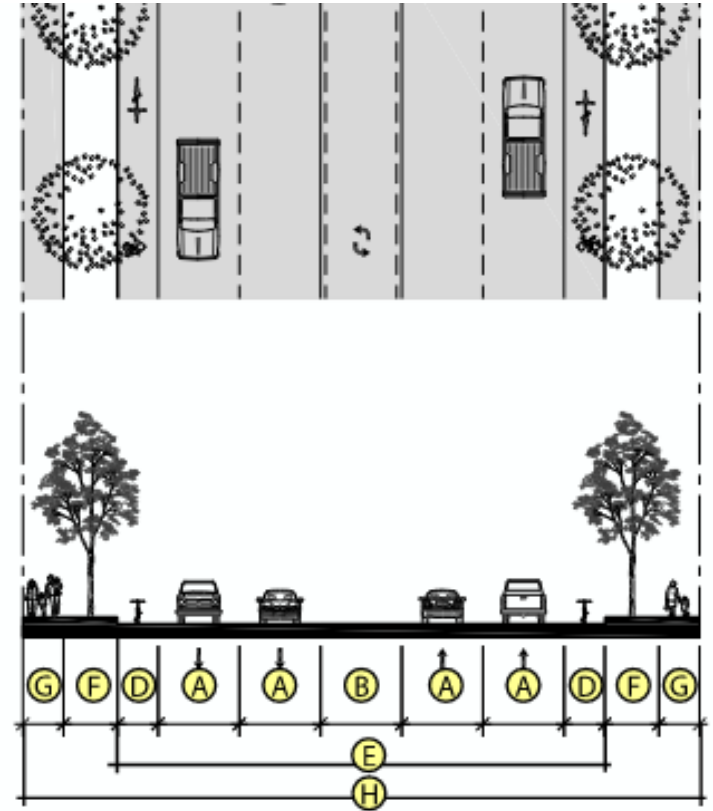
# Roadway Classifications

- Principal Arterial – High speeds and long, uninterrupted travel
- Minor Arterial – Slower speeds than principal arterial, often provides connections to principal arterials
- Major and Minor Collectors – Collects traffic from local roads and distributes to arterials
- Local Street – Provides access to land, little or no through traffic



# Minor Arterial Roadway Standards

- UDC has two standard options for a Minor Arterial Roadway
  - Provide regional continuity and accommodate moderate speeds and volumes
  - Traffic volumes
    - 7,500 – 18,000 for 2-lane
    - 15,000 – 32,000 for 4-lane
  - Speed Limits 35-40 MPH
  - Right-of-Way: 100'



# Complete Streets and Multi-Modal Designs

- Balanced designs to accommodate all potential users of the street
  - Vehicles
  - Pedestrians
  - Bicyclists
- Consideration of transit services
- Critical for Walterscheid due to number of schools and facilities providing services to youth

# Physical Constraints



- 3 Bridges for I-80 that cross over the road
- 80' Right-of-Way at many locations
- Greenway Underpass south of Jefferson
- Utility conflicts (overhead and underground)

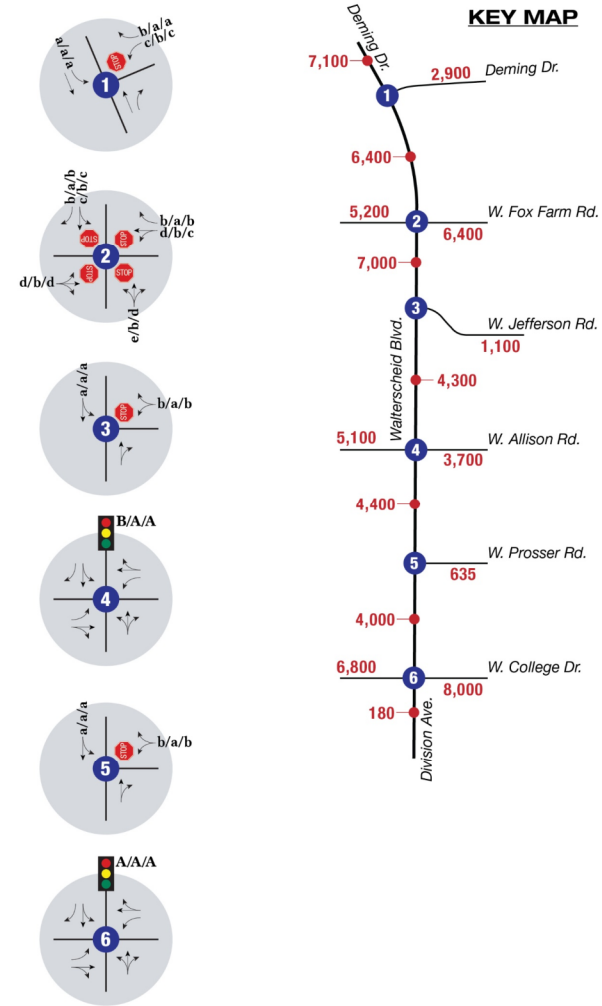


# Existing Traffic Conditions

- Traffic Operations acceptable for all movements, except Fox Farm intersection
- Through traffic levels manageable for current two-lane section

## LEGEND

<b>XXXX</b>	= Daily Traffic Volumes
<b>X/X/X</b>	= AM/Midday/PM Peak Hour Signalized Intersection Level of Service
<b>x/x/x</b>	= AM/Midday/PM Peak Hour Unsignalized Intersection Level of Service
	= Stop Sign
	= Traffic Signal

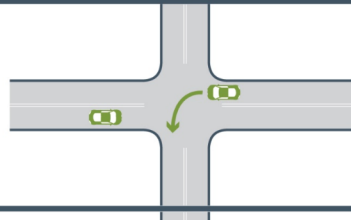




# Level of Service (LOS) at Intersections

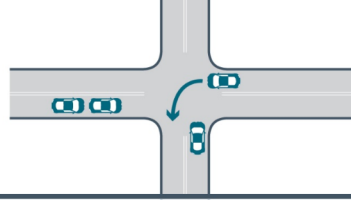
**A**

No vehicle waits longer than one signal indication.



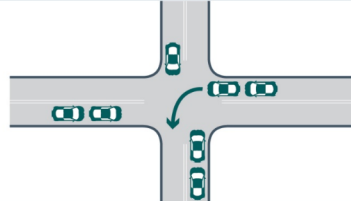
**B**

On rare occasions vehicles wait through more than one signal indication.



**C**

Intermittently vehicles wait through more than one signal indication, occasionally backups may develop, traffic flow still stable and acceptable.



**D**

Delays at intersections may become extensive, but enough cycles with lower demand occur to permit periodic clearance, preventing excessive backups. LOS D has historically been regarded as a desirable design objective in urban areas.



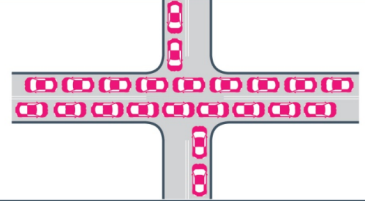
**E**

Very long queues may create lengthy delays.



**F**

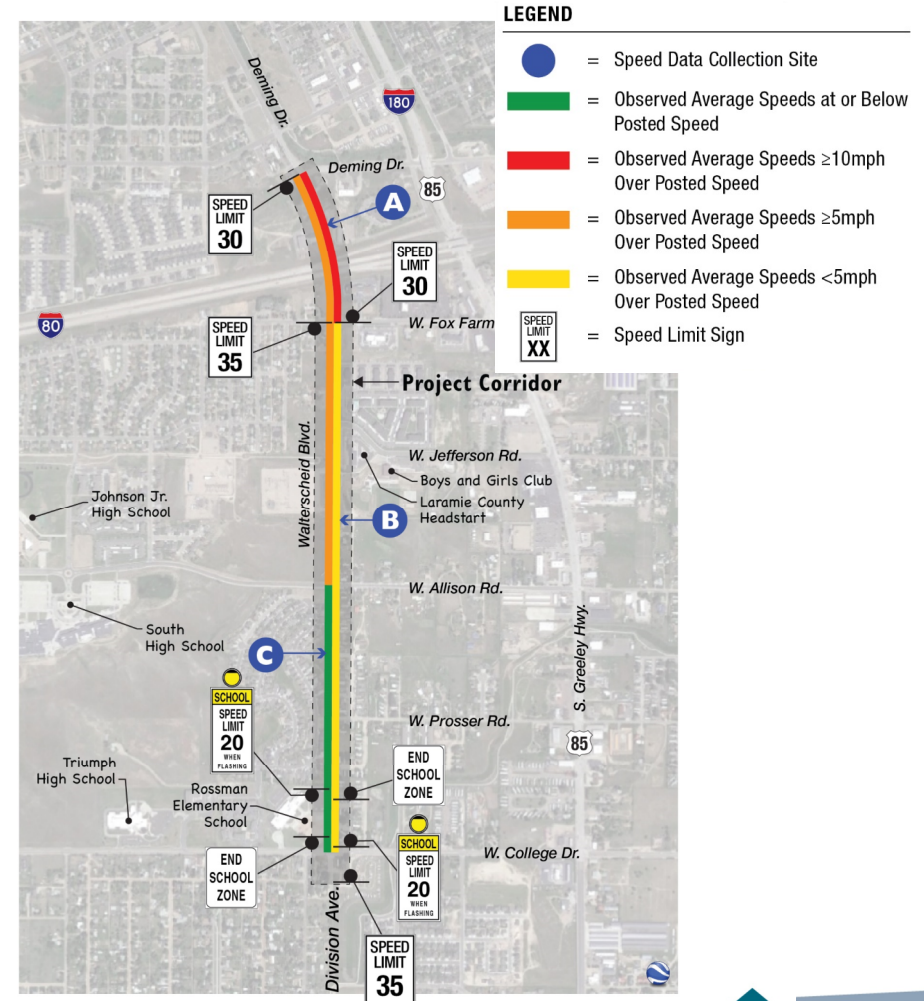
Backups from locations downstream restrict or prevent movement of vehicles out of approach creating "gridlock" condition.





# Travel Speeds

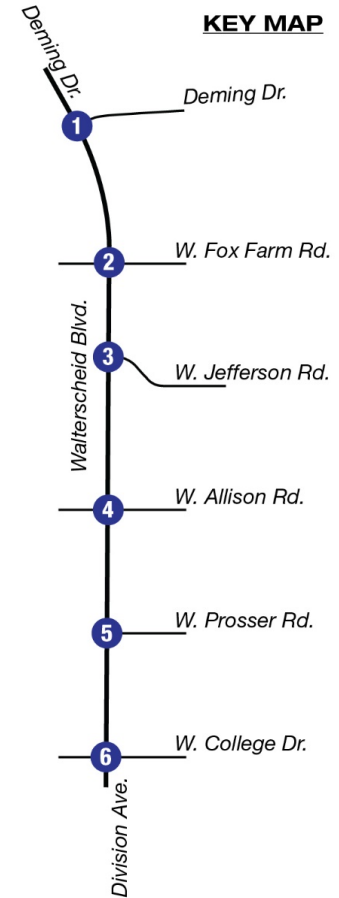
- Posted Speed varies from 30-35 mph – school zone excepted
- Travel speeds relative to posted increase northward, exceeding limit by 10+ mph northbound toward Deming Drive
- Speeding issues observed may require mitigation



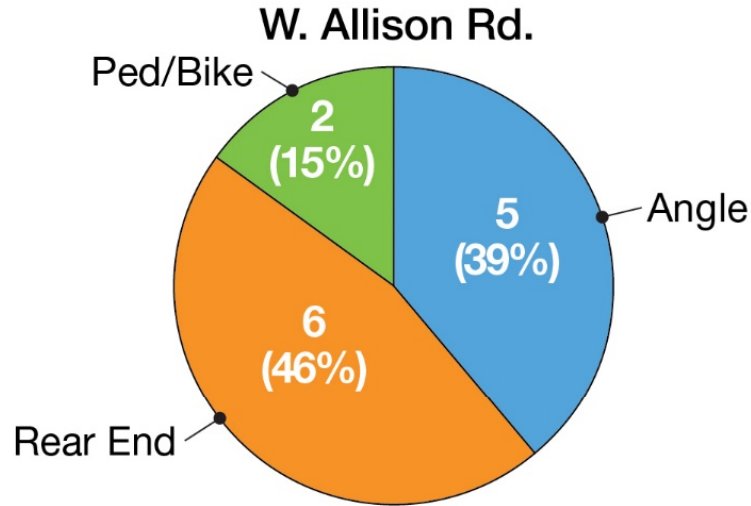
# Crash History

Intersection #	Cross Street	Total Crashes, 2016-2020
1	Deming Drive	1
2	Fox Farm Road	11*
3	Jefferson Road	2
4	Allison Road	13
5	Prosser Road	1
6	College Drive	8

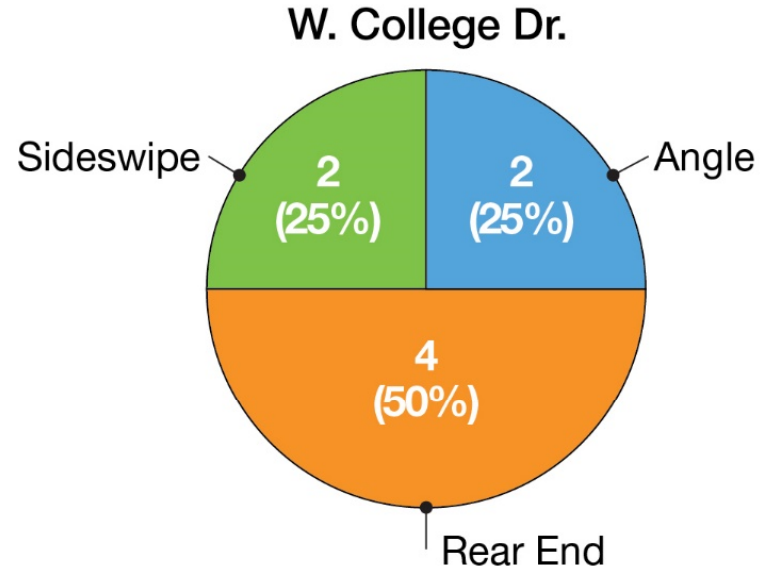
\* Excluded from detailed crash analysis due to separate ongoing study



# Crash Types at Higher Frequency Intersections



- Elevated angle crash pattern
- 2 reported ped/bike crashes (only ped/bike crashes reported on corridor)
- Limited sight distance looking south along Walterscheid may be contributing to crashes










- Rear-End type consistent with signalized intersection patterns
- Insufficient roadway striping may be contributing to sideswipe crashes

# Existing Multimodal Conditions

- Deficiencies include:
  - Inconsistent or missing sidewalk
  - Constrained travel space for bicyclists
  - Lack of bicycle signage

## LEGEND

-  = Attached/Detached Sidewalk Both Sides
-  = Attached Sidewalk West Side
-  = Attached Sidewalk East Side
-  = Detached Greenway East Side
-  = Crosswalk
-  = Bus Route
-  = Bus Stop

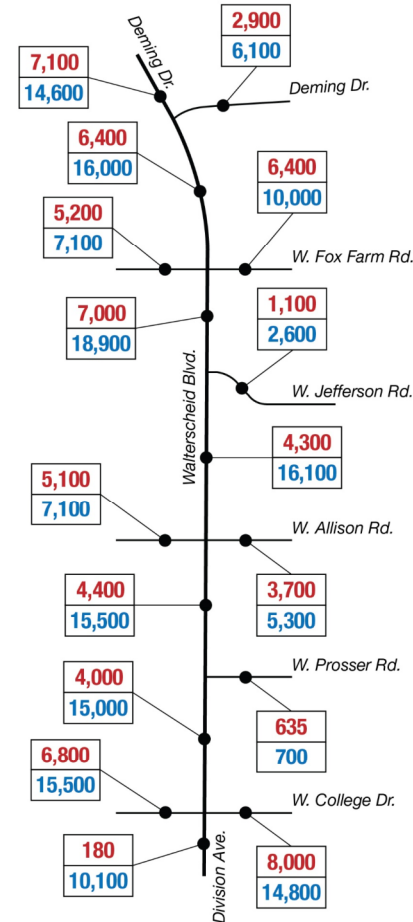


# Daily Traffic Volume Forecasts

- Aggressive Growth Anticipated, volumes tripling over existing at some locations
- Growth includes development along corridor and outside of study area

## LEGEND

XXXX	= Daily Traffic Volumes (Base Year)
XXXX	= 2045 Daily Traffic Forecasts



PRELIMINARY







# Forecasted 2045 Conditions and Suggested Improvements

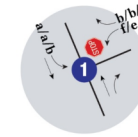
- As currently configured, the corridor will not provide adequate capacity for growth
- Potential improvements include added turn lanes, traffic control modifications and widening to provide additional through lanes

## LEGEND

- XXXX = Daily Traffic Volumes
- X/X/X = AM/Midday/PM Peak Hour Signalized Intersection Level of Service
- x/x/x = AM/Midday/PM Peak Hour Unsignalized Intersection Level of Service
-  = Stop Sign
-  = Traffic Signal

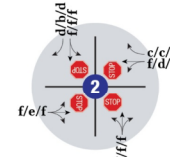
**Intersection #1 Potential Improvements**

- Additional auxiliary lanes
- Signalization
- Roundabout



**Intersection #2 Potential Improvements**

- Additional auxiliary lanes
- Future intersection control alternatives currently under review



**Intersection #3 Potential Improvements**

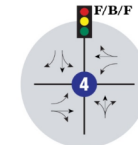
- Additional auxiliary lanes
- Signalization

**NOTE:**  
Subject to meeting warrants and signal spacing criteria



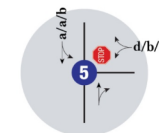
**Intersection #4 Potential Improvements**

- Additional auxiliary lanes



**Intersection #5 Potential Improvements**

- None currently identified



**Intersection #6 Potential Improvements**

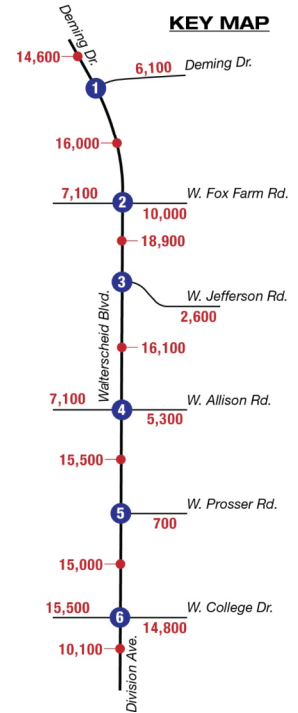
- Additional auxiliary lanes



**Potential Corridor Wide Improvements**

- Additional through travel lanes
- Access management strategies

## KEY MAP



# The Plan

- We are creating a plan for the area for short-term and long-term improvements.
  - This plan will also serve as a template for new development and redevelopment
- Currently there is no schedule to finalize the design plans or funds for construction

# Moving Forward

- We need your insight as community members
  - What are your concerns?
  - What are your priorities?



# Thank you for your time!

Please view the display boards and  
complete a comment card.

