

WHITNEY ROAD 10% CORRIDOR PLAN

Public Open House #2
June 28, 2018



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



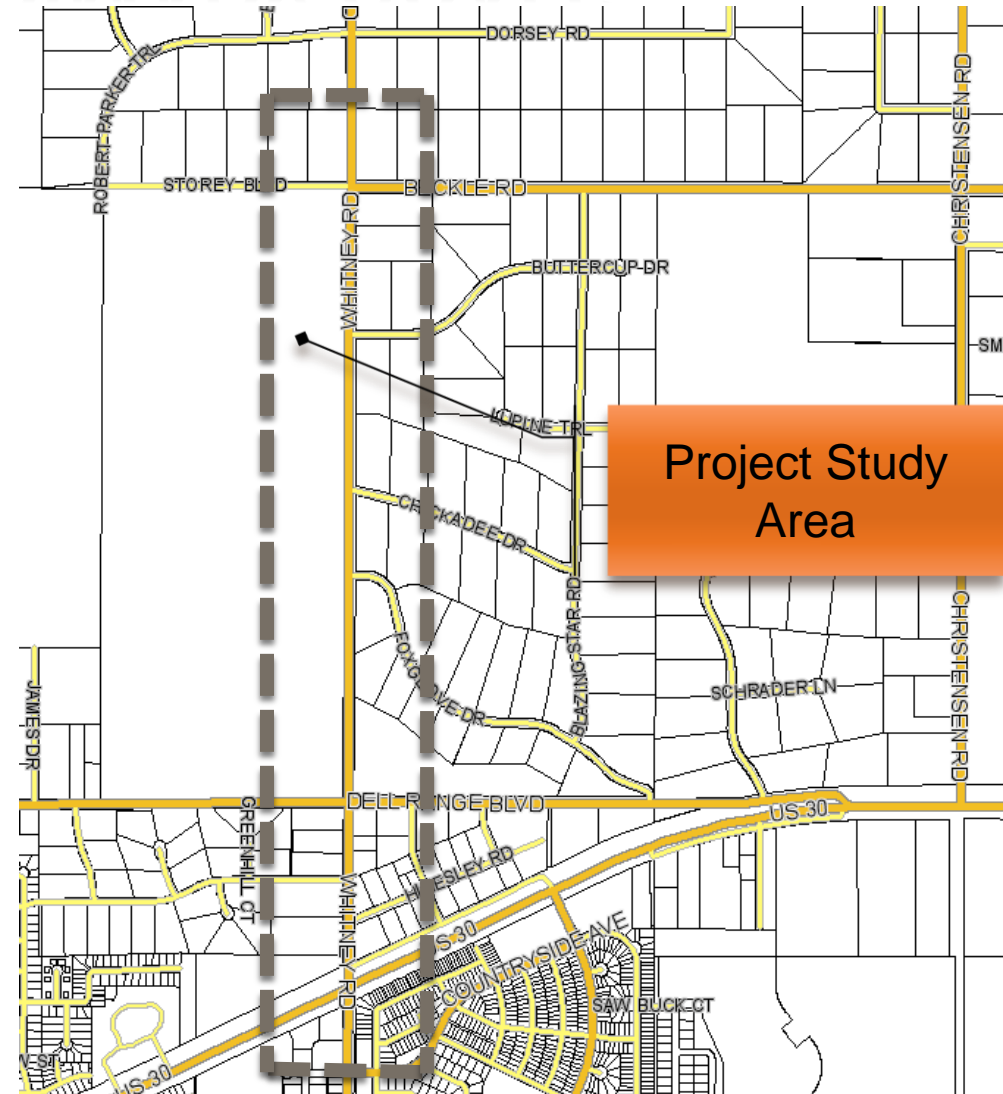
STUDY AREA AND PRIMARY GOALS

✕ 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

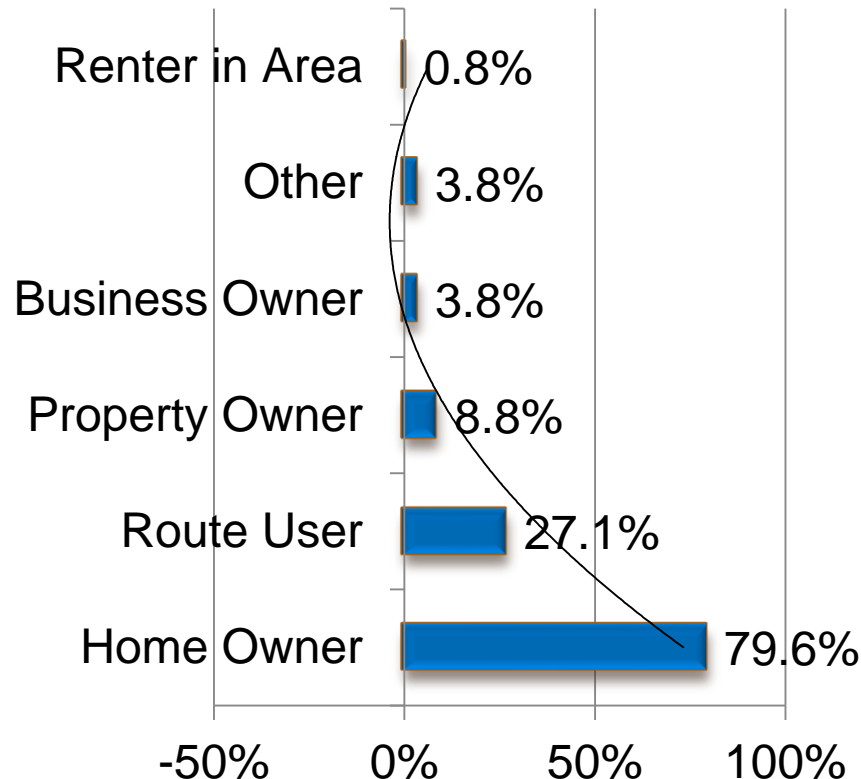


WHERE WE HAVE BEEN AND WHAT TO EXPECT?

Public Outreach Matrix

ACTIVITY	DATE(S)
Public Open House (2)	November 8, 2017; June 28, 2018
Steering Committee (2)	May 9, 2017; January 23, 2018
Suncor Energy USA Pipeline Plains All American Pipeline	May 10, 2017 October 19, 2017
Submit Draft Plan to MPO	July 20, 2018
Individual One-on-one Meetings w/ Land Owners	March 7, 2018 & TBT
MPO Technical Advisory Committee (1)	August 15, 2018
City Planning Commission	August 20, 2018
County Planning Commission	August 9, 2018
Presentations to the Governing Bodies (County and City)	September, 2018

SUMMARY OF PUBLIC MEETING NO. 1



✗ Who attended?

+ 120 People Sign-in

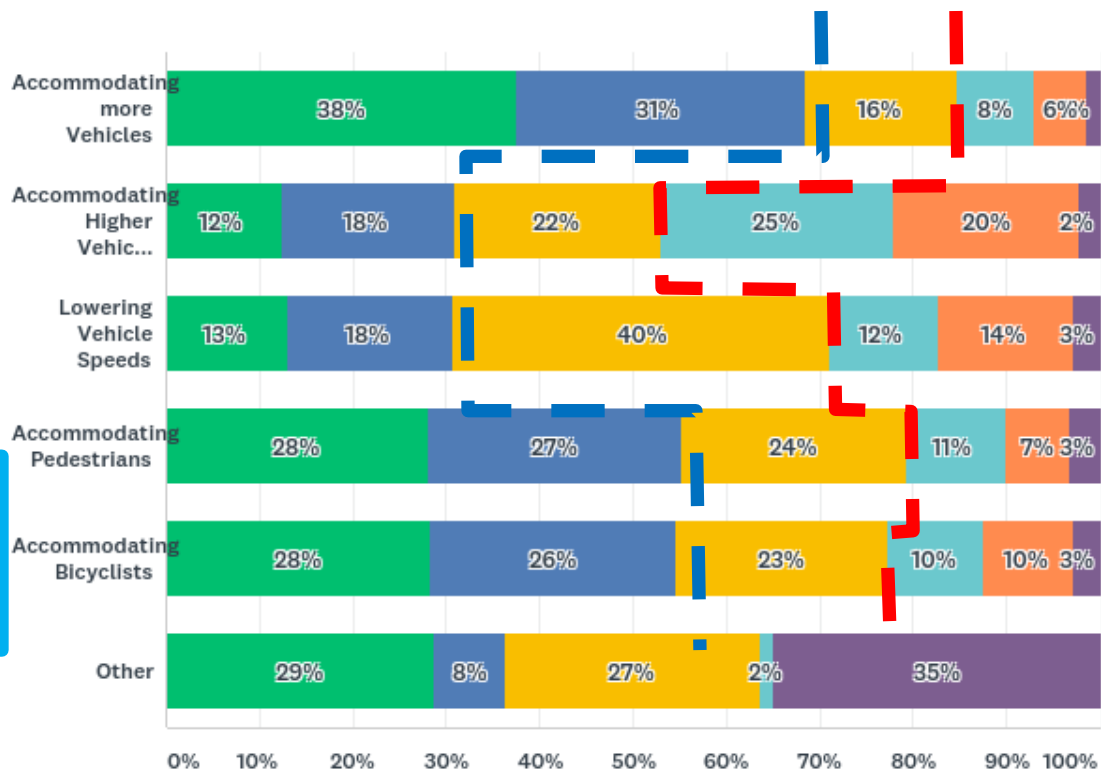
+ 150 Estimated Attendance

+ 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.

SUMMARY OF PUBLIC MEETING NO. 1

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?



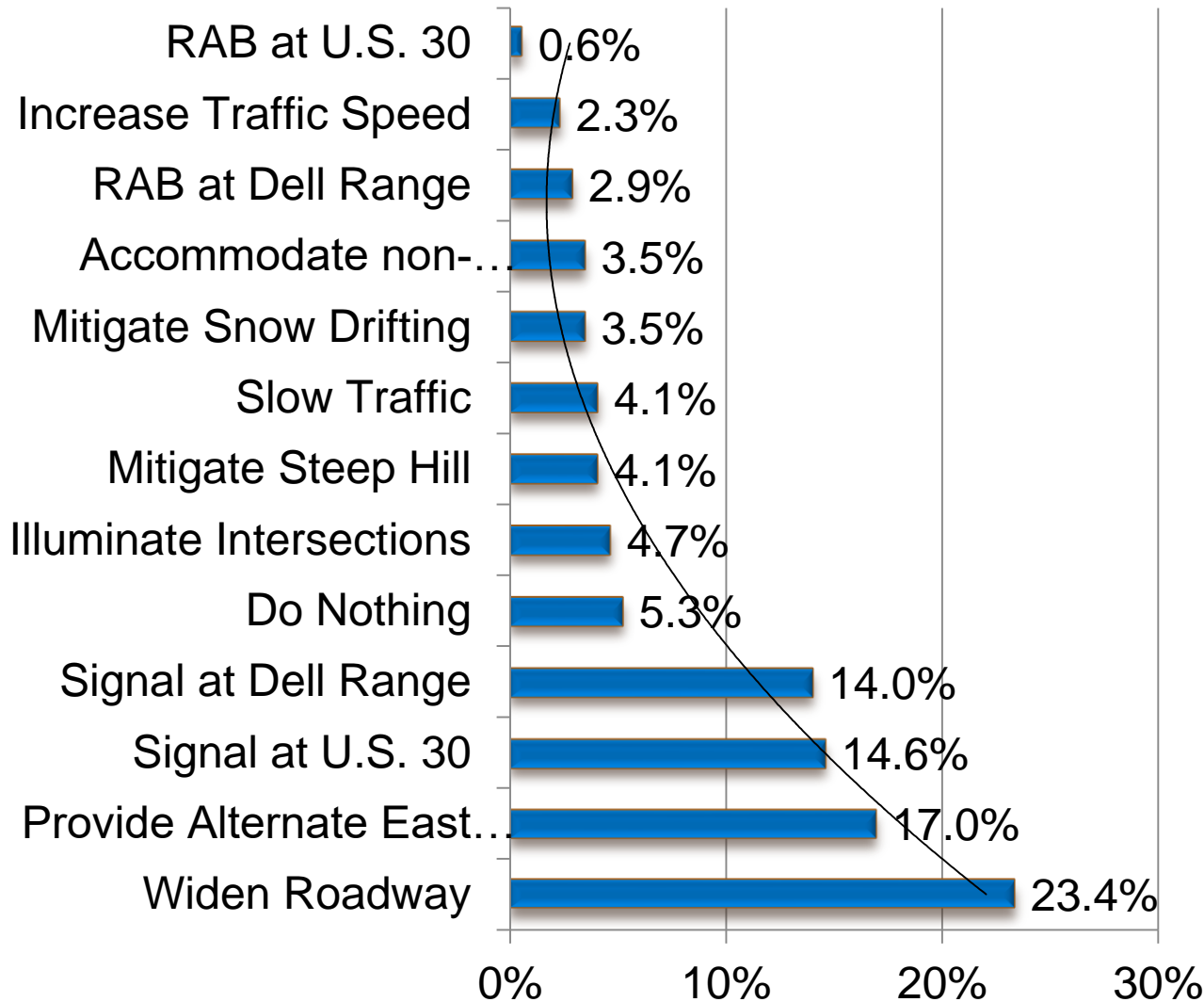
Very Important to Important to Accommodate



Very Important to Important to Discourage

Very Important to Accommodate Important to Accommodate Neutral
Important to Discourage Most Important to Discourage No Opinion

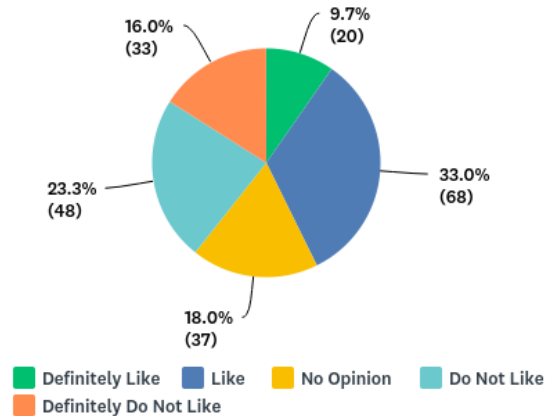
SUMMARY OF PUBLIC MEETING NO. 1



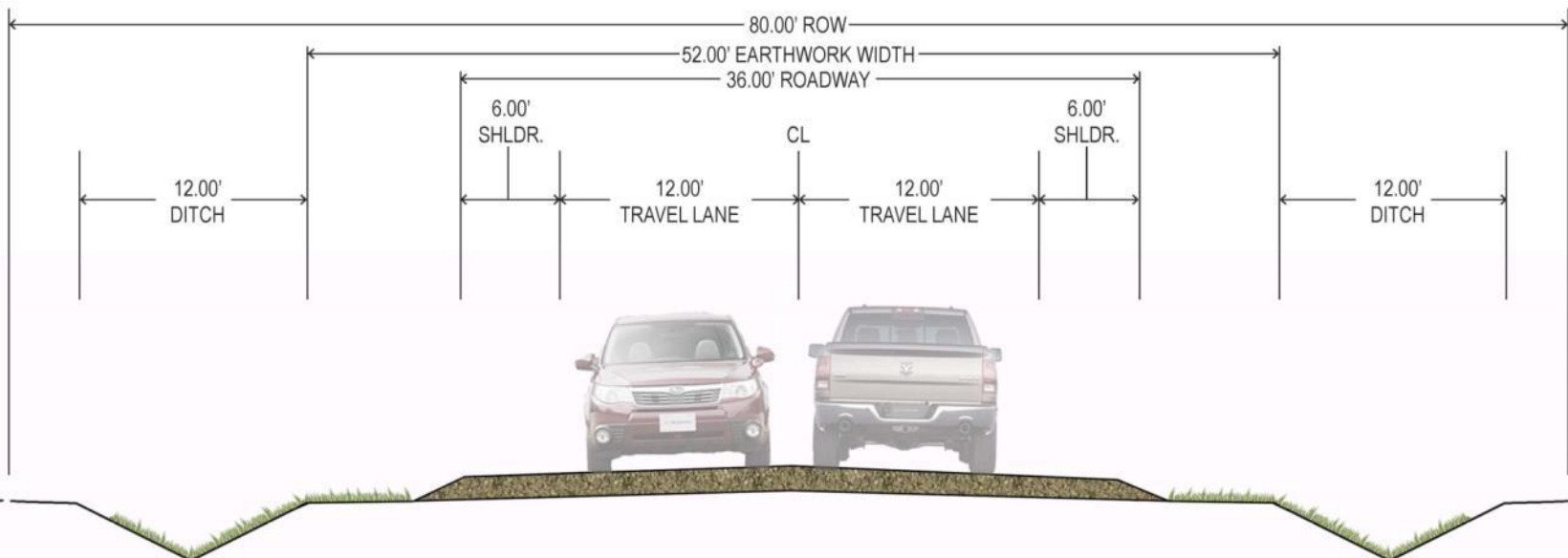
Q4: If you could make one change to the existing Whitney Road Corridor, what change would you make?

SUMMARY OF PUBLIC MEETING NO. 1

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

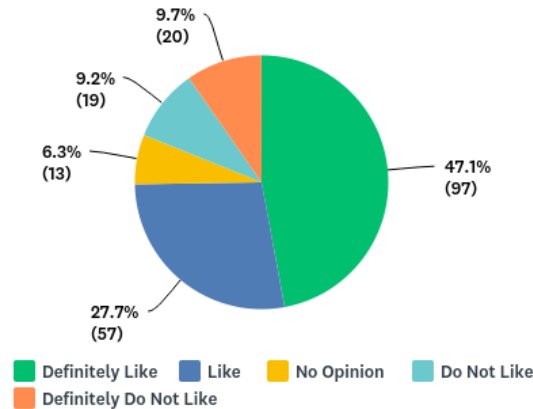


- ✗ 42.7% Definitely Like + Like
- ✗ 39.3% Do Not Like + Definitely Do Not Like



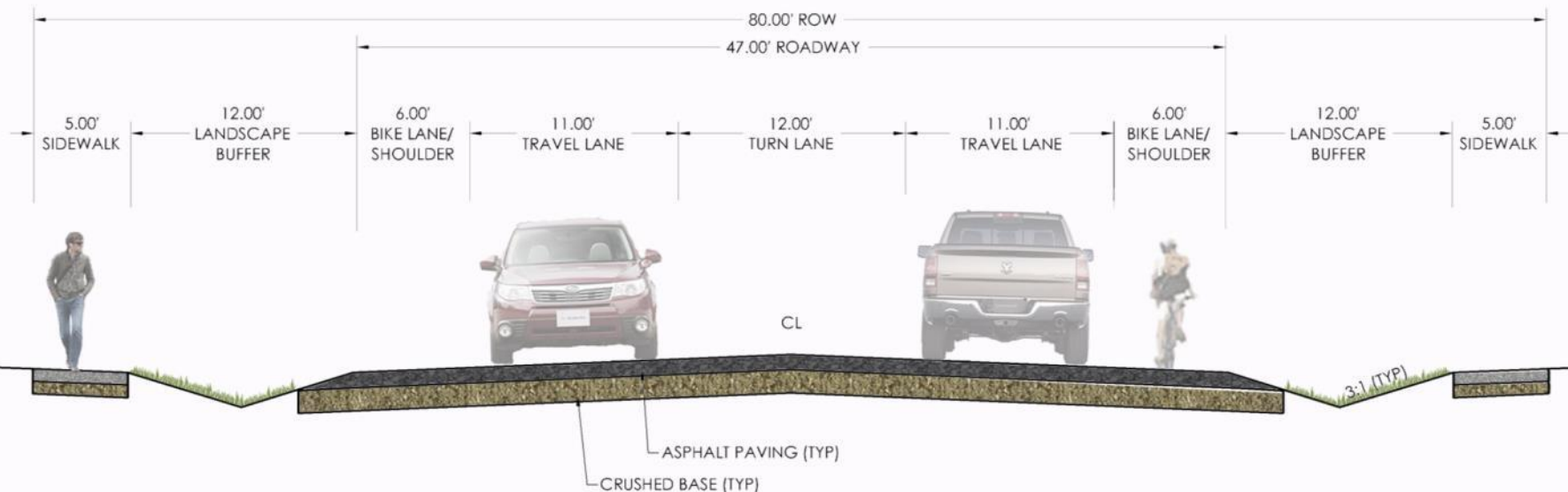
SUMMARY OF PUBLIC MEETING NO. 1

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



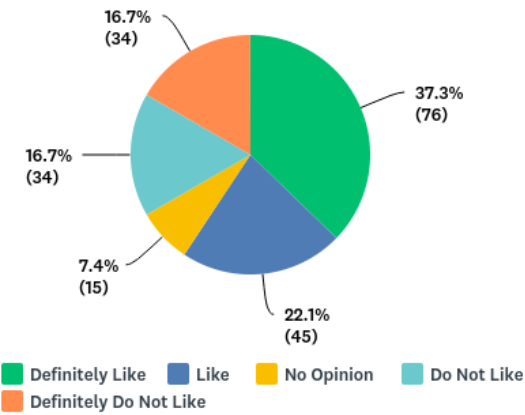
✗ 74.8% Definitely Like + Like

✗ 18.9% Do Not Like + Definitely Do Not Like

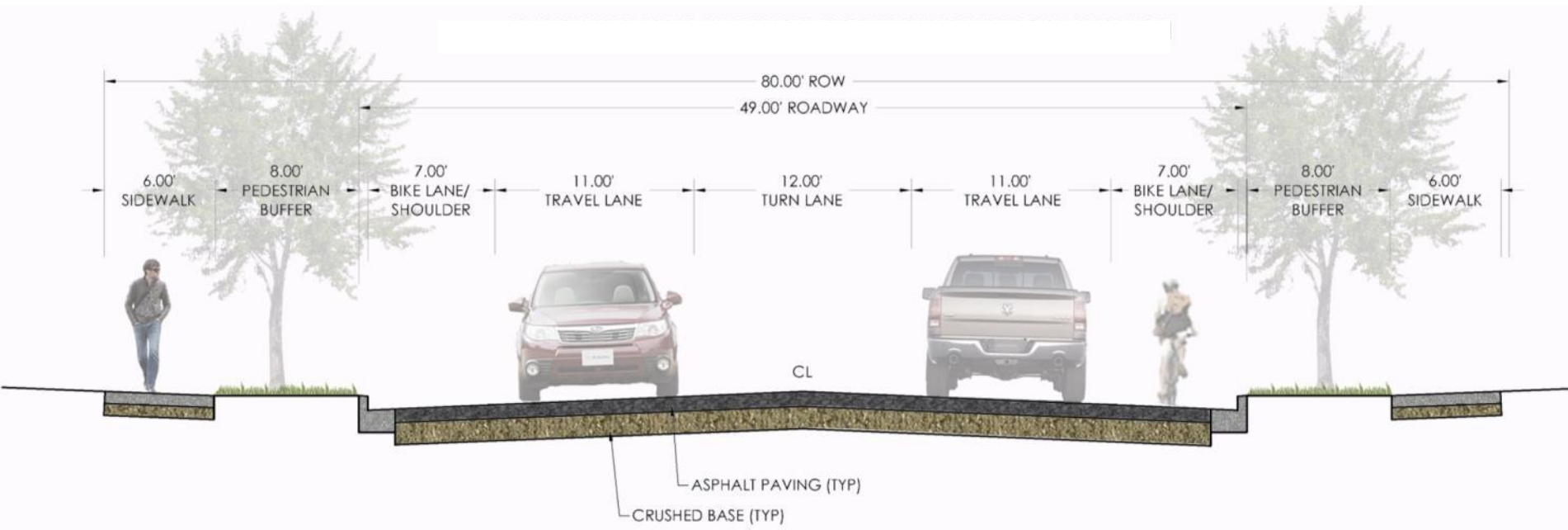


SUMMARY OF PUBLIC MEETING NO. 1

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

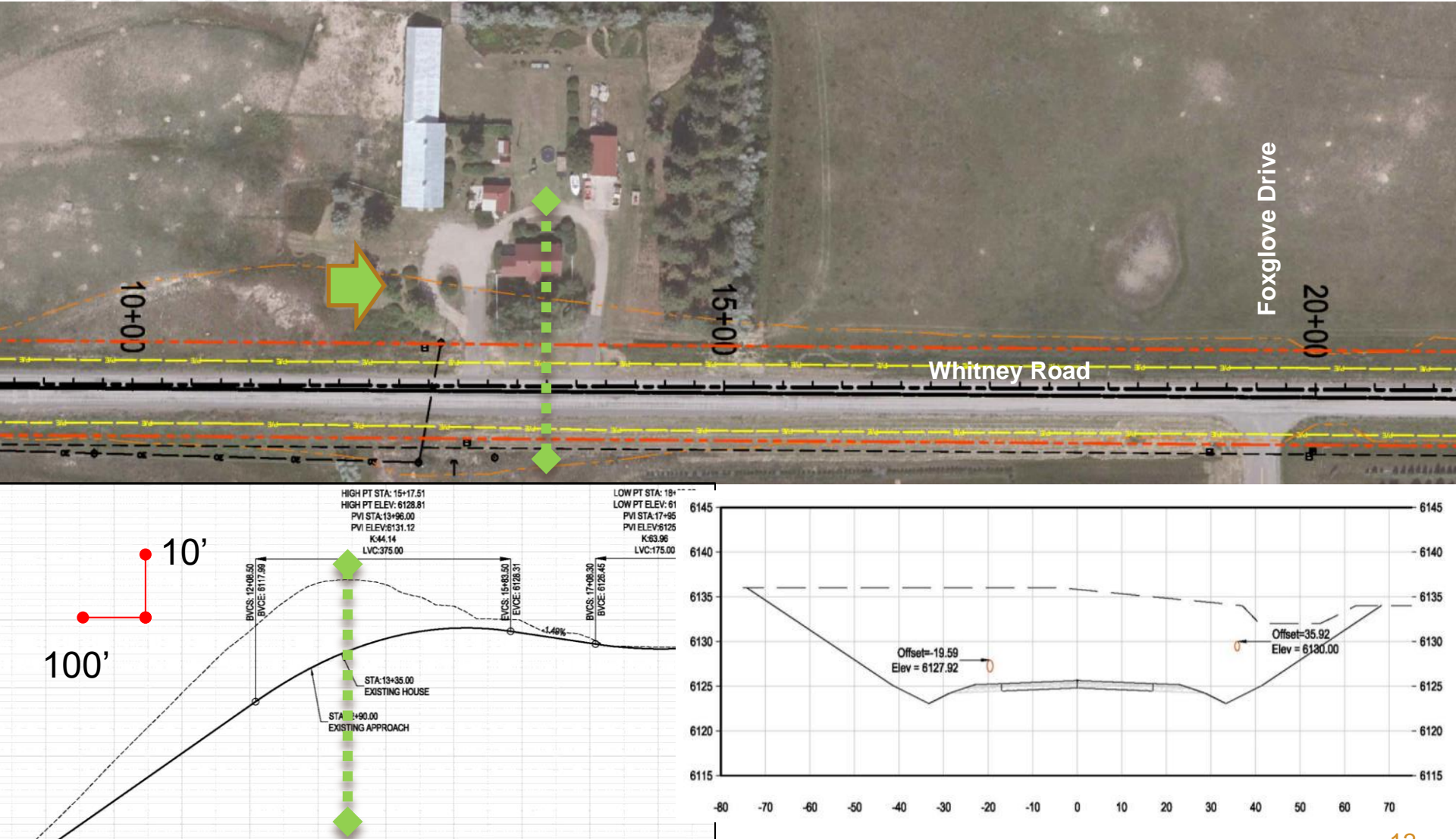


- ✗ 59.4% Definitely Like + Like
- ✗ 33.4% Do Not Like + Definitely Do Not Like





WHAT HAPPENS WHEN YOU ELIMINATE THE STEEP GRADES



CRASH DATA

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

Whitney Road / US 30	
Type	Number
Angle	5
Rear End	3
Fixed Object	3
Total	11
Rate	0.88

Whitney Road / Dell Range Boulevard	
Type	Number
Angle	5
Rear End	0
Fixed Object	0
Total	5
Rate	0.50

Whitney Road / Beckle Road	
Type	Number
Angle	0
Rear End	1
Fixed Object	0
Total	1
Rate	0.33

Crash rates are expressed in crashes per million entering vehicles.

Severity

Property Damage	9
Injury	2
Fatality	0
Total	11

Property Damage	3
Injury	1
Fatality	1
Total	5

Property Damage	1
Injury	0
Fatality	0
Total	1

Cause

Failure to Yield ROW	5
Following too Closely	2
Speeding	1
Drove too Fast for Conditions	3
Total	11

Failure to Yield ROW	5
Following too Closely	0
Speeding	0
Drove too Fast for Conditions	0
Total	5

Failure to Yield ROW	0
Following too Closely	1
Speeding	0
Drove too Fast for Conditions	0
Total	1

2040 AND (TODAY)

3,300 ADT

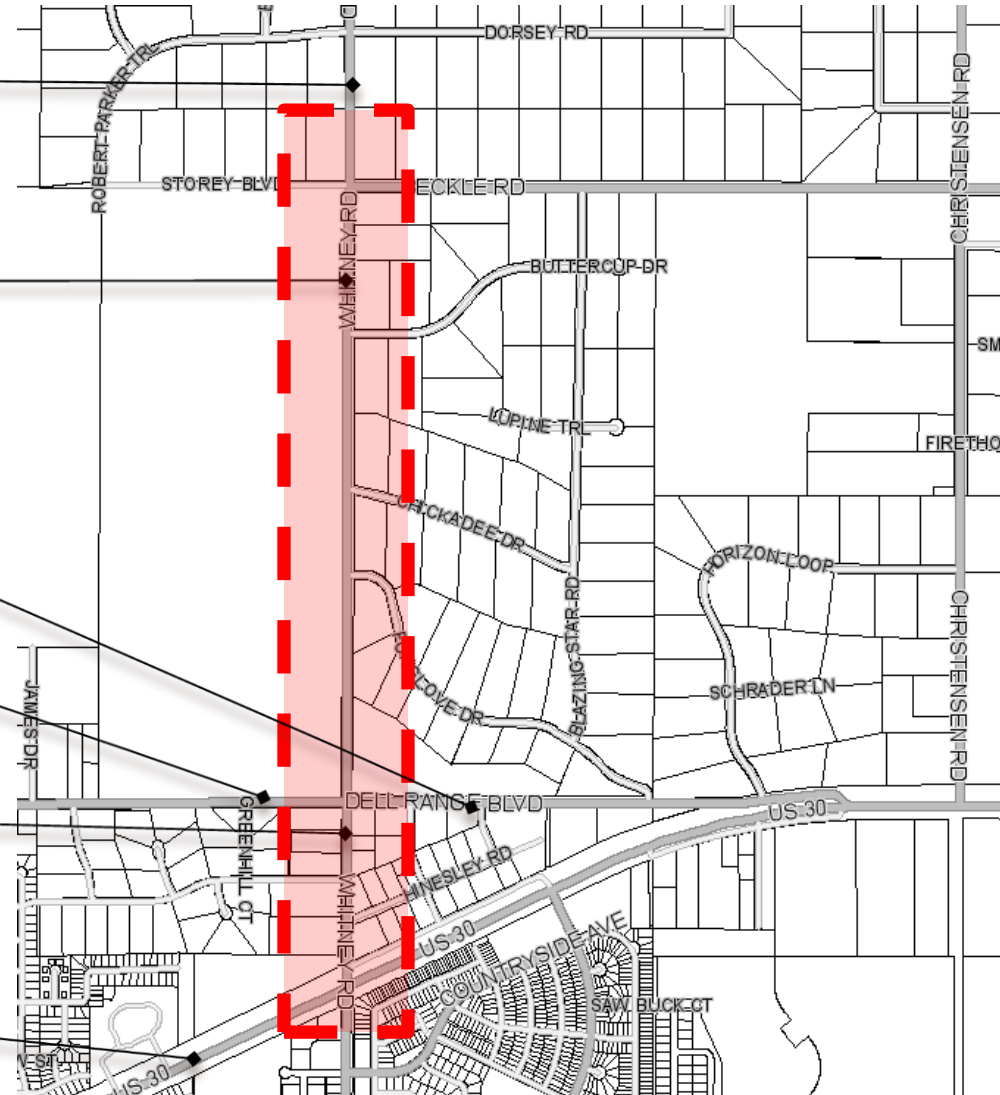
7,400 ADT
(2,198; 2017)

(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

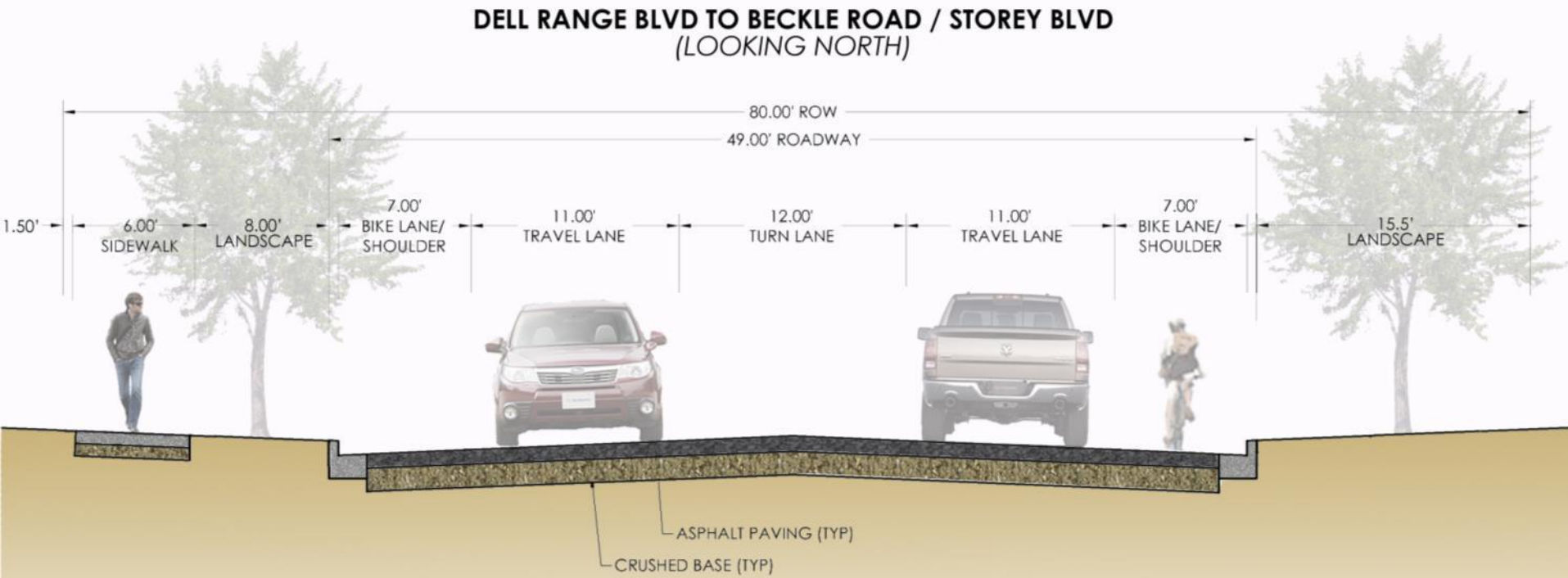
- ✘ Whitney Road at the Beckel Road/ Storey Blvd.
(Looking North)
 - + Interim Rural 2 – Lane Roadway Typical Section

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



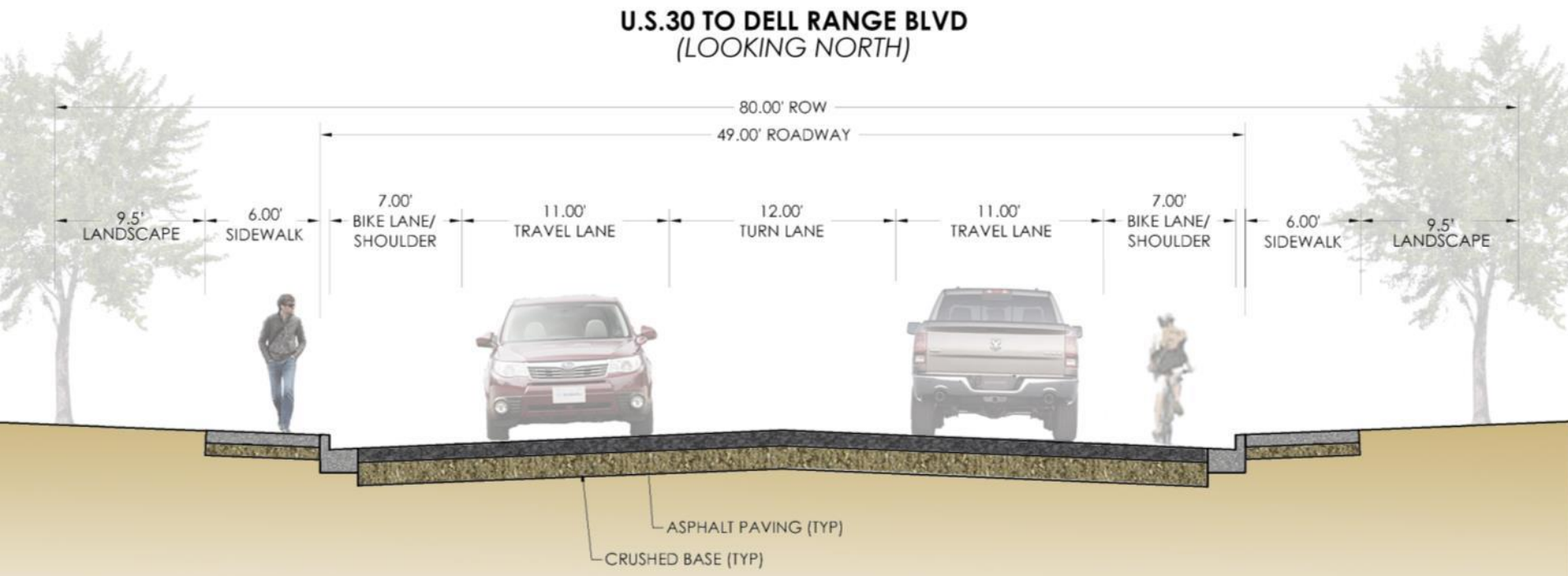
RECOMMENDED TYPICAL SECTIONS

- ✕ 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.



WHITNEY ROAD AT DELL RANGE BLVD.

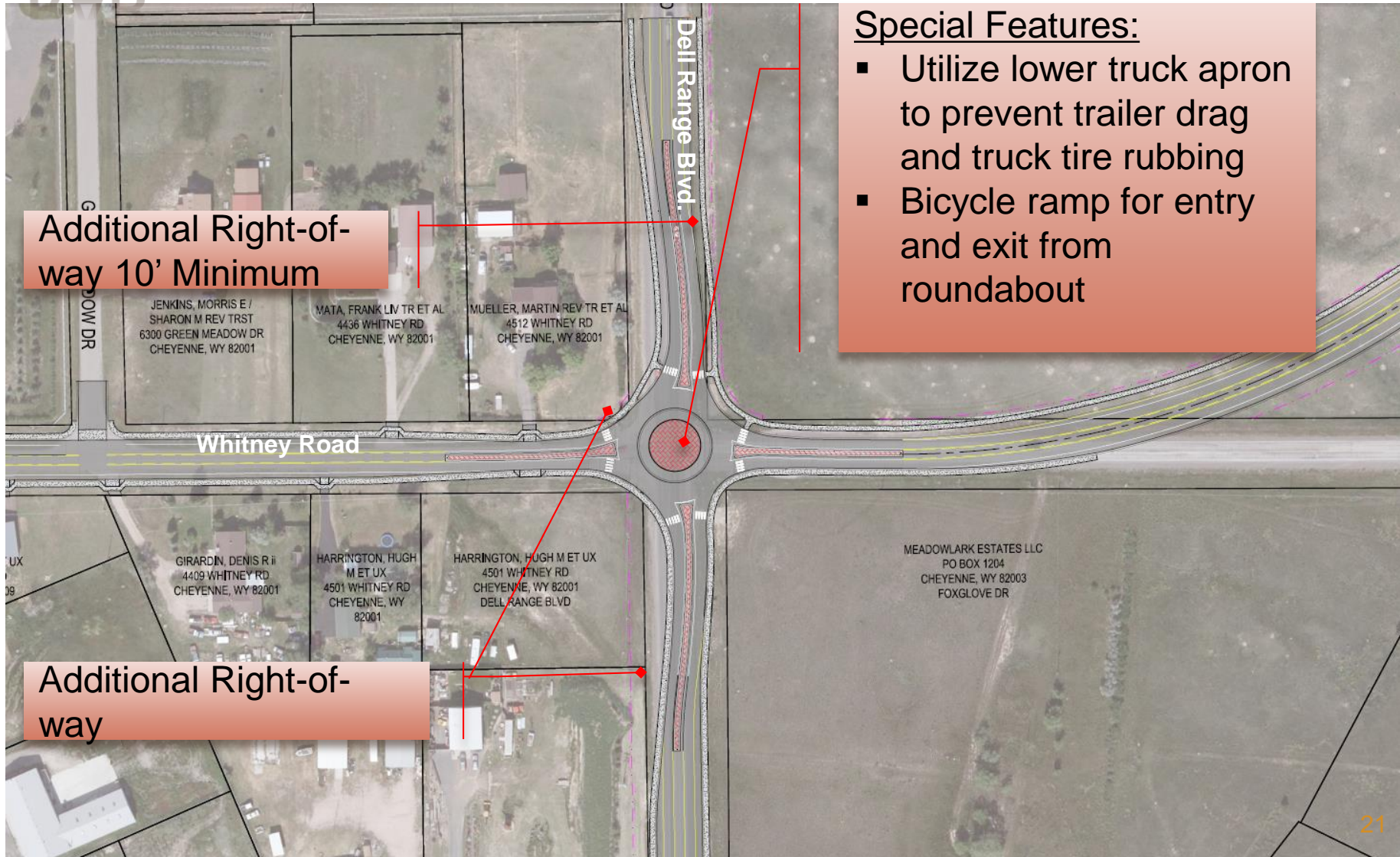


- ✘ Alternative 1
- + Single Lane RAB



- ✘ Alternative 2
- + Standard Signalized Intersection

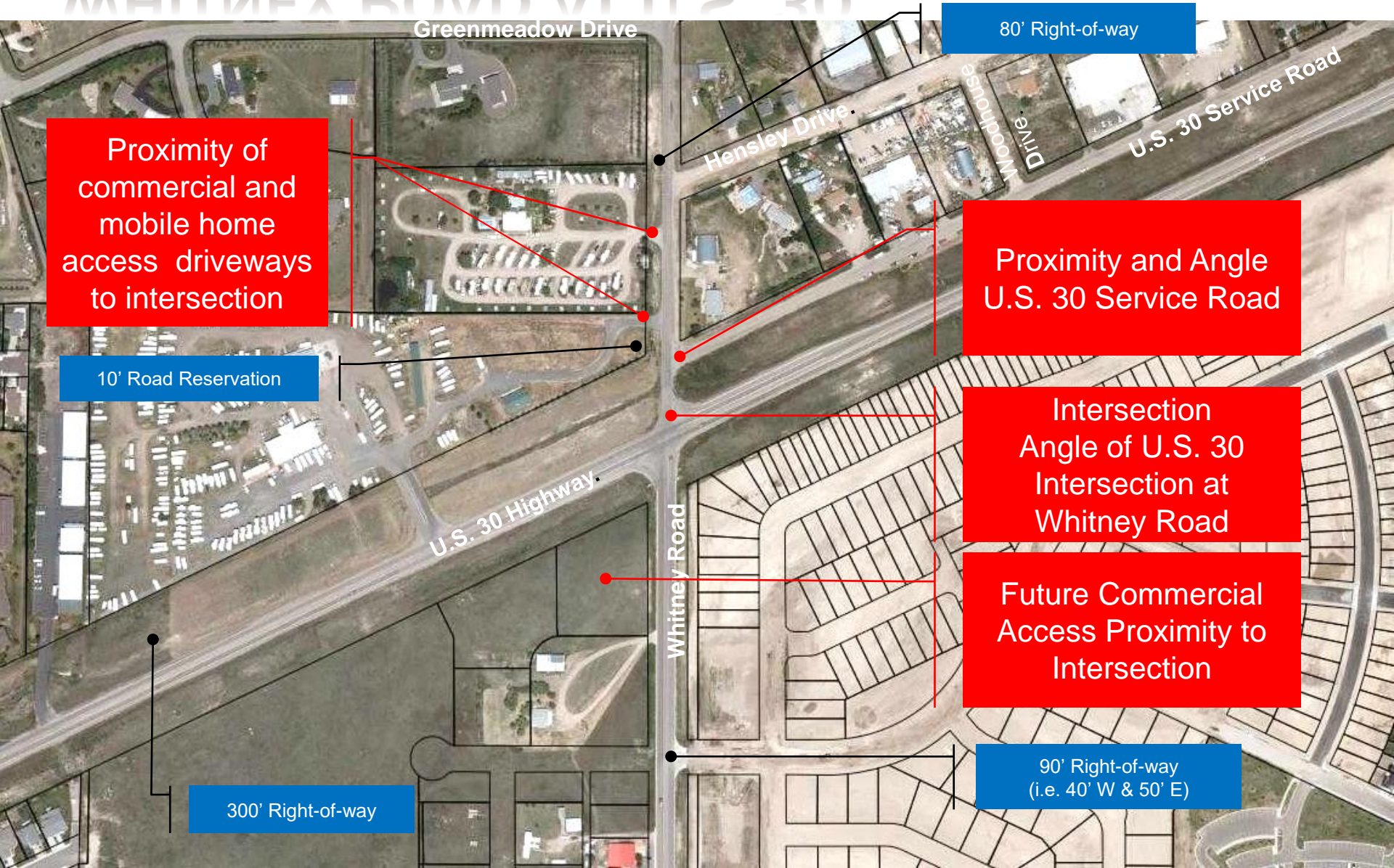
RECOMMENDED ALTERNATIVE – SINGLE LANE RAB



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

WHITNEY ROAD AT U.S. 30



Proximity of commercial and mobile home access driveways to intersection

10' Road Reservation

300' Right-of-way

80' Right-of-way

Proximity and Angle U.S. 30 Service Road

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

Future Commercial Access Proximity to Intersection

90' Right-of-way (i.e. 40' W & 50' E)

WHITNEY ROAD AT DELL RANGE BLVD.



✘ Alternative 1

- + Realign Skewed Intersection
- + Signalized Intersection as Warranted

✘ Alternative 2

- + Leave Intersection Skew and Widening
- + Signalized Intersection as Warranted

RECOMMENDED ALTERNATIVE – REALIGN INTERSECTION

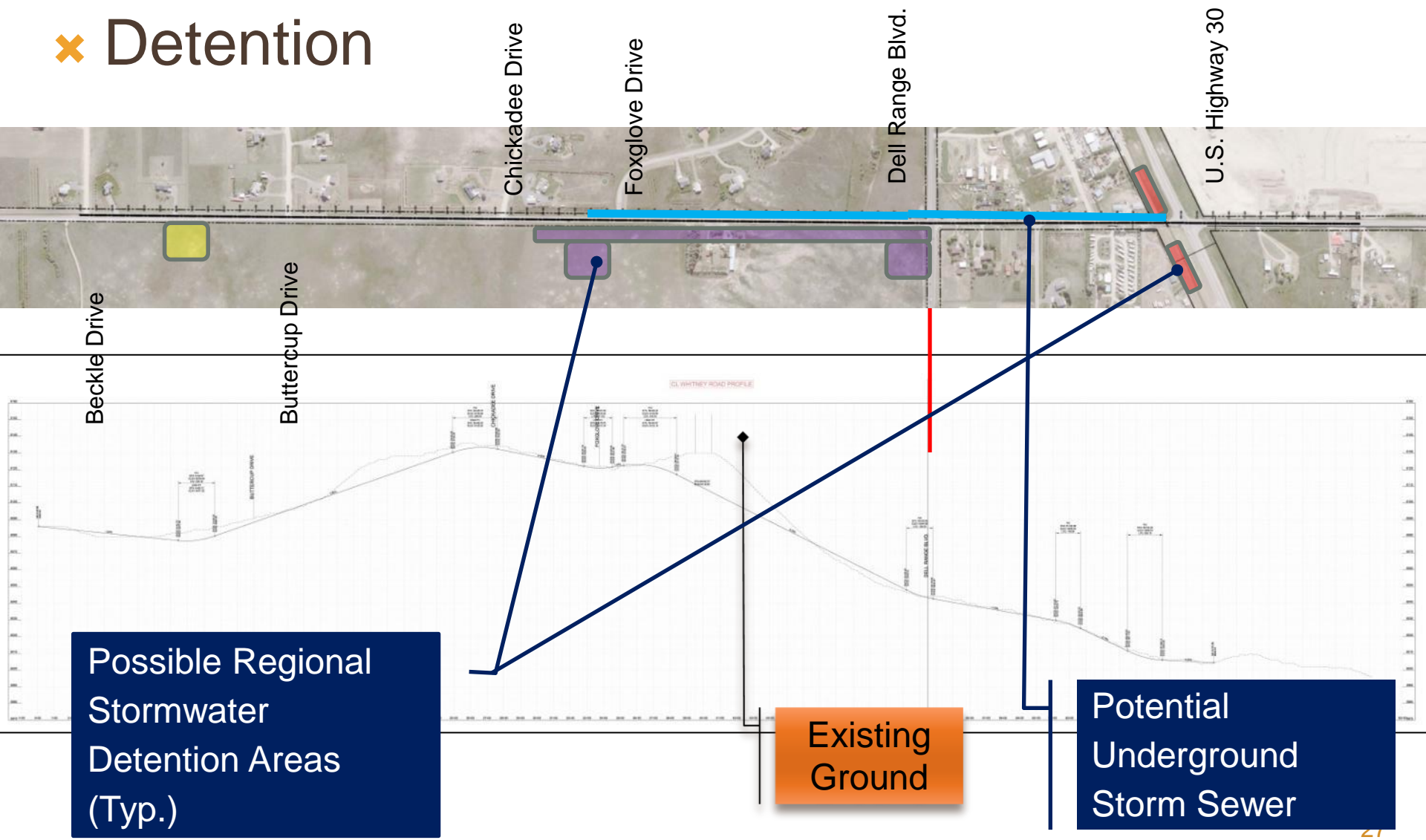


INTERIM OPTIONS - PHASING

- ✘ Signalization w/ Future Arm Lengths and Locations
- ✘ Eliminate Service Road Connection
- ✘ Regional Stormwater Detention Ponds

PROPOSED WET UTILITIES - STORM

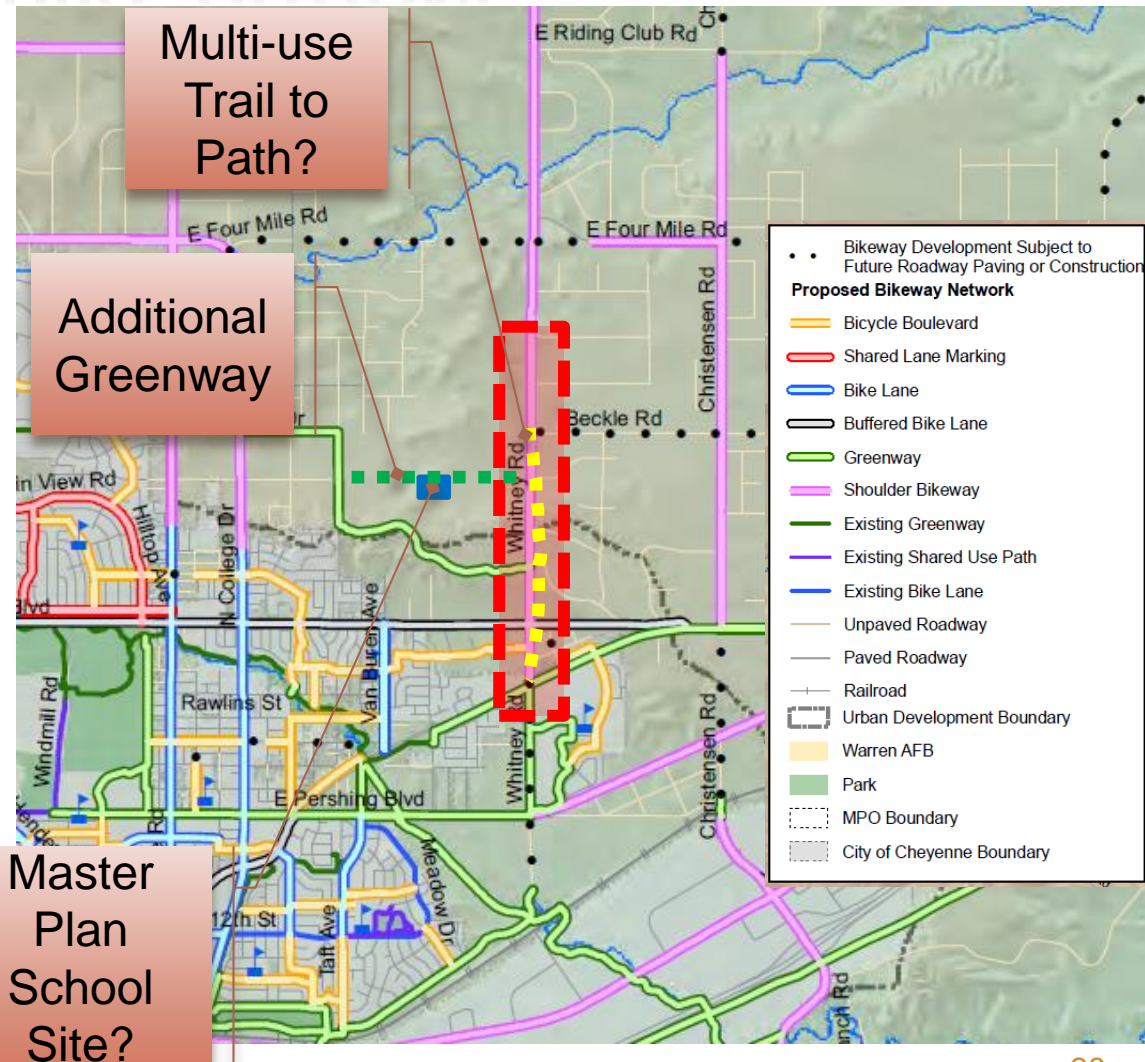
✖ Detention



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.

ADJOURN TO THE WORKSHOP AREAS

