

South Greeley Highway Corridor: Main Street of South Cheyenne

South Cheyenne Community Development Association

Adopted by the Laramie County Board of Commissioners, June 18, 2013

The South Cheyenne Community Development Association (“SCCDA”) held public meetings in conjunction with the Laramie County Planning Office and solicited citizen comments with regard to what factors are important to the residents of South Cheyenne regarding the South Greeley Highway Corridor and future changes to this Corridor. These meetings were held on January 8, January 15, January 22, and January 29, 2013. Significant public input was provided. The SCCDA has considered those public comments and information, as well as information provided by the Laramie County Planning Office. This document shall serve as a summary of the vision that the residents of South Cheyenne have with regard to their community going forward, as well necessary changes and planning activities with regard to the South Greeley Highway Corridor.

THE SOUTH GREELEY HIGHWAY CORRIDOR IS THE MAIN STREET OF SOUTH CHEYENNE AND ALL FUTURE DEVELOPMENT MUST RECOGNIZE THE SOUTH GREELEY HIGHWAY AS THE MAIN STREET SERVING THE RESIDENTS OF SOUTH CHEYENNE

The residents who provided public comments unanimously agreed that the South Greeley Highway is, in fact, the main street of South Cheyenne. While South Cheyenne residents recognize that South Greeley Highway is a state highway, all future actions with regard to the South Greeley Highway must recognize the main street character of this thoroughfare for South Cheyenne. In that regard, the residents of South Cheyenne uniformly recommended that speed limits along South Greeley Highway



Lincolnway is a state highway which also functions as a "Main Street" for Cheyenne. Photo: L. Heath

be reduced in an effort to improve the safety of motorists and pedestrians traveling the roadway and to promote economic development in this area. South Cheyenne residents expressed concern with the high volume of truck traffic that presently uses portions of the South Greeley Highway and believe that future changes need to be made to allow semi-tractor trailers a convenient bypass around South Greeley Highway. As a main street serving South Cheyenne, heavy truck traffic is inconsistent with the current and future uses of South Greeley Highway.

The residents of South Cheyenne also uniformly believe that additional stoplights need to be installed along the South Greeley Highway to appropriately regulate traffic consistent with South Greeley Highway being the main street of South Cheyenne and to promote safe pedestrian travel.

Residents also expressed concern that the current configuration of the South Greeley Highway provides problems for pedestrians or bike access along this thoroughfare. Residents believe that in the near future, sidewalks allowing pedestrian access along both sides of South Greeley Highway, as well as appropriate lighting, need to be installed. These improvements would allow pedestrians an efficient and safe way to use their main street.

South Cheyenne residents have noted that other state highways within the Cheyenne, Wyoming, area are currently regulated much differently than the South Greeley Highway. For instance, Central Avenue, which runs through the heart of downtown, is a state highway. Lincolnway, which runs through the heart of downtown, is a state highway. Both of these roadways have sidewalks, numerous stop lights, and lowered speed limits consistent with these roadways serving as a main street for the City of Cheyenne proper. The residents of South Cheyenne believe that future planning and construction regarding the South Greeley Highway needs to be consistent with the improvements that have been made over time to East Lincolnway and Central Avenue, the other state highways in the Cheyenne metropolitan area.

It should also be noted that the residents of South Cheyenne recognize that South Cheyenne is essentially an unincorporated city that lies within the jurisdictional boundaries of the City of Cheyenne and Laramie County. Residents of South Cheyenne are concerned about the future economic growth of South Cheyenne. Because South Greeley Highway is the main street of South Cheyenne, all planning concerning South Greeley Highway and future modifications of South Greeley Highway must be done in a way to protect and preserve existing businesses in the area and promote the location of new business interests in South Cheyenne. South Cheyenne cannot grow and foster additional economic growth if South Greeley Highway is made into a high-speed thoroughfare through the center of this community. All future planning and improvements to South Greeley Highway must recognize the main street nature of this roadway and all planning and changes should be driven by the desire to promote the current businesses located along South Greeley Highway and foster future economic growth by facilitating additional business to locate in South Cheyenne.

Recognizing the residents' overall vision of the South Greeley Highway as a main street necessary to serve the residents of South Cheyenne, the SCCDA, via the public comments solicited during this public process, believes that the following planning objectives must be kept in mind going forward. The SCCDA has attempted to provide guidance with regard to short term planning (1-5 years), mid-term planning (5-15 years), and long-term planning (15-30 years).

SHORT-TERM PLANNING OBJECTIVES

1. The County Planning Office, Metropolitan Planning Organization (“MPO”), Wyoming Department of Transportation (“WYDOT”), and other entities with jurisdiction over traffic in the South Cheyenne area should immediately begin traffic modeling that focuses on the South Greeley Highway as the main street for South Cheyenne rather than a state highway. This modeling should include lowered speed limits and include the potential of other roadways within the South Cheyenne area being extended or modified. The roadways which the SCCDA believes may need to be extended and/or connected to other roadways include:

- a. Complete Wallick Road, both east and west of South Greeley Highway and put a permanent traffic light at the intersection;
- b. Complete Division Street south of College Drive;
- c. Complete Avenue C south of College Drive;
- d. Make Williams Street traffic light permanent;
- e. Improve Allison Road east of South Greeley Highway;

2. The County Planning Office, MPO, WYDOT, and other entities should immediately begin studies to determine if various intersections along South Greeley Highway meet the warrants for the installation of traffic signals. Of particular concern to the SCCDA are the intersections of Jefferson and South Greeley Highway, Prosser and South Greeley Highway, and West Wallick Road and South Greeley Highway.



Lincolnway is a state highway which also functions as a “Main Street” for Cheyenne. Photo: Laramie Co Planning

Any traffic studies of these intersections must take into account present patterns of traffic. The residents of South Cheyenne have determined that because of the lack of traffic signals at these intersections, residents and other traffic are taking alternative routes which have caused prior traffic studies to not accurately represent the volume of traffic at a particular intersection. All traffic studies to determine the necessity of traffic lights must study not only the traffic at the particular intersection, as well as the traffic on alternative routes being used by drivers to avoid the congested intersection that is being studied.

3. Regulatory authorities should immediately reduce speed limits along South Greeley Highway. In particular, the SCCDA recommends reducing the speed from Lincolnway to Murray RD to 30 mph and then 40 mph from Murray

RD to south of Wallick RD along South Greeley Highway. The speed limit from Wallick RD to Terry Ranch RD should be lowered to 50 mph.

4. Regulatory authorities should immediately address pedestrian issues, including the installation of street lights and sidewalks along both sides of South Greeley Highway. Street lights and sidewalks should be installed from College Drive to Wallick RD.

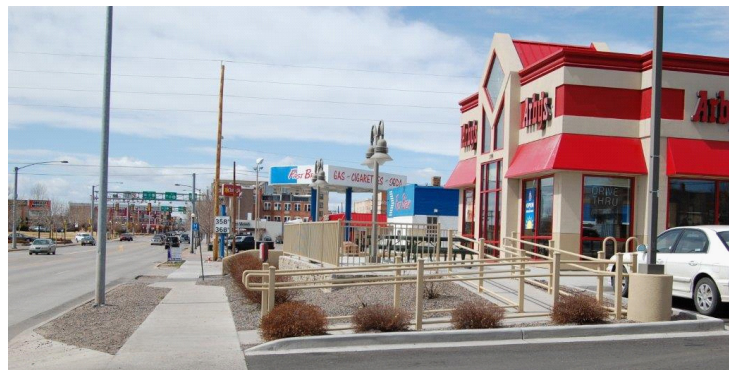
5. Regulatory authorities should designate specific cross walks in connection with the warrant studies and the installation of needed traffic control devices. The SCCDA recommends that a cross walk and a stop light be installed at Jefferson Road and South Greeley Highway to facilitate children and parents crossing South Greeley Highway to access the new Boys and Girls Club. A stop light and cross walk needs to be installed at the intersection of West Wallick Road and South Greeley Highway to facilitate the safe passage of children who attend Afflerbach Elementary School and to remedy traffic problems at this intersection.



Access to the Allison Greenway.

Photo: Cheyenne MPO

6. Regulatory authorities should immediately begin studying drainage problems created by the construction and design of South Greeley Highway. Many residents have noted that significant drainage problems directly along South Greeley Highway are present. These drainage problems need to be studied and corrected as any improvements or additional construction are done with regard to South Greeley Highway.



Pedestrian improvements on Lincolnway may be a model for SGH.

Photo: L. Heath



Green space can hold stormwater runoff while serving as neighborhood amenities.

Photo: L. Heath

MID-TERM PLANNING OBJECTIVES

1. Regulatory authorities should immediately begin studying, planning, and taking necessary actions for the extension of and/connection of:
 - a) Wallick Road, both east and west of South Greeley Highway and put a permanent traffic light at the intersection;
 - b) Division Street south of College Drive;
 - c) Avenue C south of College Drive;
 - d) Improve Allison Road east of South Greeley Highway;
 - e) Connect Jefferson/Allison between South Greeley Highway and Walterscheid.

2. Regulatory authorities should immediately begin planning and studying the possibility of moving the WYDOT port of entry south to the Colorado/Wyoming border. The port of entry's current location causes numerous trucks to travel circuitous routes through South Cheyenne to avoid stopping at the port of entry station. The ultimate solution to this problem is to locate the port of entry on the Colorado/Wyoming border to prevent trucks from traveling through South Cheyenne to avoid the port of entry.

3. Regulatory authorities should immediately begin planning and study to link Interstate 25 and the South Greeley Highway via the High Plains Road. The construction of a route between I-25 and South Greeley Highway via High Plains Road would be a significant safety improvement and fit perfectly with the South Cheyenne residents' vision of the South Greeley Highway as their main street. Regulatory authorities should also study a belt road running from the intersection of South Greeley Highway and the proposed High Plains Road to the east to connect to I-80 east of Cheyenne. The completion of a southern belt linking I-25 and I-80 would dramatically improve safety on South Greeley Highway and allow South Greeley Highway to function as a main street for South Cheyenne.

LONG-TERM PLANNING OBJECTIVES

1. Complete all projects/improvements identified in short-term and mid-term planning objectives.
2. Any changes affecting the South Cheyenne area, transit, business, or residents living in this area must be brought to the SCCDA for review.

PLANNING AND POTENTIAL CHANGES THAT ARE NOT ACCEPTABLE TO RESIDENTS OF SOUTH CHEYENNE

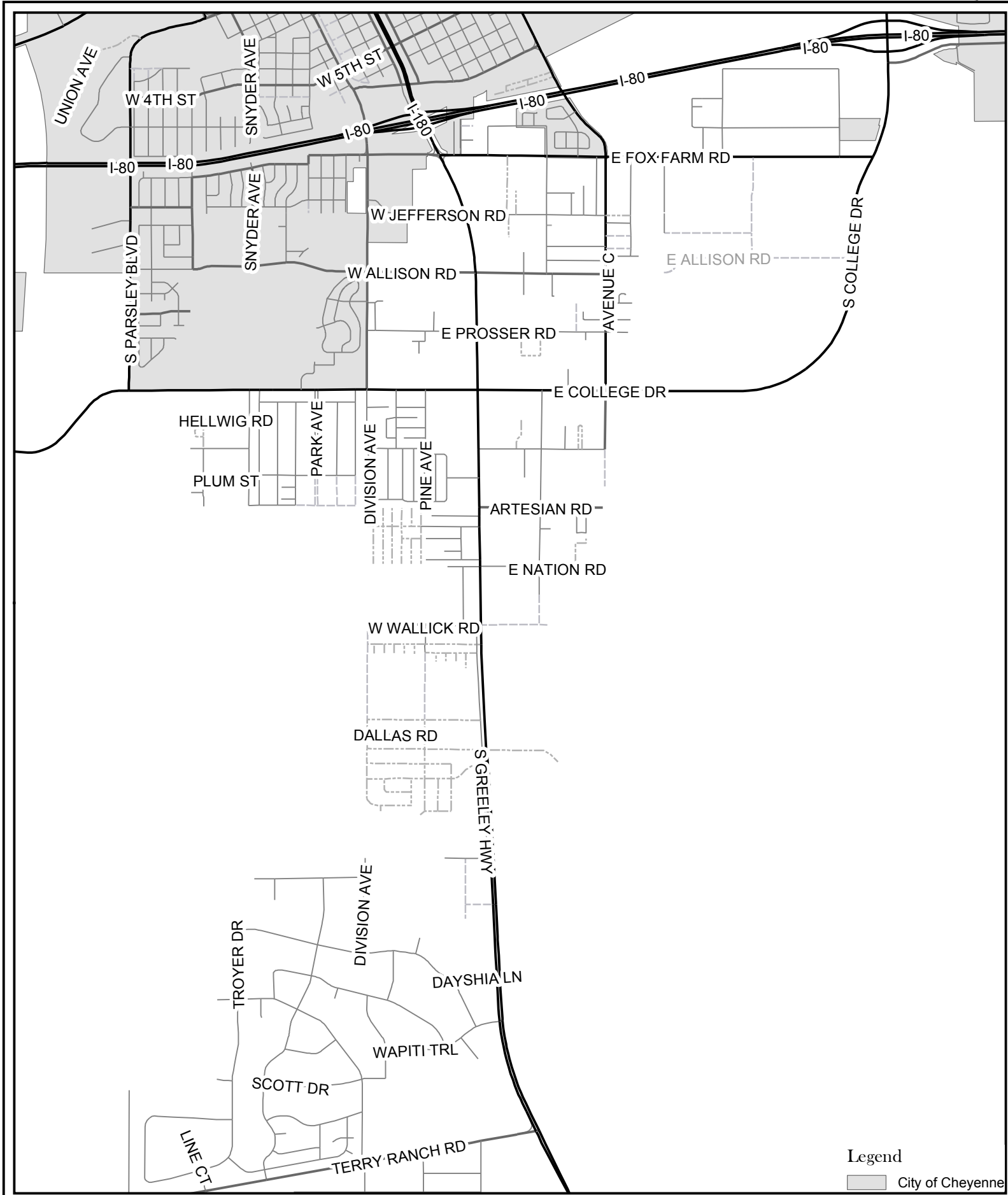
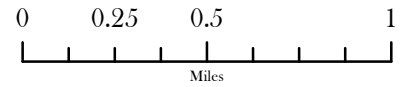
During the public process, residents of South Cheyenne also identified a number of changes to the South Greeley Highway Corridor and South Cheyenne that were unacceptable to residents. These changes or modifications to South Greeley Highway that are unacceptable include:

1. The construction of any type of raised median on South Greeley Highway. This change would have a devastating effect on existing businesses.
2. Widening of South Greeley Highway. Residents, once again, reasonably believe this could have a devastating effect on existing South Cheyenne businesses.
3. Increasing the speed limit on South Greeley Highway. Any increase in speed limits along South Greeley Highway would decrease safety and be inconsistent with South Greeley Highway serving as the main street of South Cheyenne.
4. Any beautification efforts should not involve trees or grass that require frequent maintenance and care. The SCCDA recommends that any beautification efforts involve xeriscaping, low maintenance type of improvements. Beautification efforts should not affect traffic safety by hindering vision of drivers and improvements near intersections should be limited.



Xeric and low-water plantings. Photos: Cheyenne MPO

South Greeley Highway Corridor



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