

APPENDIX D

AGENCY COMMENTS



Department of Transportation

State of Wyoming



Dave Freudenthal
Governor

John F. Cox
Director

April 28, 2008

Nancy A. Olson
Transportation Planner
Cheyenne MPO
2101 O'Neil Ave 309
Cheyenne, WY 82001

Dear Ms Olson:

Thank you for the opportunity to comment on the proposed Green Way Crossing by Holiday Park. We would offer the following observations.

- 1) Must have adequate clearance on the overpass 16' 6"+ and insure that the structure does not present a visual obstruction to the signal.
- 2) The underpass ET-02 with access near the intersection may encourage at grade crossings. An errant Westbound vehicle could end up in the underpass.
- 3) The underpass ET-03; the sidewalk attached along Lincolnway is less desirable from a traffic standpoint.

Keeping us involved as you work through this process is appreciated.

Sincerely,

Jay S. Gould, P.E.
District Engineer

cc: file

3411 South 3rd St.
Laramie, WY 82070

Cobb, Tom

From: Nathan Beauheim [nbeauheim@cheyennecity.org]
Sent: Wednesday, May 28, 2008 1:18 PM
To: Cobb, Tom
Cc: Nancy Olson; Jeff Wiggins; Tom Mason; Jeff Fanning; Ken Lewis
Subject: Greenway Crossing at Deming & Walterscheid

Tom,

As my attempts to verbally express my concerns with proposed at-grade Greenway Crossings at Deming & Walterscheid do not seem to be registering with anyone but you, I would like to take this opportunity to memorialize them for the project record.

In summary, I do not believe that installing an uncontrolled at-grade crossing for the Greenway near the intersection of Deming & Walterscheid is prudent.

As best I can determine, currently the busiest uncontrolled at-grade Greenway crossings are the ones located on Prairie Ave. and Education Dr., which both have approximately 3800 vpd opposing the Greenway traffic. Both of these streets are posted at 30 mph and have reasonable to good compliance with the posted speed limits. Neither street carries much heavy vehicle traffic.

The signalized crossing at Dell Range & Windmill which is the source of so many complaints from Greenway users has a volume of approximately 5400 vpd opposing the Greenway traffic, though other factors play into the concerns here as well.

The proposed crossing, whether at 4th St. or at Walterscheid would have a volume of between 6200 and 7800 vpd opposing the Greenway traffic. There are several development proposals, such as South High and Gateway South, that are expected to increase these volumes in the next few years.

Moreover, PlanCheyenne predicts that a significant proportion of growth in the future will take place south of I-80. This will undoubtedly put additional stress on all roadways that cross I-80, including this one. The transportation modeling that was done in conjunction with PlanCheyenne bears this out, predicting 2025 volumes of 8500 or 9500 vpd on this stretch, depending on which growth scenario is used. This latter number is especially important, as several studies have shown 10,000 vpd as a breakpoint at which pedestrian safety at uncontrolled crossings becomes increasingly problematic.

Especially northbound, although Deming and Walterscheid are posted for 30 mph, compliance is poor, in large part due to the grade coming down from Fox Farm. I don't have an exact figure, though presumably the MPO could provide you one, for the percentage of heavy truck traffic using this road.

I don't believe the percentage is negligible.

If a way can be found for the path to scale the heights on the east side of Walterscheid, the terrain seems ideal for a grade separated crossing above Walterscheid. Otherwise, the path should be rerouted to facilitate a crossing at a controlled intersection (or one that is likely to become so in the near future, like 5th & Deming).

Thank you for your efforts on this project. If there's any further assistance I can provide, please don't hesitate to contact me.

Nathan Beauheim, P.E.
Traffic Engineer

2007 Greenway Extension
Project Team Update Meeting at City of Cheyenne Conference Room 307
February 20, 2008
Minutes/Action Items Updated 2/25/08

Minutes are in plain type. **Action items are in bold.**

Agenda Item	Decision/Action
I. AT-GRADE CROSSINGS A. Dunn/ East Lincolnway/ Nationway	<p>Interim Alternative Route prior to installation of Pedestrian Underpass/ Overpass on East Lincolnway for the Holiday Park Connector of the Greenway. Three (3) Alternatives were discussed in the following order of most feasible and safe.</p> <ol style="list-style-type: none"> <i>At Grade Crossing across the slip lane or free right-turn on East Nationway.</i> Route would on the South side of East Nationway to the West side of Dunn then proceeding North across the slip lane on the West side of Dunn to East Lincolnway. The existing signals would be used to cross pedestrians. Two options for the signal were discussed. Either crossing the pedestrians by modifying the signal on the West side of Dunn or crossing the pedestrians to the East side of Dunn to Holliday Park. Nathan Beauheim will review feasibility of the signal modifications, discuss with Randy Griesbach of WYDOT, and follow-up with the design team to determine the most feasible signal crossing on East Lincolnway. Nolte to provide support as required. <i>At Grade Crossing at Logan Avenue and utilize existing neighborhood route.</i> A proposed alternative was discussed which utilized existing infrastructure for a temporary route that proceeded Northeast on the West side of Logan Ave to 11th Street then to Hugur Ave to East Lincolnway. Portions of the 11th

	<p>Street route would require sidewalk installation for continuity or the existing street would need to be utilized for the route until it reached Hugur Avenue. Once the Hugur portion of the route reached East Lincolnway it would proceed East on the South side of Lincolnway until reaching Dunn Avenue. At this point, the existing signal would be used to cross pedestrians into Holliday Park.</p> <p>3. <i>East Nationway Crossing on the East side of Dunn Avenue combined with a closure of 13th Street at East Nationway.</i></p> <p>The design teams consensus was that utilizing crossing at this location was a very complex and dangerous for pedestrians and traffic due to the various traffic maneuvers required by vehicles in that area. It was believed that the closure of 13th would require some variance, clarification, or approval from the Cheyenne Fire Department due to the length of the street abandonment is greater than 150'. Options for the dead-end section of the street included a cul-de-sac or a double curb with sidewalk and a drivable curb for fire access.</p> <p>The design team concluded that the temporary route would likely need to be in service a total of two (2) years maximum due to funding availability. Furthermore, it was decided that the least expensive and safest route would be option 1, <i>At Grade Crossing across the slip lane or free right-turn on East Nationway.</i></p>
B. Deming Drive and Walterscheid Blvd	Nathan Beauheim expressed concern over the currently proposed crossing at Deming Drive and Walterscheid Blvd due to longitudinal slopes and traffic maneuvers in that area. He suggested that we considering moving the

		<p>crossing to 5th Street where a future traffic signal is planned based on traffic count warrants. The Greenway connects to 5th Street at that location and an existing bridge crosses over Crow Creek. The Once the Greenway connection crossing Walterscheid it would then proceed West on 5th then South on Thomes until reaching the proposed South Park Filing No. 3. Another option after crossing Walterscheid would be to proceed South adjacent to Walterscheid but, it appears that retaining walls between 4th and 5th would require modification to accommodate a 10' path.</p> <p>No conclusion was determined by the Group and a site visit was conducted.</p> <ul style="list-style-type: none"> • <i>Traffic Volumes and Speeds.</i> James Sims, Cheyenne MPO will need to provide current traffic counts and speeds for the Deming Drive and Walterscheid Intersection. Nancy Olson, Cheyenne MPO to coordinate with James Sims to arrange the traffic counter placement.
II.	OTHER	<ul style="list-style-type: none"> • <i>Greenway Section Logan to Dunn.</i> Nolte to coordinate with Jack Studley and provide the Greenway alignment from Logan to Dunn in the format requested. Task to be completed by end of day on February 25, 2008. • <i>Slip lane/ Free-right-turn East Lincolnway to East Nationway.</i> Nolte requested a reduction in the lane width to accommodate the ramps for the underpass/overpass. Nathan Beauheim requested a minimum width of 16'.
III.	SITE INSPECTION WATERSCHEID BLVD. AND DEMING DRIVE	<ul style="list-style-type: none"> • <i>Site Inspection was conducted by Nancy Olson, Jeff Wiggins and Tom Cobb.</i> Based on the recommendation for a 5th Street Crossing proposed by Nathan Beauheim, the group conducted a field review of the found some concerns with the 5th Street route. <ul style="list-style-type: none"> 1. <i>Existing 5th Street Bridge with 3.5'</i>

	<p><i>wooden sidewalks.</i></p> <p>Traffic is significantly heavier at this intersection than areas to the south of this location. Based on a cursory review of the existing bridge and infrastructure, it may be cost prohibitive to investment money to retrofit the bridge with improved pedestrian amenities before the bridge is replaced. For example, the following modifications would be required to place a pedestrian path along this route:</p> <ul style="list-style-type: none"> a. <i>Wood Decking Extension/Replacement.</i> The wood decking on the pedestrian path is only 3.5' wide and would need widening to accommodate the Greenway trail. This would encompass an abutment and bent widening accompanied by "H" piling installation, cantilevered decking replacement, or other type solutions. b. <i>Pedestrian Rail Modifications.</i> The railing does not meet the current building code requirements for rail spacing (i.e. maximum 4"). <p>2. <i>Concrete Sidewalk and Ramp Modifications along 5th Street.</i> A majority of the walkway along this route East of Walterscheid will require replacement or modification to bring to standards (i.e. 490' East on 5th and North on Thomes or 300' South on Walterscheid including a small height retaining wall).</p> <p>3. <i>Traffic Volume.</i> Based on our observations at approximately 11:30 am this date, it appears that this intersection has a significantly larger volume then points south of the 5th</p>
--	---

		<p>Street Location.</p> <ul style="list-style-type: none"> • <i>Proposed Alternatives to the 5th Street At-Grade Crossing.</i> See attached Exhibit for illustrations. <ol style="list-style-type: none"> 1. <i>Deming At-grade Crossing and Walterscheid At-grade Crossing Combination.</i> 2. <i>Walterschied Crossing at approximately 4th Street.</i>
IV.	ATTENDEES	<ol style="list-style-type: none"> 1. Nancy Olson, MPO, Project Manager NOLson@Cheyennecity.org 2. Jeff Wiggins, Parks and Recreation, Trails Coordinator JWiggins@cheyennecity.org 3. Nathan Beauheim, P.E., Engineering, City of Cheyenne Traffic Engineer NBeauheim@cheyennecity.org 4. Thomas Cobb, P.E., Project Manager, Nolte Associates, Inc. Tom.Cobb@Nolte.com

