

DIVISION AVENUE CORRIDOR STUDY

Public Meeting No. 2
March 5, 2014



FEHR & PEERS

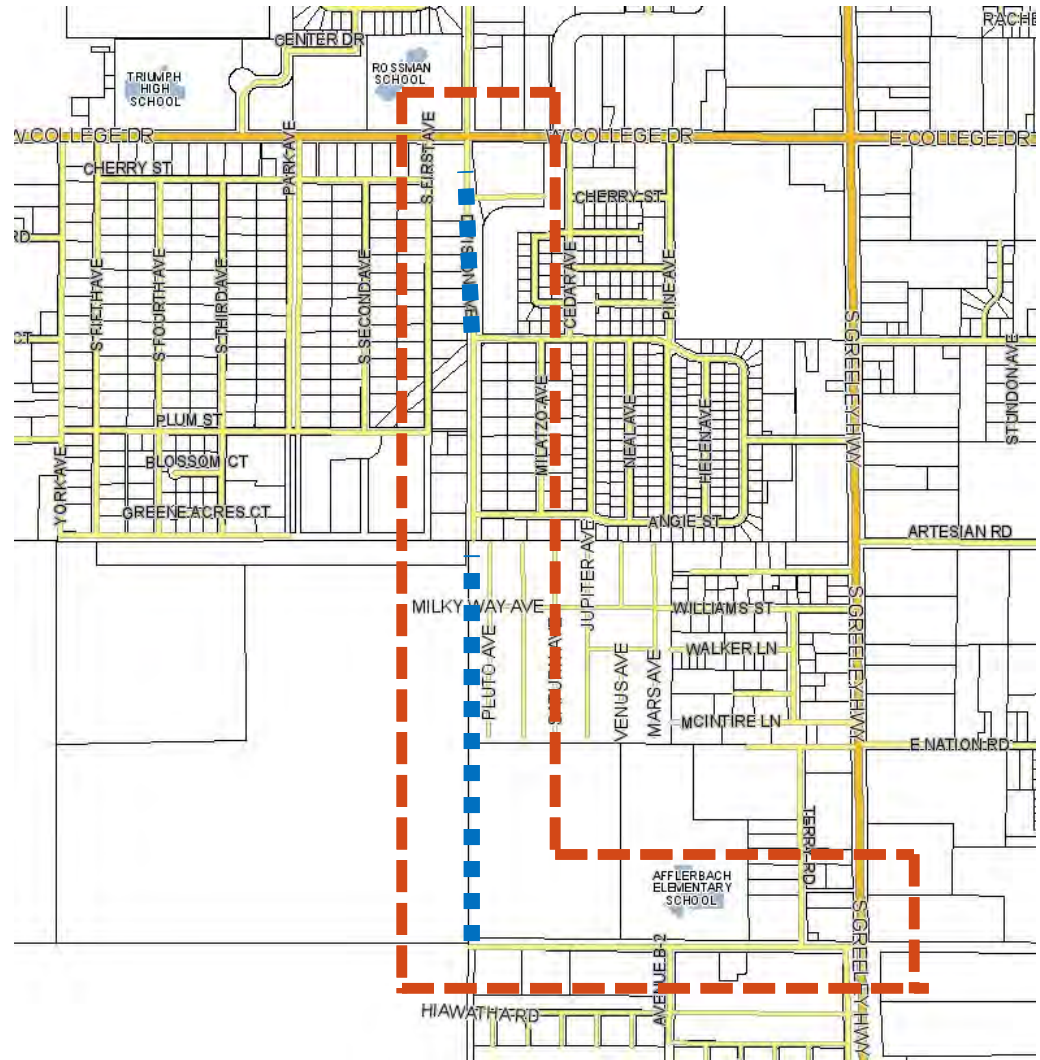


Agenda

- Project Overview
- Schedule
- Summary of Public Meeting One (What we heard?)
- Background (Why Plan)?
- Why Division Avenue?
- Neighborhood Meeting Goals/ Recommendations
- Purpose and goals of this project
- Overview of proposed improvements
- Adjourn to workshop area for questions

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- Planning project



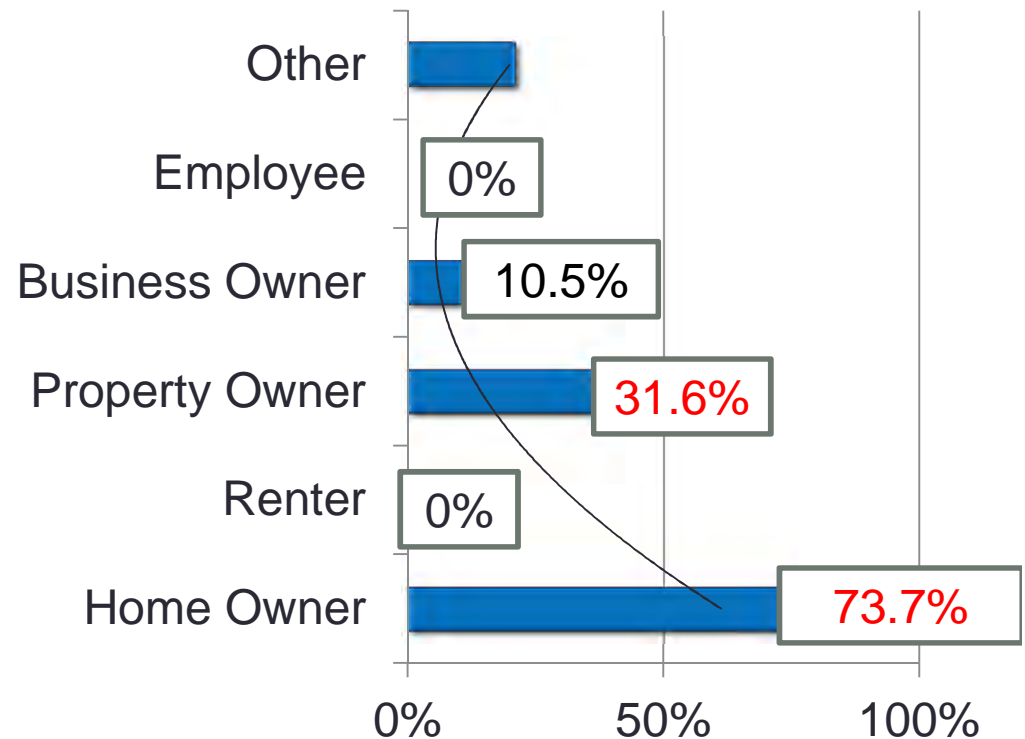
Project Schedule

Activity	Tentative Schedule
Initial Neighborhood Meeting	October 10 – 11, 2013
First Public Meeting	October 29 , 2013
Steering Committee Meetings	December 5, 2013, November 4, 2014, and January 28, 2015
One-on-one Neighborhood Meeting(s)	Summer and Early Fall 2014
Design development	October, 2014 – February, 2015
Neighborhood Meeting	March 3, 2015
Second Public Meeting	March 5, 2015
Draft Corridor Plan and 35% Plans submitted to MPO	April, 2015
TAC, CAC Meetings	May, 2015
Presentation to Governing Body	May 2015

Public Meeting One Summary

- Conducted October 29, 2013
- Approximately 34 people attended the Open House
- Approximately 19 written comments were completed and returned
- Strong Opinions expressed

• Who attended?



What we heard?

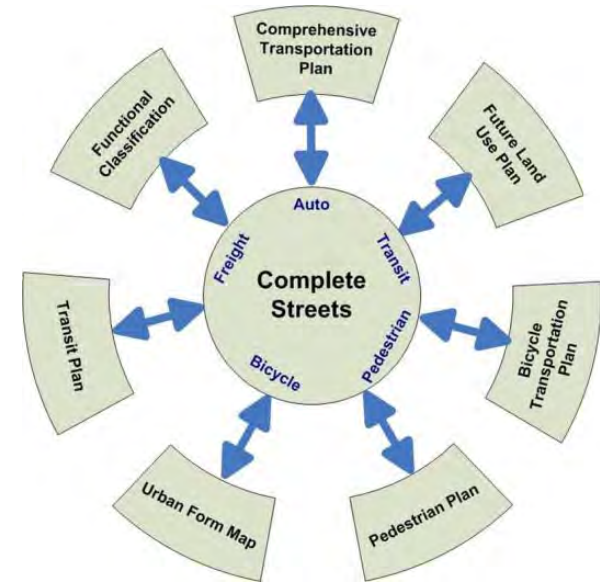
- “Do nothing roadway is acceptable or not necessary”
- “Concerned with increasing traffic, speed, noise”
- “Don’t make Division a Highway”
- “Don’t destroy a quiet rural neighborhood”
- “We don’t want traffic in our front yards”

What we heard?

- “How will this roadway make it safer? More hazardous for residents due to increased traffic and mobile home park”
- “Don’t take my property “
- “Find an alternate route add traffic signals where needed”
- “Would like to access to Plum from Division”
- “Truly believe this change has been needed for awhile”

Background

- Why Plan?
 - Help guide future development
- Objectives of a Plan?
 - Finding a balance (all roadway users)
 - Respectful of current use and property owners
 - Low long term maintenance
 - Safety
- What is Transportation planning?
 - Cooperative process
 - Developed from input from all stakeholders and users (i.e. business community, community groups, traveling public, property owners, planners, engineers, public officials, etc.)

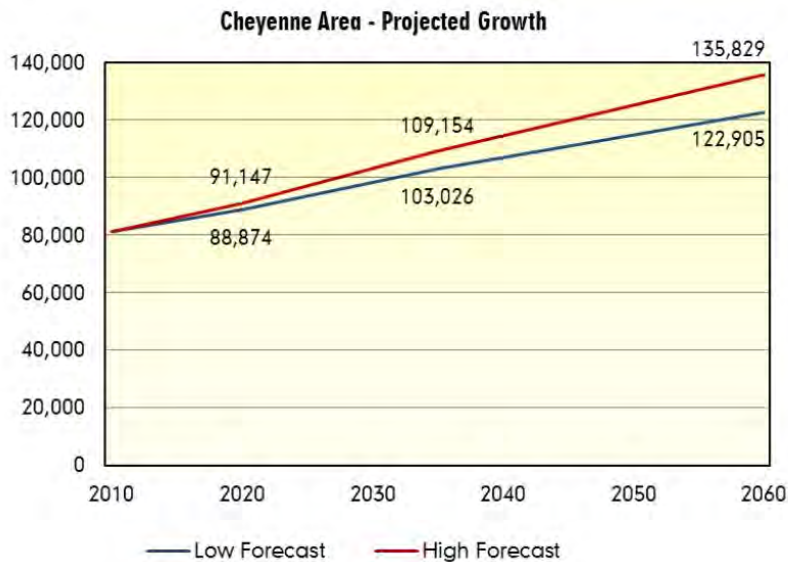


Background

- Components Transportation plan
 - Evaluate existing conditions and infrastructure
 - Where are the existing roads?
 - Areas of traffic or congestion?
 - Existing land use,
 - Safety issues
 - Develop or utilize a projected future land use plan
 - Forecasting traffic based on the projected land use
 - Identify major growth corridors and needs

Why Division Avenue?

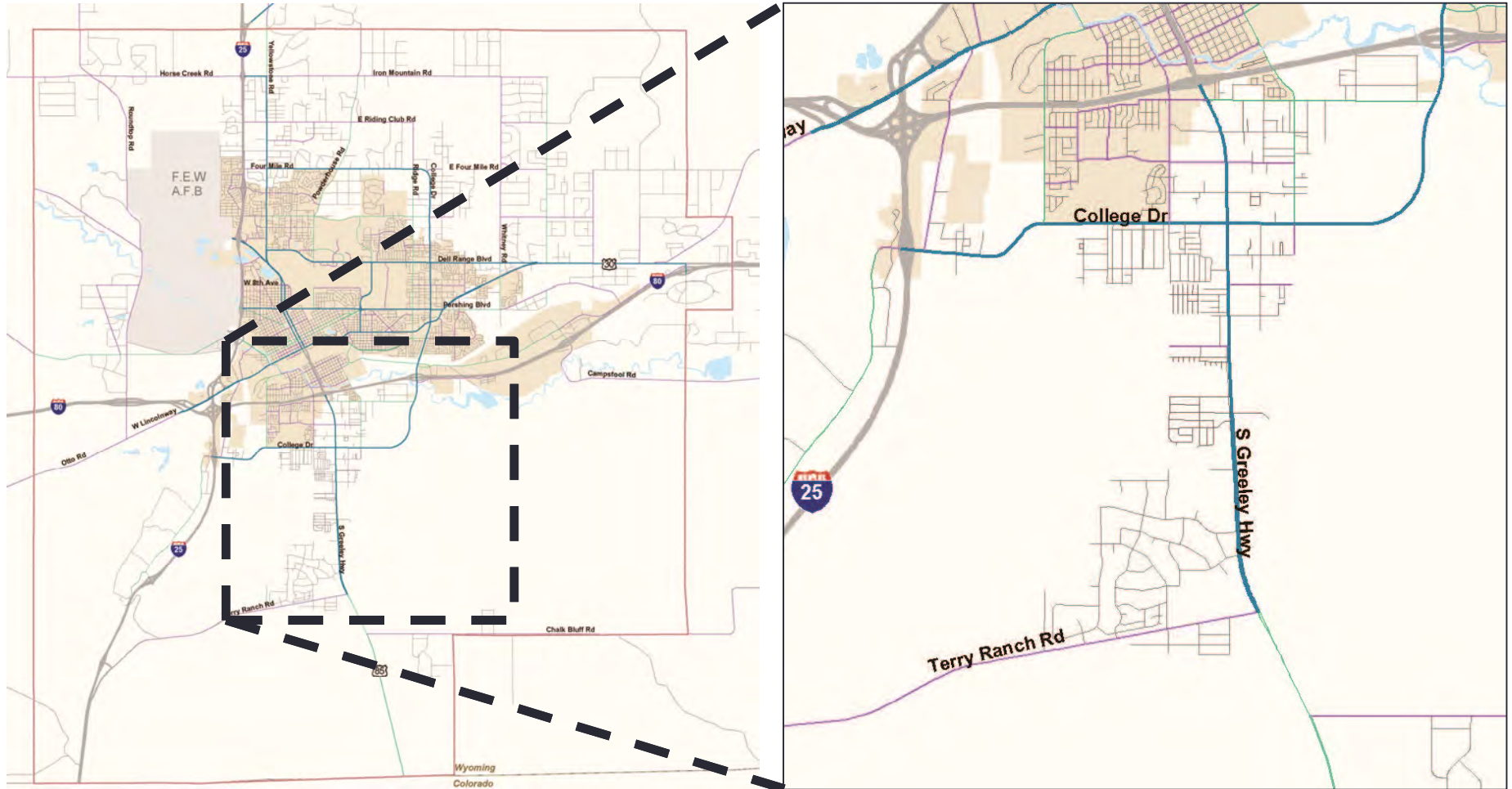
Area	1960-1970	1970-1980	1980-1990	1990-2000	2000-2010
Laramie County	-6.3%	21.8%	6.5%	11.6%	12.4%
Cheyenne	5.2%	14.6%	5.8%	6.0%	12.2%



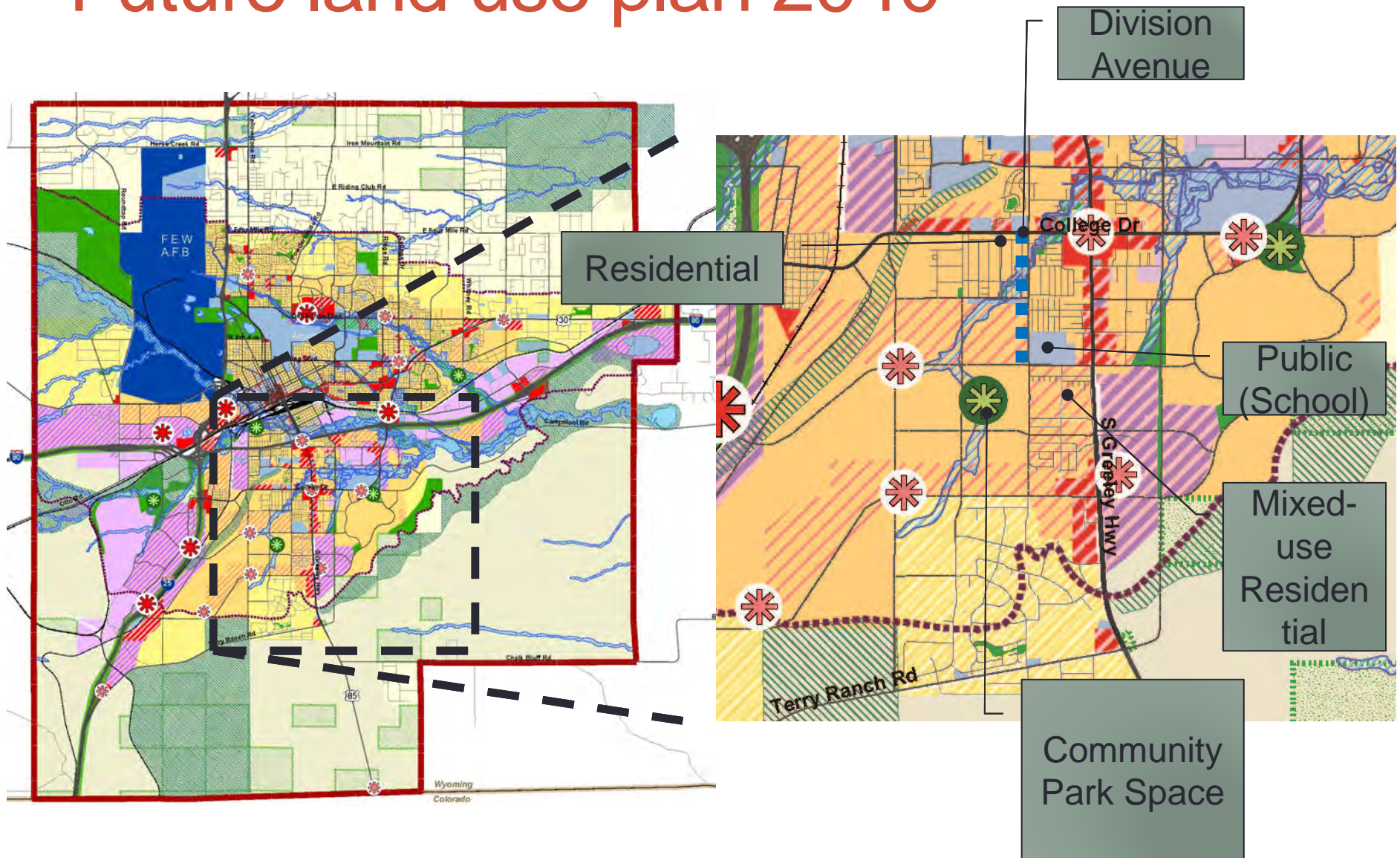
• Economy

- Total employment is up 16% for the decade averaging 1% / year growth.
- Extent of oil play exploration will move into development/production phase but, uncertain

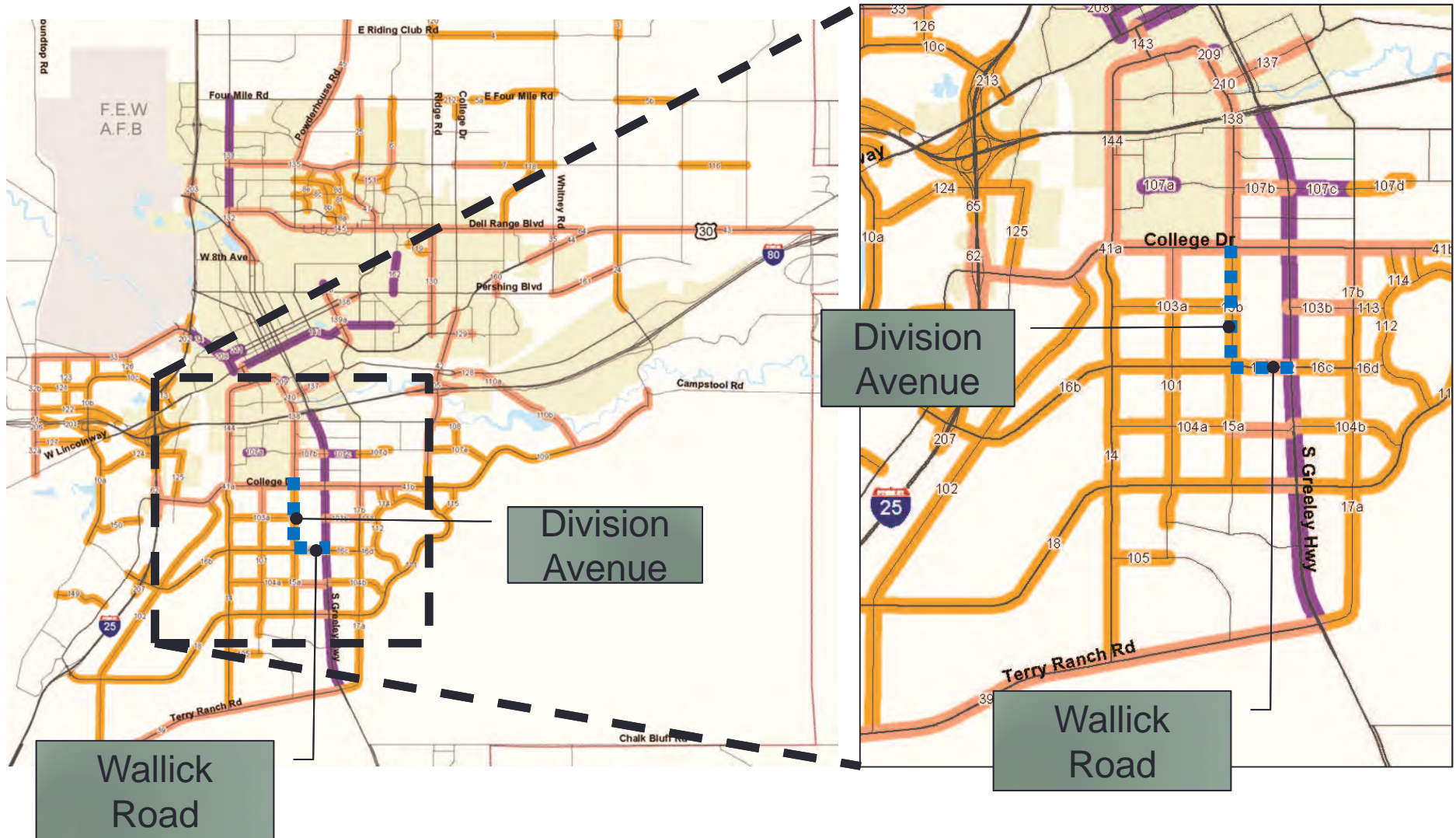
Why Division Avenue?



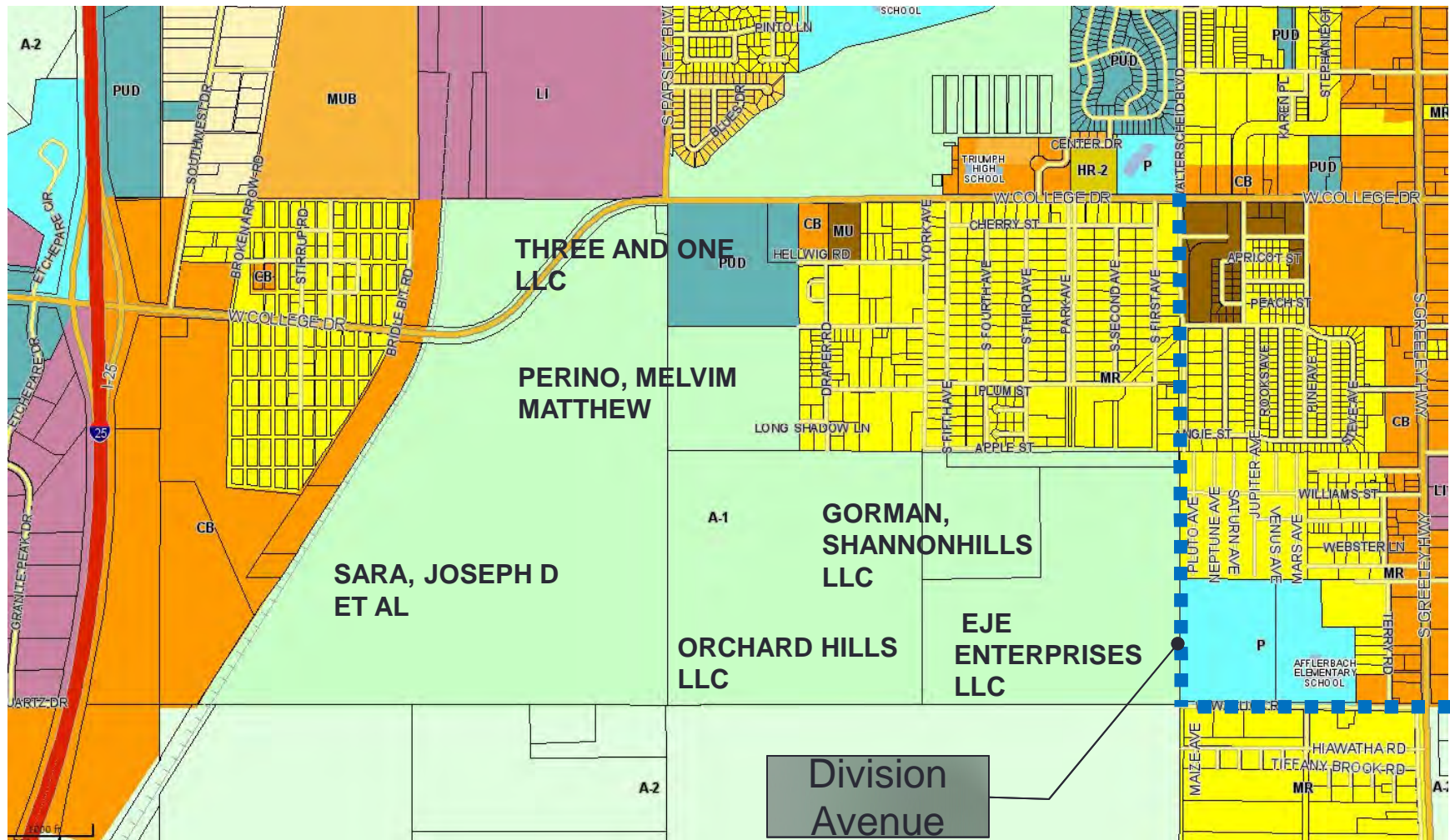
Future land use plan 2040



Roadway vision plan 2040

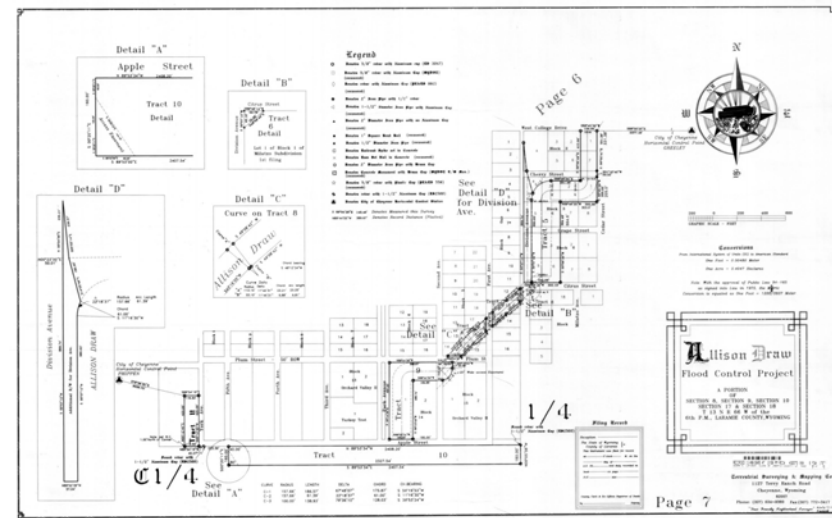
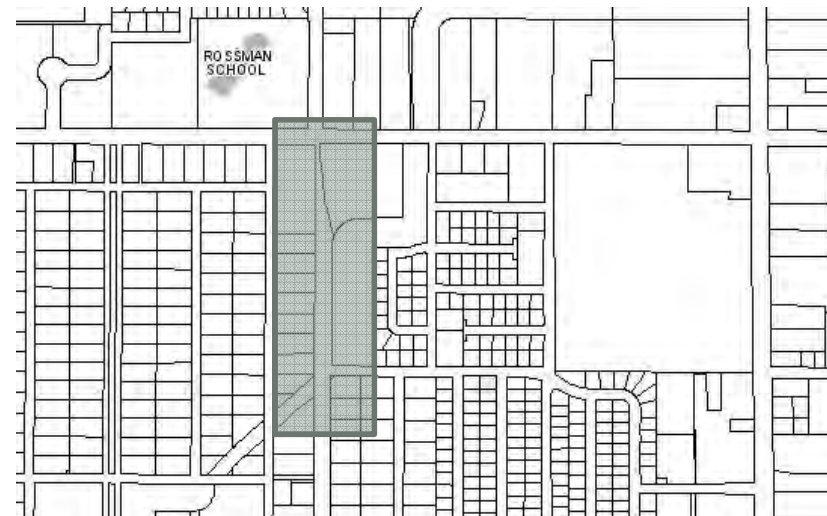
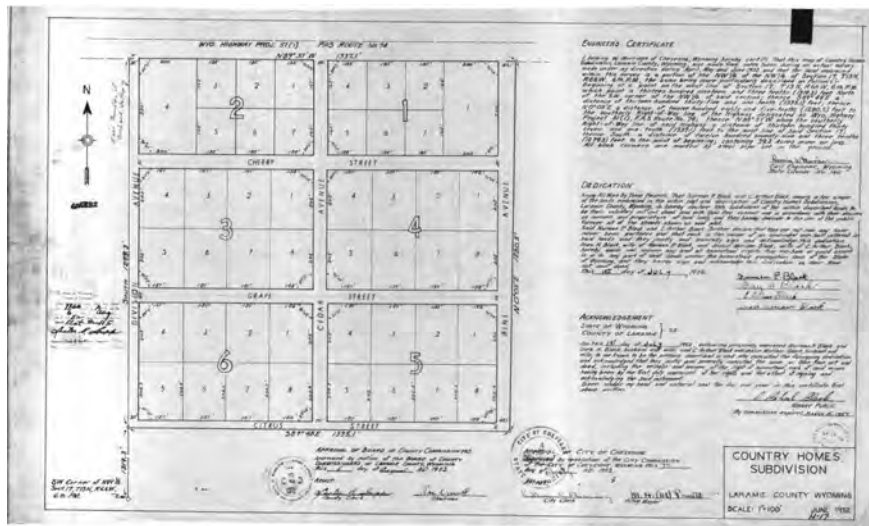


Land use and ownership 2015



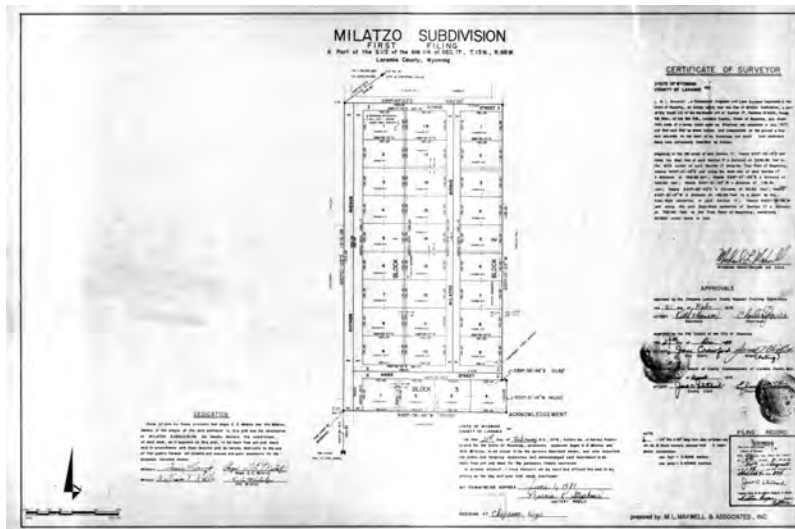
Available right-of-way

- **College Drive to Citrus Street**
 - Majority of corridor within public right-of-way
 - Country Homes 1952 (30')
 - Allision Draw Flood Control Project Plat (57')



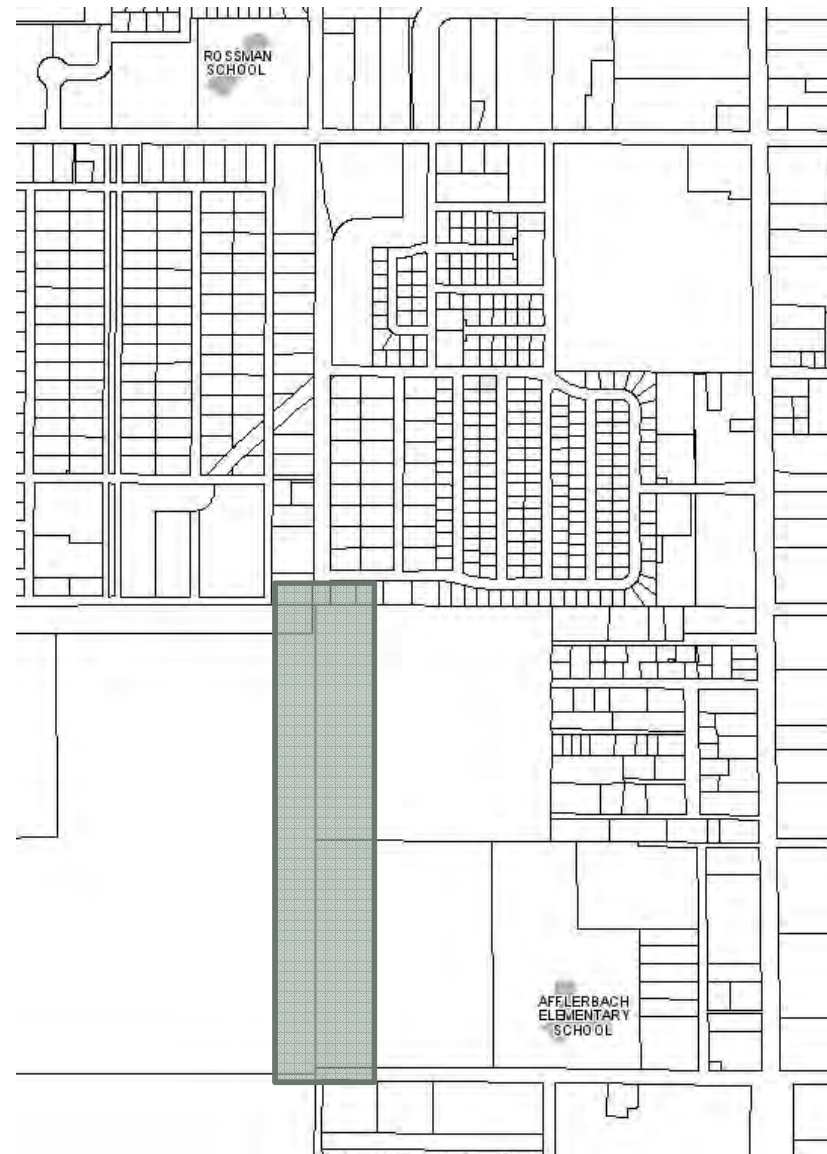
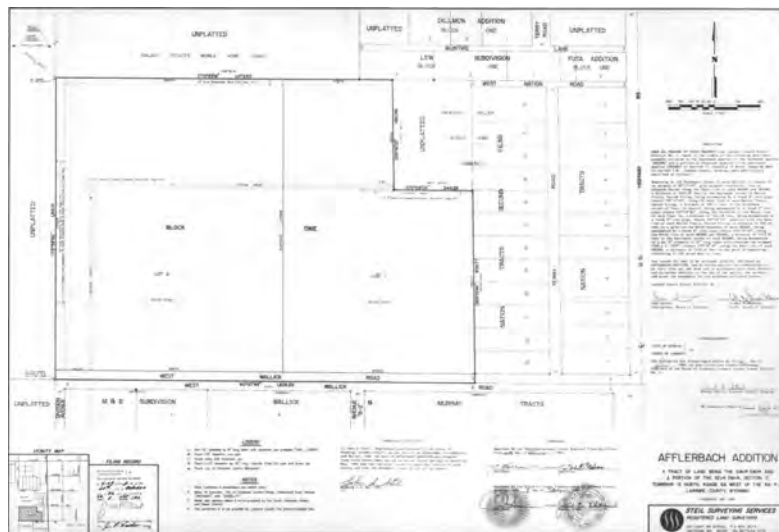
Available right-of-way

- **Citrus Street to Angie Street**
 - Milatzo Subdivision 1978 (80')



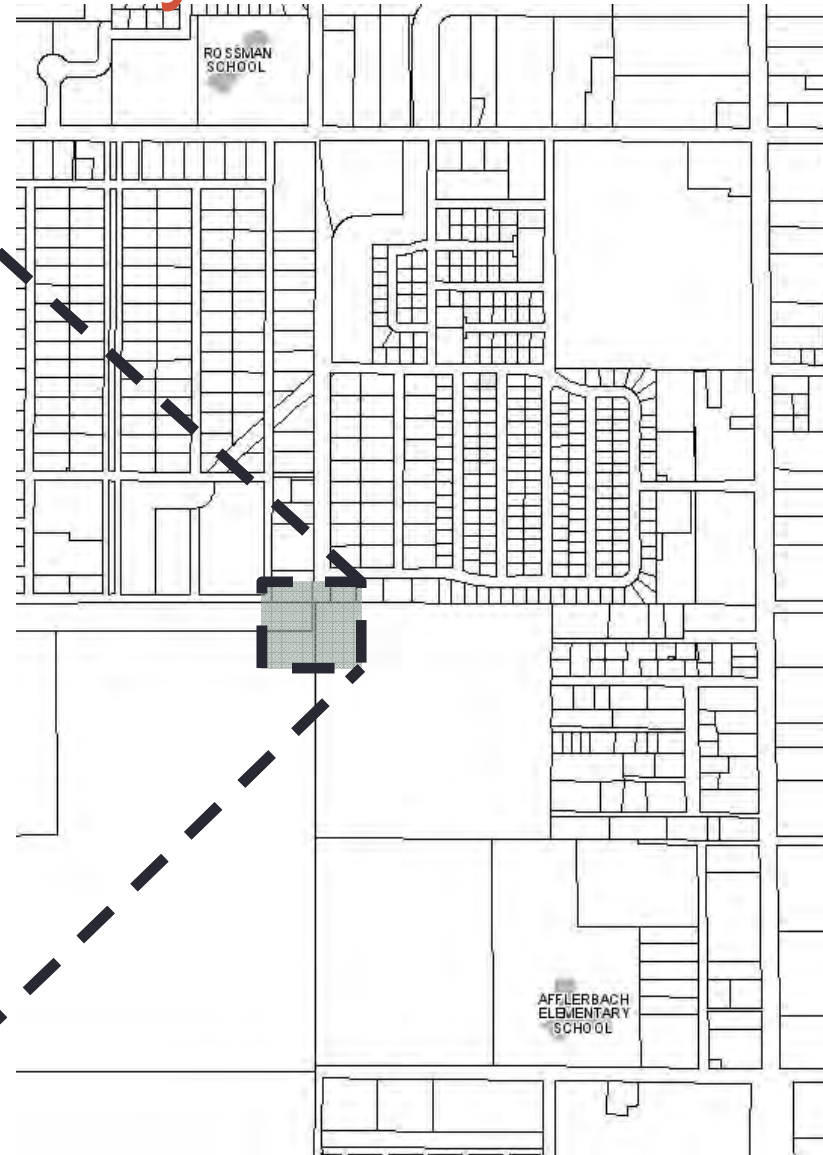
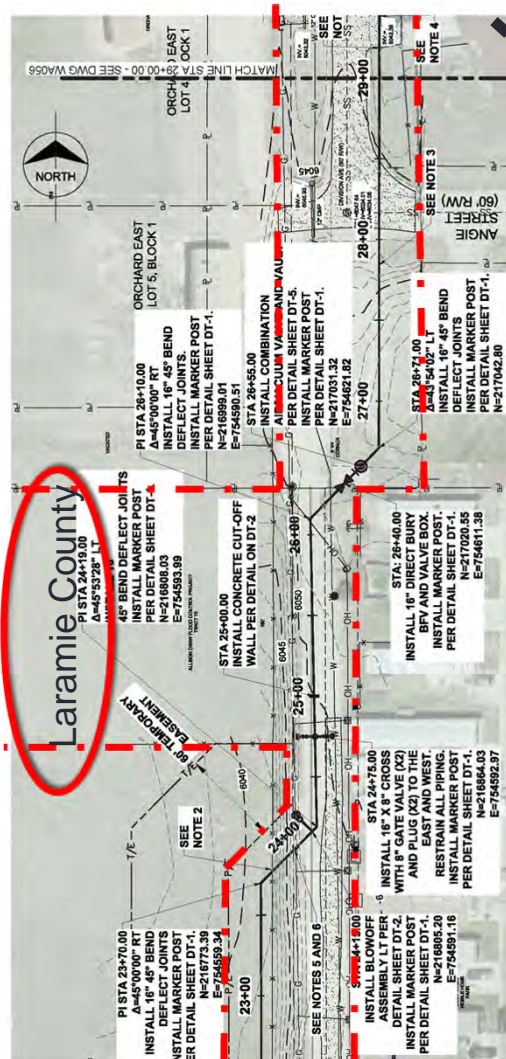
Available right-of-way

- **South of Angie Street**
 - Road Reservation Easement East (40')
 - Afflerbach Addition Plat
 - Recorded Book 506, Page 339
 - Access and Utility Easement (40') West



Available right-of-way

- South of Angie Street

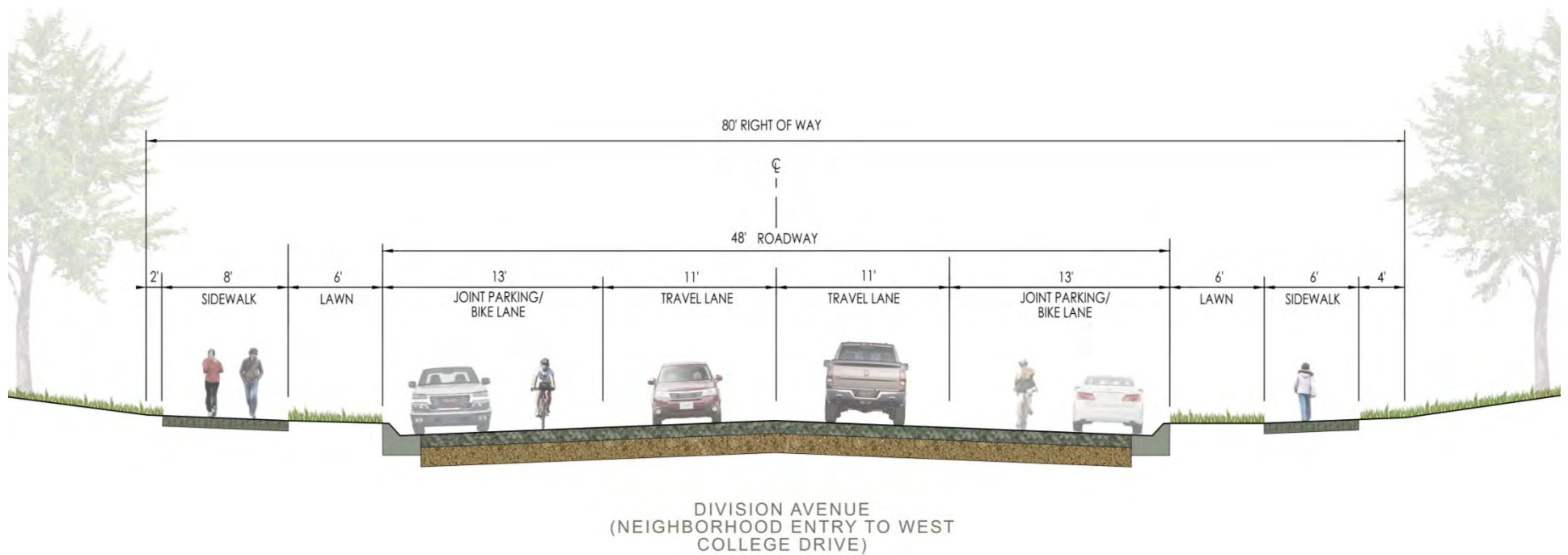


Neighborhood Meeting Goals/ Recommendations

Goals	Planning Goal	Recommended Improvements
1. Preserve Neighborhood	<ul style="list-style-type: none">• Create an identity neighborhood area	<ul style="list-style-type: none">• Create a gateway feature
2. Safety	<ul style="list-style-type: none">• Improve safety for all roadway users• Improve pavement condition• Better accommodate future traffic volumes	<ul style="list-style-type: none">• Improve pedestrian safety, accessibility, and create walkable environment• Install bike lanes• Develop roadway widths to accommodate future traffic• Restrict parking near intersections
3. Keep Lower Traffic Speeds	<ul style="list-style-type: none">• Minimize design speed where appropriate	<ul style="list-style-type: none">• Utilize horizontal alignment to promote slower speeds without inhibiting function
4. Minimize Traffic Volume Increase	<ul style="list-style-type: none">• Deter larger scale vehicle use by perception	<ul style="list-style-type: none">• Create gateway feature• Narrow roadways where appropriate to create a perception of narrowing (Curb extensions, median islands, etc.)

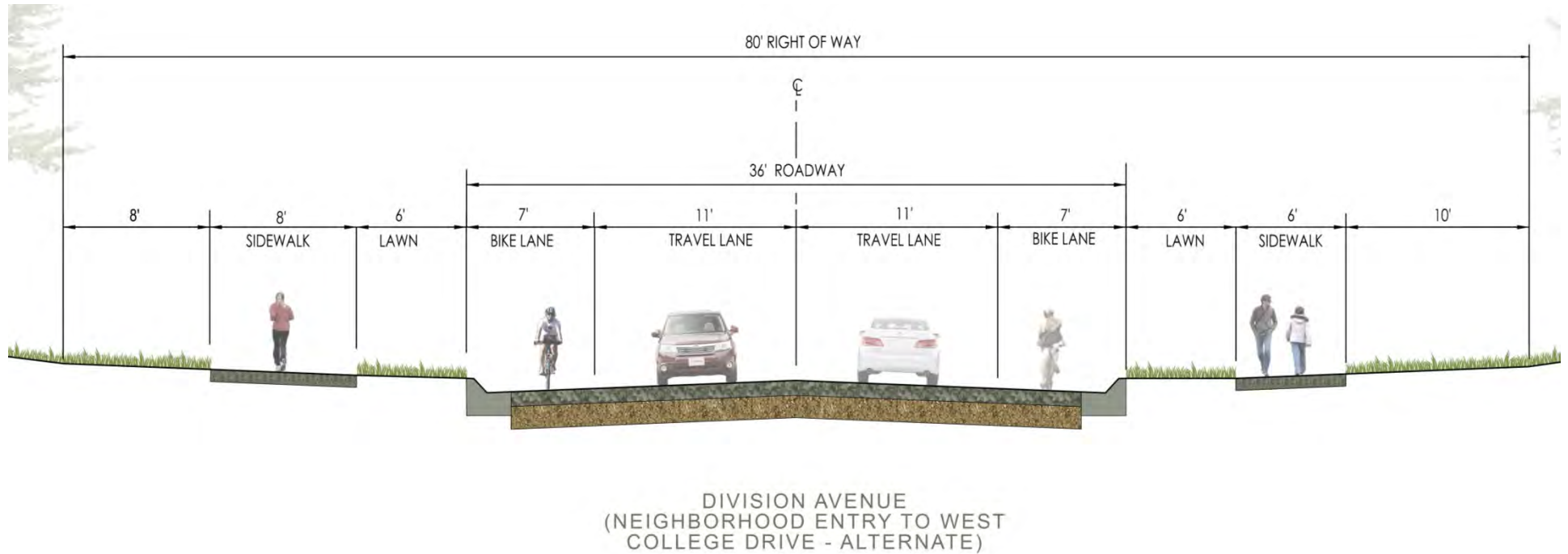
3/4/2015

Division Avenue North of Angie Street – Option 1 Parking



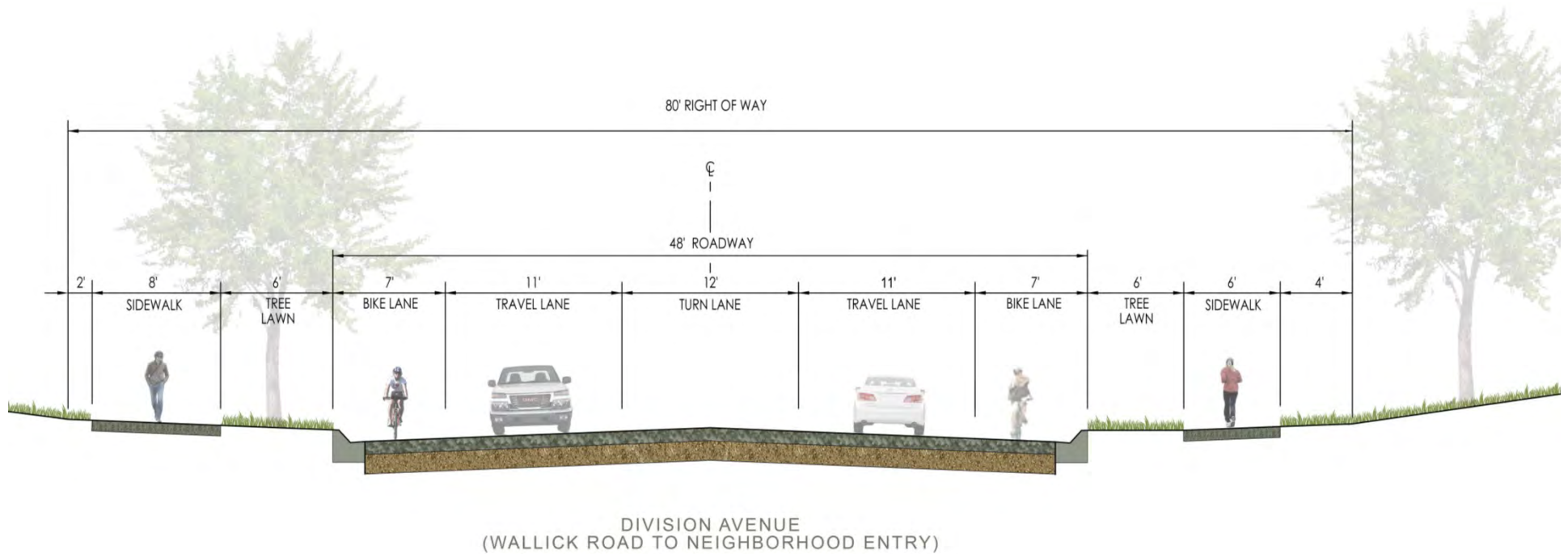
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Division Avenue North of Angie Street – Option 2 No Parking

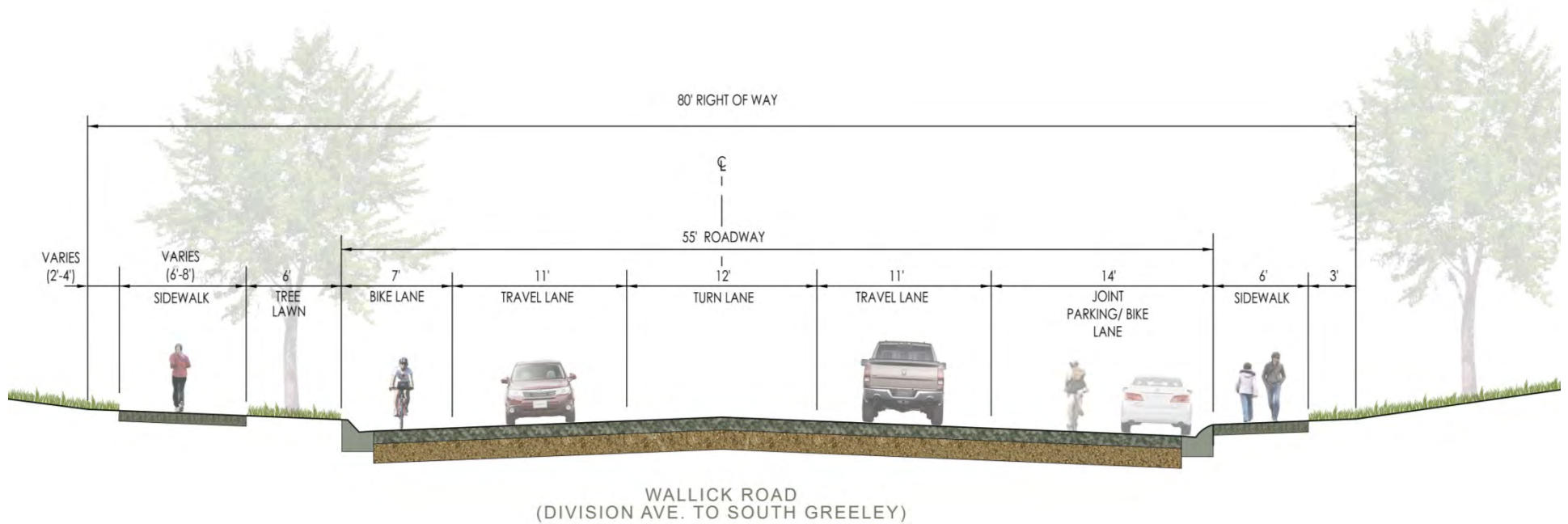


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Division Avenue South of Angie Street

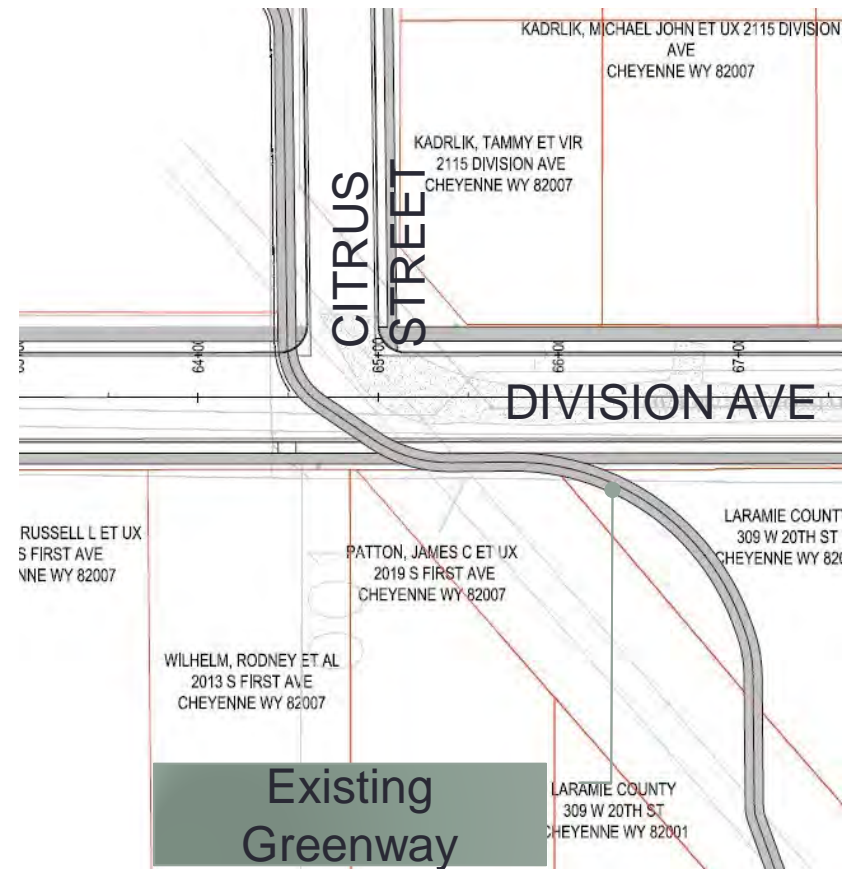


Wallick Road

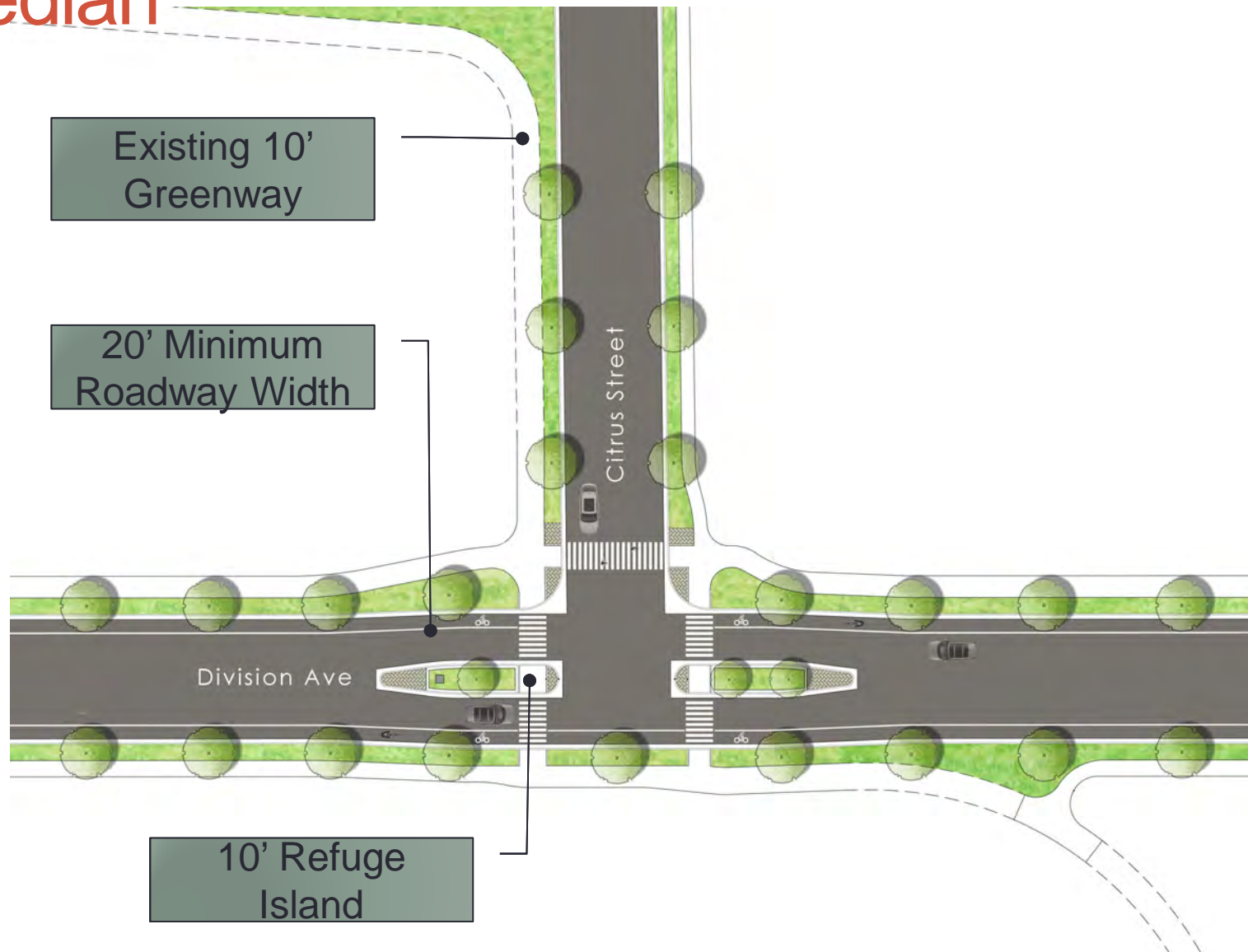


Greenway Crossing Options at Citrus Street

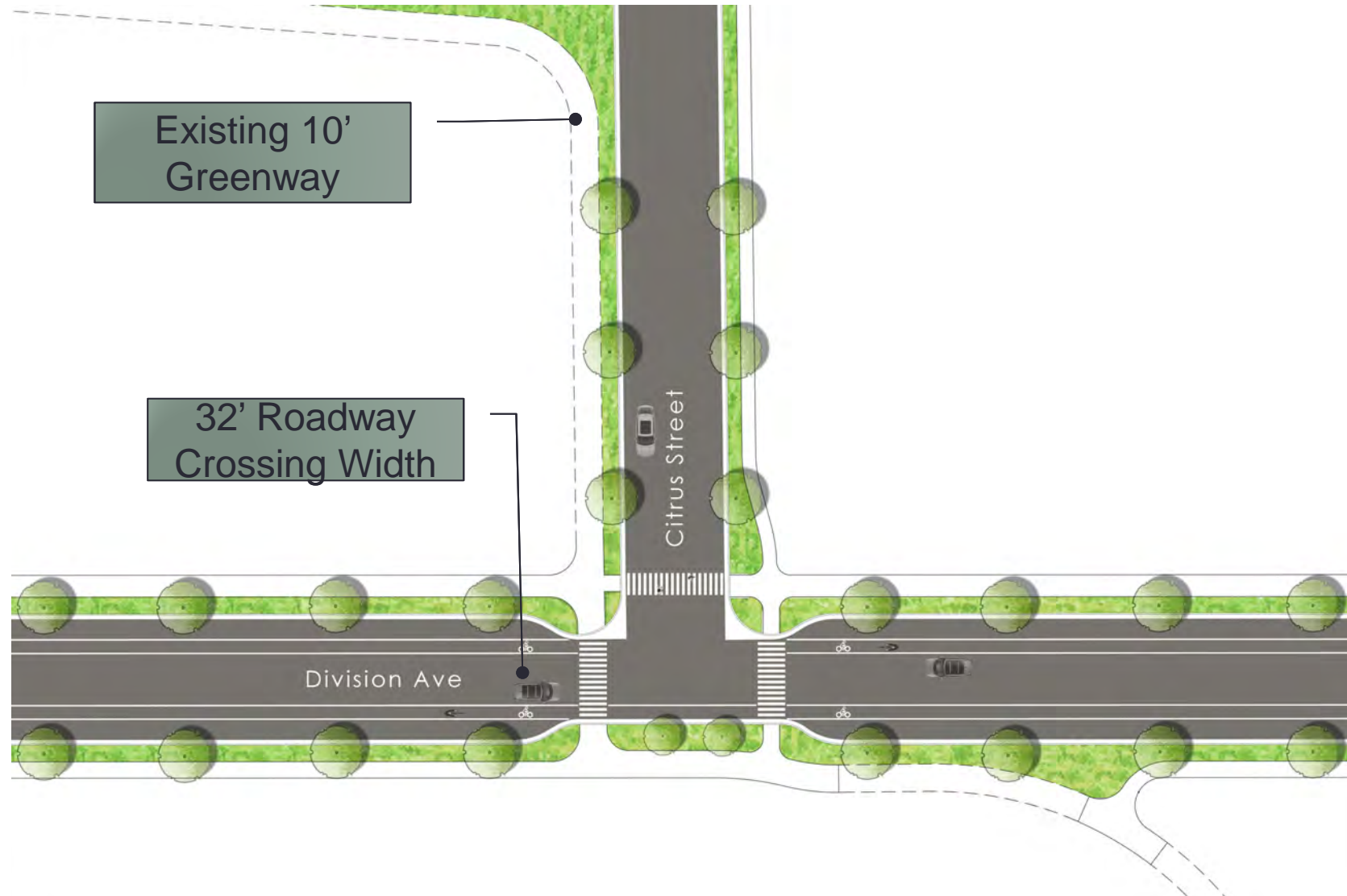
- Crossing layout goals
 - Minimize crossing width
 - Increase visibility
 - Increase awareness
 - Convenient and logical
 - Preserve existing path where practical
 - Lower traffic speed (Traffic Calming)
 - Create a Gateway



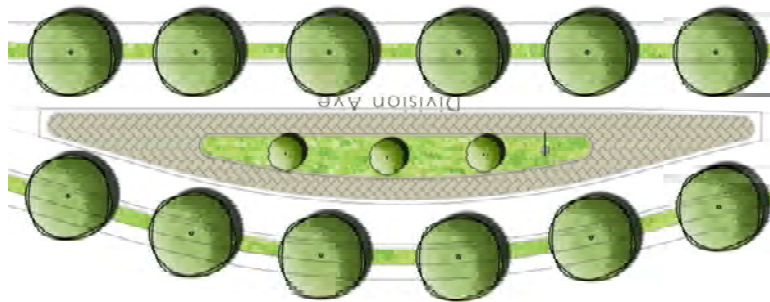
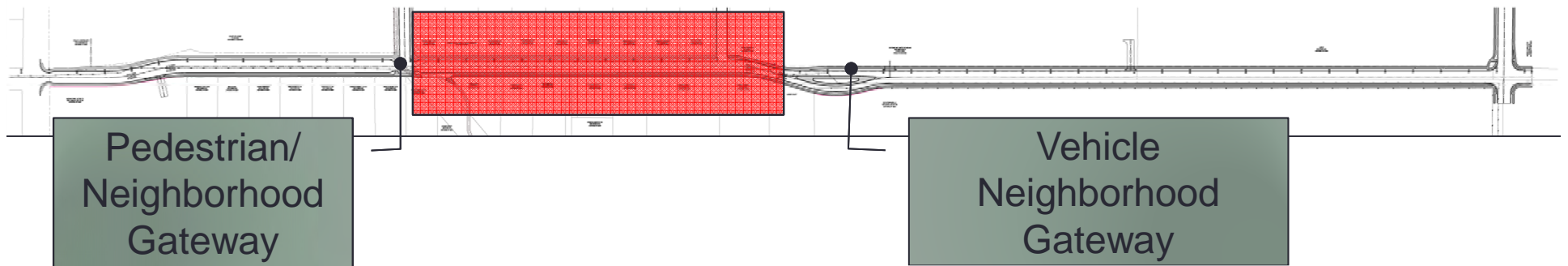
Greenway Crossing Option - Refuge Median



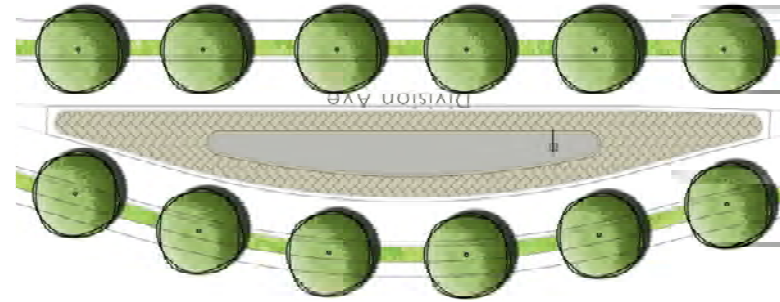
Greenway Crossing Option – Curb Extension



Neighborhood Entry Feature Concept

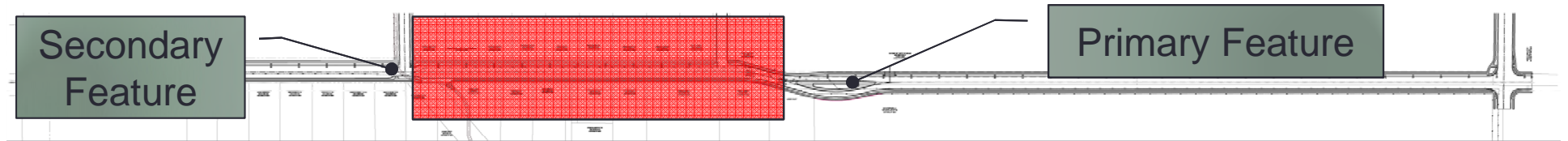


- Planting concept option



- **XERISCAPE
CONCEPT OPTION**

Neighborhood Entry Feature Concepts



Adjourn to the Workshop Areas



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Thank you very much for your time and input!!!