

SHERIDAN TRANSPORTATION POLICY PLAN

Prepared for: City of Sheridan, Wyoming



November 2009

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1. INTRODUCTION

In 2007, the City of Sheridan commissioned a transportation planning study to serve as a guideline for addressing current transportation issues and planning for the future transportation needs. More than 250 community members participated in the public process that accompanied the study. However, as the public outreach process was coming to a close, community members began asking, “Should the transportation plan be developed before the City and County comprehensive plans are completed?” The answer was clearly no. As such, work on the transportation plan was suspended until the City and County comprehensive plans were completed.

Once the City and County comprehensive plans were adopted, the transportation plan effort continued. The comprehensive plans both defined transportation to include not only cars, but also bicyclists, walkers, and public transit users. This plan is based on that broader view of transportation.

This effort engaged the public and built a transportation policy plan based on the values and goals of the community. The purpose was not to create a specific list of future transportation projects but rather to create a framework on which to base future transportation decisions.

In an effort to reach as many Sheridan residents as possible, a variety of public input opportunities were provided. One-on-one meetings were held with stakeholders who would be significantly impacted by the Transportation Policy Plan or had participated previously in the transportation plan process. The meetings were conducted in order to better understand the transportation issues and concerns. Several public meetings were held where citizens could voice their values, goals, and concerns regarding the Sheridan transportation system. Additionally, a survey was available online as well as in print that asked people to evaluate the importance of a variety of transportation modes and strategies. A steering committee was also re-assembled to guide the direction of the Sheridan transportation plan.

Based on the public input gathered through the planning process goals, objectives, and strategies were developed to reflect the values of the community related to transportation. Additionally, next steps were developed to ensure that the plan can be applied and implemented successfully in Sheridan.



PURPOSE OF THE DOCUMENT

The Sheridan Transportation Plan is intended to serve as a policy guide for transportation decision making in the City of Sheridan. It has been shaped by community vision and values gathered during an extensive public process. The goals and policies laid out in this plan were derived directly from community input. Therefore, this document stands as a clear tool for evaluating how future transportation projects meet and achieve the community vision and values.

This plan was not intended to create a specific list of projects for the City to construct. Rather, it lays the groundwork for future discussions about how proposed projects meet the City's needs in light of the community goals detailed in this document. This plan recommends continuing the public process and creating transportation project lists with direct input from the community about their desired transportation improvements.

As the specific projects and desires are developed, this plan will serve as the lens through which each project is examined. There will undoubtedly continue to be disagreement about specific locations and local vs. city wide interests. The purpose of this document is to capture and define the transportation values that are widely held by the entire community and ensure that controversial decisions are informed by those values as specific projects are reviewed.

ORGANIZATION OF THE DOCUMENT

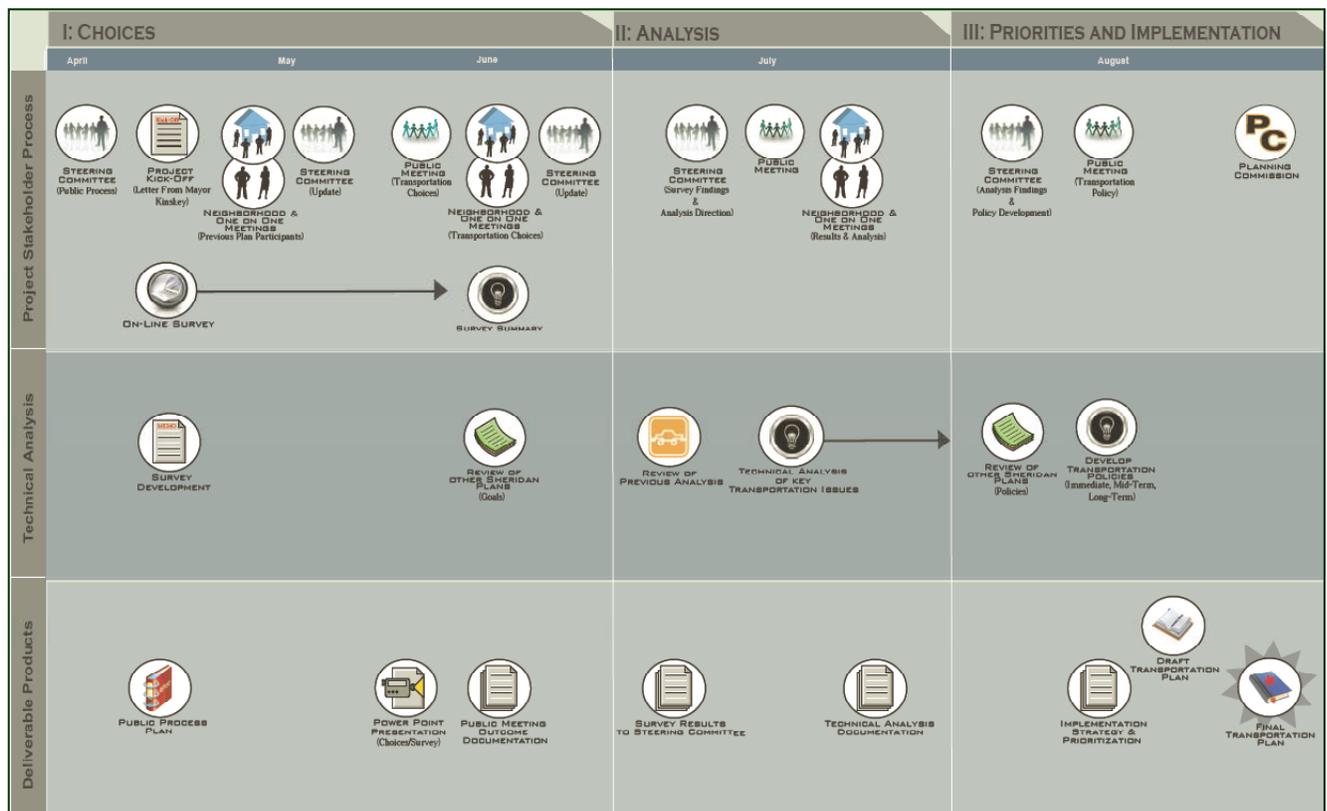
The Sheridan Transportation Policy Plan is organized into the following sections:

- Process
- Goals, Objectives, & Strategies
- Next Steps
- Appendix

2. PROCESS

The Sheridan Transportation Policy Plan process was guided by input from a Steering Committee, individual stakeholders, members of the Sheridan community, and previous planning efforts. The Steering Committee was comprised of representatives from various branches of Sheridan government as well as several community representatives. Individual stakeholders that contributed to the plan included a variety of business owners, life safety representatives, shuttle operators, and community members. The broader Sheridan community was encouraged to participate in the planning process through several public workshops as well as through online and print surveys designed to capture community values. In addition, the community was encouraged to provide response to proposed goals and policies.

The planning process was conducted in three phases. The following graphic shows the project stakeholder process, technical analysis, and deliverable products that transpired during each of the three phases. The activities that occurred during each phase are described below.



PHASE I: CHOICES

The first phase of the process was dedicated to choices. The steering committee, stakeholders, and community were engaged through a variety of meetings. Additionally, a survey was developed with input from the Steering Committee and made available online as well as in print to provide the community further opportunity to express their values and influence the future transportation choices in Sheridan.

In addition, other Sheridan plans were reviewed. Information that demonstrated community transportation values and desired direction for the transportation plan was noted and incorporated into the planning process. The meetings, community survey, and relevant goals from other plans are described below.

Steering Committee Scoping Meeting – April 2009

The first Steering Committee meeting was held to establish a clear direction for the public process approach given the work done to date and unresolved issues. The overall approach to the plan was discussed and the group agreed that the plan should be focused on using public input to understand Sheridan's values. These values would be converted into policies, which will be used to make future decisions about transportation projects.

The committee also discussed the project schedule as well as purpose and need. The committee listed risks of not having a transportation plan, including:

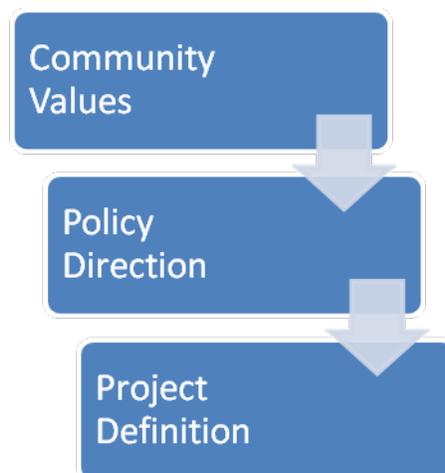
- Lost opportunity for corridor preservation
- Ad hoc development patterns
- Random, non-systematic resolution of traffic problems
- Separation of land use and transportation decisions: e.g., schools separated from population centers or across major arterials

The Steering Committee also brainstormed a list of individuals (stakeholders) and groups to be included in the transportation planning workshops or invited to participate in the steering committee.

Detailed notes of all of the Steering Committee meetings can be found in the Appendix.

Stakeholder Meeting #1 – May 27-28, 2009

Stakeholders were invited to meet with the project team during the May 27-28, 2009 meeting window. Stakeholders who were unable to attend the one-on-one meetings in May were contacted for subsequent meeting windows in June.



The one-on-one meetings were conducted to describe the Transportation Plan process and goals to the stakeholders and gather information from them on the important transportation issues facing Sheridan. The project team conveyed to the stakeholders that none of the findings for the study were predetermined and that the purpose of the Transportation Policy Plan was to provide Sheridan staff with a set of policies to help guide transportation projects in the future, not a list of specific transportation projects to be constructed. The remainder of the meeting time was spent listening to the stakeholder's transportation experiences, concerns, and values.

The following is a list of the stakeholders that the project team met with during the May 27-28, 2009 meeting window.

- Ron Patterson (Holly Ponds/Double Eagle LLC)
- Randy Bomar & Jim Schellinger (Sheridan County Chamber of Commerce)
- Joyce Inschauspe (Whitney Benefits)
- Bruce Jellis, Jason Spielman & Bill Pugh (Wrench Ranch)
- Anita Badgett (Easter Seals)
- Dick Hall (Buggy Bath Car Wash)
- Larry Sampson & Danny Meadows (RENEW)
- Brian Kuehl (Past Process Participant)
- Pat Reitz (Sheridan Fire and Rescue)
- Theresa Hamilton (Sugarland Ridge)
- Rick Ballard (Rocky Mountain Ambulance)
- George Carter, Wayne Baumann & Bob Birgenheier (Sheridan Downtown Alliance)
- Claudia Colnar (Past Process Participant)
- Robin DeBolt, David DeBolt & Nancy Drummond (North Main Neighborhood Association)
- Bruce Pryde & Jim Wilson (Transportation Alternatives Commission (TRAC))
- Carmen Rideout & Barb Doherty (Sheridan Senior Center)
- Roger Bent, John Smith & Steve Jacobson (Downtown Sheridan Association)
- Steve Schlicting (Sheridan County School District #2 Transportation)

The stakeholder comments were recorded by the project team and were used to shape the agenda and theme for the larger community involvement meetings held in June. Several common transportation themes emerged from the stakeholder meetings. The following comments were heard on multiple occasions throughout the one-on-one meetings.

Railroad Crossings

The at-grade railroad crossings cause delay to vehicular traffic and to emergency service providers with the frequency and length of trains. Parked trains occasionally block the 5th Street crossing for several minutes.

Roadway Connectivity

Sheridan lacks north-south and east-west roadway connectivity all the way through town. There are few roads that can be used to cross town without having to jog a block or two or stop at the railroad tracks. This is of particular concern for emergency response services.

Downtown Sheridan

The focal point for many stakeholders was downtown Sheridan. The overall opinion was that Main Street and downtown operate well today. Business owners do not want vehicular traffic diverted to other streets for fear of losing business. The downtown on-street parking spaces are considered an asset that should be maintained.



Public Transportation/Vanpool

The majority of Sheridan's public transportation/vanpool service users are elderly and/or physically disabled. The Sheridan Senior Center provides public call-and-ride transportation during the weekdays and limited hours on the weekend. RENEW, Easter Seals, and Sugarland Ridge provide service to their clients on weekdays. There is likely a demand for more weekend service.

Sidewalks/Pedestrian Facilities

There are many streets in Sheridan that do not have sidewalks or have a sidewalk on only one side of the street. Walking is difficult and unsafe in many locations because of the lack of sidewalks. The downtown area has good sidewalks.

Bicycle Trails/Bike Lanes

Sheridan's bicycle and trail system currently lacks connectivity. There is a Trails Plan in place to connect the bicycle trails. Sheridan has very few streets with bike lanes provided.



The information gathered by the project team from the interviewed stakeholders provided direction for the following general public meetings. Based on the comments from the stakeholders questions were developed for the public meetings to obtain the citizen's values on different transportation aspects.

Steering Committee Meeting – May 28, 2009

A meeting was held with the Steering Committee to discuss the overall transportation plan approach, the transportation plan mission, the mayor's letter and project kick-off, highlights from stakeholder meetings, and the schedule for the transportation plan.

Minor modifications to the plan process and some of the documents were recommended. Overall, it was agreed that the process was moving along as anticipated.

The following is a list of participants who attended the Steering Committee meeting:

- Nic Bateson (City of Sheridan Public Works Department)
- Roger Bent (Downtown Sheridan Association)
- Robert Briggs (City of Sheridan Planning Department)
- Melissa Butcher (PB Consulting)
- Mike Cole (City of Sheridan Utilities Department)
- Erik Guderian (Fehr & Peers)
- Jeremy Klop (Fehr & Peers)
- Alex Lee (City of Sheridan Planning Commission)
- Ken Muller (Sheridan County Public Works Department)
- Mark Reid (Sheridan County Planning Department)
- Jeff Rosenlund (DOWL HKM)
- Lane Thompson (City of Sheridan Public Works Department)
- Phil Zerwas (Sheridan County Planning Commission)

Community Workshop – June 16, 2009

Sheridan benefits from a populace that takes responsibility for its community and demands a high level of participation in the decisions that affect the community. It was important that the transportation planning process be transparent and involve the community of Sheridan whenever possible.

The first community workshop for Sheridan's Transportation Policy Plan was held on the evening of June 16th at Sheridan Junior High. Approximately 30 community participants attended the meeting. The meeting was also videotaped and replayed on the local public access channel.

The purpose of the workshop was to give community members the opportunity to provide input to the project team about their values regarding Sheridan's transportation network and transportation future. Attendees had the opportunity to express their comments via a keypad polling activity, during an open comment period at the end of the meeting, and on comment cards that were reviewed by the project team. During the keypad polling activity each participant was given a remote control keypad that was used to answer multiple-choice questions



during the meeting. Participants were shown the aggregated results immediately following each question.

Meeting participants were asked to respond to survey questions about what is important to them regarding transportation in Sheridan. Many questions were developed to help the project team assess the community's values between two choices on the opposite end of a spectrum.

Transportation topics that the project team asked about during the presentation included:

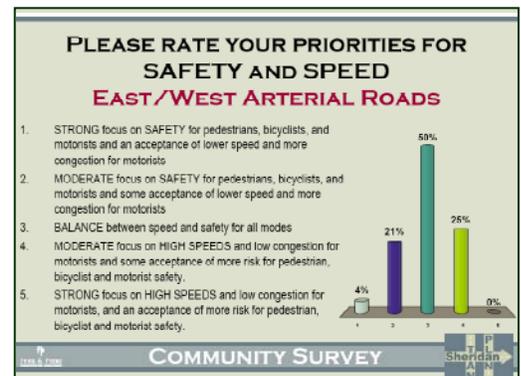
- Modes of travel in Sheridan
- Who needs better transportation service?
- Trade-offs between safety vs. speed in specific areas of Sheridan
- Pedestrian Facilities
- Bicycle Facilities
- Future transportation network layout
- Types of transportation improvements that are important to Sheridan's Future

The survey for the community workshop consisted of 27 questions relating to transportation in Sheridan. The full results of the community workshop survey are in the Appendix.

Based on the responses collected during the community workshop, the project team was able to begin to understand the values Sheridan places on the transportation network.

The following list summarizes key findings from the community workshop.

- More than 80 percent of the respondents use a vehicle (car, truck, SUV) as their primary mode of transportation. Walking is the secondary mode of transportation
- The respondents believed that the following age groups (in order of response) need improved mobility in Sheridan: 1) Adults, 2) Seniors, and 3) Children
- A strong to moderate focus on safety for all modes with an acceptance of lower speeds was preferable to the respondents for the following areas of Sheridan:
 - Local Neighborhood Roads
 - Downtown
 - Near Schools
 - Near Parks and Trails
- A balance between safety for all modes and speed was preferable to the respondents for the following areas of Sheridan:
 - Commercial Roads
 - North/South Arterial Roads
 - East/West Arterial Roads



- A moderate focus on high speeds with some acceptance for more risk to safety was preferable to the respondents for the following area of Sheridan:
 - Near I-90
- When given a choice on where the respondents prefer to walk and bike, 70 percent preferred separate trails and 30 percent preferred the existing streets.
- The respondents replied that new bicycle facilities should first be implemented around schools and parks.
- The respondents replied that new sidewalks should first be implemented on local neighborhood roads.
- Out of 10 choices, 50 percent of the respondents replied that the most important transportation improvements to Sheridan's future are building new roadways or widening existing roadways. The second priority was enhancing the trail system and bike lanes.

Community Survey – Available June – July 2009

A community survey was developed and circulated to further evaluate community values regarding transportation planning. The survey was distributed in print as well as online via the Sheridan Transportation Plan website.

The results of the survey were consistent with the information gathered during the first community workshop.

- Motorized vehicles are the most commonly used mode of transportation (96%) and was ranked highest as a transportation mode that is critical to Sheridan's future by 62% of respondents.
- Over half of the survey respondents found it very important to provide vanpools or other senior transportation, sidewalks on all City streets, off-street trails and bike paths, safe routes to schools, and transportation options for non-drivers.
- New roadways were ranked as the most important transportation improvement for Sheridan's future. Enhancements to the trail system were ranked second.
- A strong to moderate emphasis on safety for all modes with an acceptance of lower speeds was preferable to the respondents for the following areas of Sheridan:
 - Local Neighborhood Roads
 - Downtown
 - Near Schools
 - Near Parks and Trails
- A balance between safety for all modes and speed was preferable to the respondents for the following areas of Sheridan:
 - Commercial Roads

The screenshot shows a web-based survey form for Sheridan. The title is 'Sheridan Transportation Planning Survey'. Below the title, there is a question: '1. On a daily basis, what transportation modes do you use? Select all that apply:'. The options are: Walking, Bicycling, School Bus, Sheridan Bus, Sheridan Mini-Bus (Sheridan Senior Center), Light Motorized Vehicles (scooters, mopeds, electric bicycles & motorcycles), Motorized Vehicles (cars, pickups, SUV, & vans), and Heavy Duty Vehicles (farm tractors & tractors). Below this is a question: '2. Which of the following transportation modes is critical to Sheridan's future?'. The options are: Walking, Bicycling, School Bus, Sheridan Bus, Sheridan Mini-Bus (Sheridan Senior Center), Light Motorized Vehicles (scooters, mopeds, electric bicycles & motorcycles), Motorized Vehicles (cars, pickups, SUV & vans), Heavy Duty Vehicles (farm tractors & tractors), and Airplane. At the bottom, there is a section for ranking the top three modes in order of importance, with a table with columns for 'Transportation Mode' and 'Rank'.

- North/South Arterial Roads
 - East/West Arterial Roads
- A moderate focus on high speeds with some acceptance for more risk to safety was preferable to the respondents for the following area of Sheridan:
 - Near I-90
- When asked what else the transportation plan should accomplish respondents listed:
 - Bike/Pedestrian Trails
 - Transit/Trolley
 - New Roads
 - Traffic Congestion Mitigation
 - Road Maintenance
 - Roadway Connections
 - Railroad Crossing Improvements

A full summary of the survey results can be found in the appendix.

Steering Committee Meeting – 18 June 2009

A meeting was held with the Steering Committee to update the committee on the progress being made in the planning process as well as to review the information gathered at the first community workshop. Discussions during the meeting covered a variety of topics including:

- Compare survey data to census data for Sheridan.
- Need to accommodate multiple transportation modes within the right-of-way.
- Many options for arterial travel north-south, fewer options for arterial travel east-west.
- Incorporate parking into transportation considerations.
- Show slides about the transportation plan on the government channel periodically.
- Funding sources for future transportation improvements need to be local as federal funds are being reduced.

The following is a list of participants who attended the Steering Committee meeting:

- Nic Bateson (City of Sheridan Public Works Department)
- Robert Briggs (City of Sheridan Planning Department)
- Melissa Butcher (PB Consulting)
- Ryan Fisk (Wyoming Department of Transportation)
- Ryan Franklin (Sheridan County Chamber of Commerce)
- Erik Guderian (Fehr & Peers)
- Mike Johnson (Citizen)
- Alex Lee (City of Sheridan Planning Commission)
- Rod Liesinger (Citizen)
- Kevin McCoy (Wyoming Department of Transportation)

- Ken Muller (Sheridan County Public Works Department)
- Jeff Rosenlund (DOWL HKM)
- John Smith (Downtown Sheridan Association)
- Lane Thompson (City Public Works)
- Mike Watkins (Citizen)

Third Thursday Street Festival – 18 June 2009

Team members attended the Third Thursday Street Festival to tell people about the transportation plan. Approximately 500 people attended the event. The project team had a stationary table that was attended by one project team member at all times. Another project team member was walking around the event and talking with attendees. Both project team members were handing out information about the transportation plan process, a frequently asked questions sheet, and the website where people could go to take the community survey.

Approximately 200 information pamphlets were handed out and the following week 75 surveys were filled out. Many of the surveys that were filled out after the event came from people under 35, which was a demographic that was underrepresented prior to the event.

Transportation Goals from Previous Sheridan Plans

In addition to gathering input from the public about transportation choices, the project team review previous Sheridan plans. Transportation goals from the adopted plan were collected and incorporated into the Transportation Policy Plan. The transportation goals from each plan area summarized below.

Sheridan County Comprehensive Plan

Goal 5.1: The transportation network will be well connected and coordinated with adjacent land uses.

Goal 5.2: Urban areas will have “complete streets” to accommodate motorized vehicles, public transit, bicycles, and pedestrians.

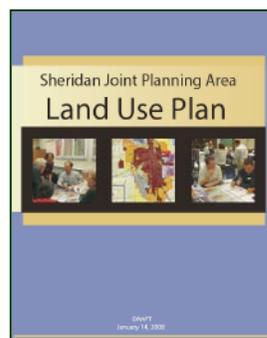
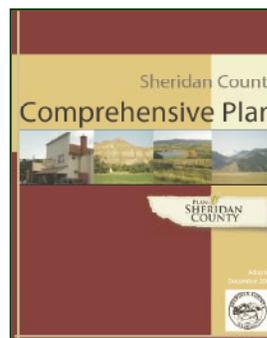
Goal 5.5: The County will ensure that new development provides adequate transportation improvements to accommodate needed services.

Goal 5.6: The county will support planning and extension of a regional non-motorized trails and pathways system.

Sheridan Joint Planning Area Comprehensive Plan

Goal 1.1: The City of Sheridan will maintain a compact development pattern.

Goal 3.2: The City will identify and preserve planned utility and transportation corridors.



Goal 4.1: The transportation network will be well connected and coordinated with adjacent land uses.

Goal 4.2: Urban areas will have “complete streets” to accommodate motorized vehicles, public transit, bicycles, and pedestrians.

Goal 4.3: The City will ensure that new development provides adequate transportation improvements to accommodate needed services.

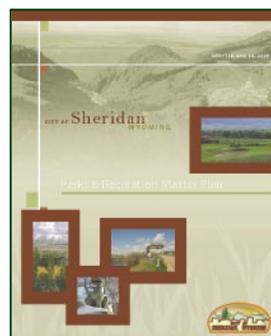
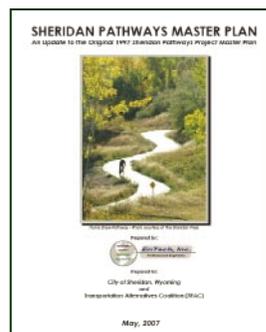
Sheridan Pathways Master Plan

Plan for “pedestrian-friendly development” via development of designs that encourage walking by providing site amenities for pedestrians.

Develop pedestrian-friendly environments to reduce automobile dependence.

Sheridan Parks & Recreation Master Plan

Goal 2: Connect neighborhoods to parks, schools, natural areas, the downtown, and the region.



PHASE II: ANALYSIS

The second phase of the process was dedicated to analysis. The steering committee, stakeholders, and community were again engaged through a variety of meetings. These meetings were intended to review the information that was gathered during Phase I as well as get feedback on a variety of transportation goals that were crafted based on the information gathered during meetings and through the survey in Phase 1.

Stakeholder Meeting – 16-18 June 2009

The project team met with members of the Sheridan City Council, City of Sheridan Planning Commission, Mayor Kinskey and the Sheridan County Commissioners to briefly summarize the work on the transportation plan that has been conducted up until this point and outline the work process. The remainder of the meeting time with each stakeholder was spent listening to the stakeholder’s transportation experience, concerns and values.

Community Workshop – 29 July 2009

The second community workshop for Sheridan’s Transportation Policy Plan was held on the evening of July 29th at the old Highland Park School. Approximately 15 community participants attended the meeting. Attendance was lower than the previous

workshops as there was another public meeting at Kendrick Park to discuss buffalo and elk pasture at the park.

The purpose of the second workshop was for the public to provide input to the project team about the goals that had been crafted based on the community values input from the previous meeting and the community survey. Attendees were given the opportunity to rate the goals with stickers:

-  Goal matches community values.
-  Goal needs minor revision to match community values.
-  Goal does not match community values and needs significant revision.

The goals were well received by the workshop participants. None of the goals were marked with a red sticker. Minor revisions were made to goals that were marked with yellow stickers. The full results of the goals evaluation worksheets can be found in the appendix.

Steering Committee Meeting – 30 July 2009

A meeting was held with the Steering Committee to update the committee about the planning process. The survey results were summarized, the goals evaluation exercise from the second community workshop was reviewed, and several key transportation concepts and policies were discussed. The Steering Committee discussed several aspects of the priorities and goals in more detail, including:

- Sidewalks
- Roadway Expansion
- Truck Routes
- Economic Impacts
- Parking
- Connectivity
- Biking
- Context-Sensitive Design

3. GOALS, OBJECTIVES, AND STRATEGIES

The goals, objectives, and strategies for the Sheridan Transportation Policy Plan were developed out of information gathered during stakeholder meetings and public workshops, guidance from the Steering Committee, and previous planning efforts in Sheridan. The goals are desired transportation outcomes for Sheridan. The objectives add measurable components to each goal. Strategies are specific actions that can be taken toward implementing the objectives and ultimately the goals.

The goals, objectives, and strategies have been organized into the following five sections:

- Mobility in Sheridan
- Driving in Sheridan
- Walking in Sheridan
- Bicycling in Sheridan
- Transit in Sheridan

MOBILITY IN SHERIDAN

Goal M1: Urban areas will have “complete streets” to accommodate motorized vehicles, bicycles, pedestrians, and public transit.

Objective M1.1 – Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.

Strategy M1.1.1 – Develop street design criteria to support vehicular travel, transit service, ride-sharing, and non-motorized modes of transportation. Criteria should minimize conflicts between transportation modes, be compatible with surrounding land uses, and meet the needs of the users.

Strategy M1.1.2 – Adopt a “complete streets” policy that outlines the requirements for new roadways and major reconstruction projects.

Strategy M1.1.3 – Design transportation projects that prioritize safe vehicle, bicycle, and pedestrian mobility.



Objective M1.2 – Prioritize existing roadway corridors for “complete streets” investment and update the Capital Improvements Plan (CIP) accordingly.

Strategy M1.2.1 – Determine which streets are most in need of improvements for bicyclists, pedestrians, and transit.

Strategy M1.2.2 – Designate multi-modal corridors to receive increased investment for transit, bikeway, and pedestrian way improvements.

Objective M1.3 – Evaluate roadway efficiency for all modes of transportation, not just automobiles.

Strategy M1.3.1 – Develop level of service standards for all modes travel.

Strategy M1.3.2 – Continue to improve the quality, type, and frequency of transportation related data collection to evaluate the performance of the transportation system for all modes.

Strategy M1.3.3 – Analyze signal progression and manage access to preserve stable flow and efficient through movement for corridors with frequent emergency service activity.

Goal M2: The transportation network will be coordinated with adjacent land uses.

Objective M2.1 – The City will plan its future transportation system to compliment and encourage development patterns adopted in the Sheridan County Comprehensive Plan and the Sheridan JPA Land Use Plan.

Strategy 2.1.1 – Transportation decisions will be consistent with, and support, City land use goals.

Strategy M2.1.2 – Ensure consistency between land use and the transportation plan so that transportation facilities are compatible with the type and intensity of land uses.

Goal M3: The transportation network will be well connected.



Objective M3.1 – The City’s walkway, bikeway, transit and street system will be considered as a system of transportation corridors providing connectivity within the community.

Objective M3.2 – Pursue opportunities to enhance connectivity where adjacent parallel facilities could be relieved by providing a parallel connection and/or out of direction travel could be reduced.

Strategy M3.2.1 – Identify deficiencies and potential connections in the city’s roadway network.

Strategy M3.2.2 – When roadways become overburdened, evaluate potential parallel connections as a congestion relief strategy.

Goal M4: Economic development impacts will be considered when evaluating transportation projects.

Objective M4.1 – An economic impact study will be incorporated into the feasibility study for major transportation projects in/adjacent to downtown Sheridan or other key commercial locations.

Objective M4.2 – Provide transportation investment to support development of activity centers and districts.

Goal M5: All major transportation projects will have an extensive public process component to build community consensus and understand trade-offs.

Objective M5.1 – Engage the community through public workshops, open houses, online surveys or comment forums, etc. when new transportation projects are proposed

Goal M6: A wide range of transportation options will be provided to create transportation and mobility options for all age groups and abilities.

Objective M6.1 – Provide transit services and non-motorized travel opportunities to support development of activity centers and districts in a manner that minimizes single-occupant automobile travel.

Strategy M6.1.1 – Encourage new commercial development to implement measures that



promote greater use of transit, carpools, van pools, and bicycles.

Strategy M6.1.2 – Encourage carpooling for commutes outside of town.

Strategy M6.1.3 – Support communications technology that reduces the need for vehicle travel.

Strategy M6.1.4 – Enhance trail, sidewalk, bicycle, and transit systems to provide viable alternatives to driving alone.

Objective M6.2 – Provide accessible transportation services and facilities responsive to the needs of the young, aged, handicapped, and disadvantaged.



Goal M7: Transportation investments will be evaluated using performance based measures.

Objective M7.1 – Define and adopt a set of performance-based measures to monitor the costs and benefits associated with existing and planned transportation projects.

Goal M8: The transportation network will memorable, comfortable, context sensitive, and aesthetically pleasing.

Objective M8.1 – Utilize the gateway transportation corridors near Interchanges to create an attractive and welcoming first impression for visitors.

Strategy M8.2.1 – Utilize enhanced roadway design features in the public right of way such as streetside and median landscaping and entry signage and wayfinding to create attractive entry features.

Strategy M8.1.2 – Work cooperatively with WYDOT and private landowners to create green belts and entry signage near interchanges.

Objective M8.2 – Utilize the public right of way to provide locations for public art installations.

Strategy M8.2.2 – Expand the public art program in Downtown Sheridan to include other commercial districts and gateway corridors.

Objective M8.3 – Design transportation projects with consideration for the context or setting through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances.

Strategy M8.3.1 – Ensure that transportation projects are sensitive to and document the environmental, scenic, aesthetic, and historic values of the area.

Strategy M8.3.2 – Design transportation facilities that fit and reflect the character of the neighborhoods and districts through which they pass.

Strategy D3.1.1 – Work with the Wyoming Department of Transportation (WYDOT) to designate truck routes for heavy and large trucks via the arterial network with short and direct connections to the interstate.

Goal D4: Sheridan will have a clearly defined functional classification system.

Objective D4.1 – establish a functional classification system for the street network, consisting of a hierarchy of street functions that generally describes their intended use. Meet the requirements of the Sheridan Urban Systems Advisory Committee (SUSAC), WYDOT, and the Federal Highway Administration.

Strategy D4.1.1 – Work with the development community to dedicate right-of-way according to the standards identified in the functional classification system.

Strategy D4.1.2 – Periodically update the classification system to account for advances in methodologies used to determine roadway carrying capacities and contexts.

Goal D5: Safe railroad crossings will be provided.

Objective D5.1 – Evaluate existing railroad crossings to determine the need for improvements to ensure safe crossing for all modes.

Objective D5.2 – Prioritize railroad crossing upgrades based on safety and efficiency to ensure adequate mobility for life safety vehicles, bicycles, pedestrians, and automobiles.

Goal D6: I-90 Interchanges will be located and designed to provide short, direct, and attractive access to existing commercial districts.

Objective D6.1 – Ensure that visitors and residents of Sheridan are able to easily access the North Main, Downtown, and Coffeen commercial districts.

Strategy D6.1.1 – Design interchange access that supports direct connections to the North Main, Downtown, and Coffeen commercial districts.



WALKING IN SHERIDAN

Goal W1: The pedestrian network will connect neighborhoods to local and regional destinations.

Objective W1.1 – Create a pedestrian connectivity plan

Strategy W1.1.1 – Identify missing links in the pedestrian network between neighborhoods and local and regional destinations.

Strategy W1.1.2 – Prioritize pedestrian improvements that provide access to schools, parks, and other public buildings.

Strategy W1.1.3 – Develop pathway links to pedestrian activity centers such as parks, schools, commercial areas, and other features.

Objective W1.2 – Encourage the development community to provide pedestrian amenities such as doorways with convenient street access, visible signage from street level, streetscape amenities, and safe walking connections between the street, parking, and entrances.

Goal W2: Pedestrians will be served by safe crossings of streets and other barriers.

Objective W2.1 – Improve pedestrian connections across intersections by shortening crossing distance, improving crosswalk markings and signals, and heightening driver awareness of crossings to improve pedestrian safety and comfort.

Objective W2.2 – Provide grade separated crossings at highways, railroads, rivers, drainageways, and other features that may be major barriers to a continuous pedestrian network.

Goal W3: The pedestrian network will be maintained to ensure safe and efficient operations.

Objective W3.1 – Protect the investment in pedestrian facilities through a proactive, high-quality maintenance program.



Strategy W3.1.1 – Keep pedestrian facilities clear of debris year round.

Strategy W3.1.2 – Use summer months for pedestrian facility evaluation and repair.

Goal W4: Walking to school will be safe in Sheridan.

Objective W4.1 – Implement the Safe Routes to Schools program to encourage walking to neighborhood schools.

Strategy W4.1.1 – Implement the strategies described in the Wyoming School Travel Plan Worksheet – Sheridan County School District #2/City of Sheridan.

Objective W4.2 – Prioritize pedestrian network improvements near schools.

Objective W4.3 – Conduct pedestrian safety classes at schools for students, teachers, parents, and community members.

BICYCLING IN SHERIDAN

Goal B1: The bicycle will be a practical and safe transportation choice for residents and visitors.

Objective B1.1 – Design a bikeway system to provide continuity and eliminate gaps in the system, while linking to regional system.

Strategy B1.1.1 – Identify and prioritize missing bicycle links between off-street bicycle network and City destinations.

Objective B1.2 – Build on combinations of existing and planned commuter and recreational facilities to provide access to all major activity centers and destinations.

Goal B2: Bicycles will be safe crossing streets and other barriers.

Objective W2.1 – Improve bicycle connections across intersections providing bicycle amenities and heightening driver awareness of crossings to improve bicyclist safety and comfort.

Strategy W2.1.1 – Evaluate a variety of bicycle intersection treatments at intersections with bicycle lanes and near off-street trail crossings. These can include bicycle boxes, bicycle detection, bicycle signal phase, painted lane in high conflict areas, etc.

Objective W2.2 – Provide bridges and crossing over arterial streets, railroads, rivers, drainageways, and other features that may be major barriers to a continuous bicycle network.

Goal B3: The regional pathway system will continue to be planned and extended.

Objective B3.1 – Continue to expand the recreational trail system according to the Sheridan Pathways Master Plan (2007).

Goal B4: Bike lanes will connect regional destinations.

Objective B4.1 – Evaluate roadways for on-street bicycle accommodation.



Objective B4.2 – Prioritize on-street bicycle improvements to create direct connections between destinations.

Goal B5: The bicycle network will connect neighborhoods to local and regional destinations.

Objective B5.1 – Incorporate bicycle facility designs into new development and street construction projects – linking to adjacent facilities.

Objective B5.2 – Improve bicycle access near activity centers, schools, and neighborhoods to improve circulation.

Goal B6: Maintain the bicycle network (bike lanes, paths, etc.) to assure safe and efficient operations.

Objective B6.1 – Protect the investment in bicycle facilities through a proactive, high-quality maintenance program.

Strategy B6.1.1 – Keep bicycle facilities clear of debris year round.

Strategy B6.1.2 – Use summer months for bicycle facility evaluation and repair.

Goal B7: Biking to school will be safe in Sheridan.

Objective B7.1 - Implement the Safe Routes to Schools program to encourage bicycling.

Strategy B7.1.1 – Implement the strategies described in the Wyoming School Travel Plan Worksheet – Sheridan County School District #2/City of Sheridan.

Objective B7.2 – Prioritize bicycle network improvements near schools.

Objective B7.3 – Conduct bicycle safety classes for students, teachers, and parents at local schools.



TRANSIT IN SHERIDAN

Goal T1: Sheridan will have a comprehensive public transit system.

Objective T1.1 – Continue to provide demand responsive service for transit dependent riders

Objective T1.2 – A combination of services will be offered, such as combining transit-by-demand and fixed-route services, to suit different types of development and travel needs of a wide range of users.

Strategy T1.2.1 – Identify key transportation corridors for transit investment.

Strategy T1.2.2 – Implement fixed-route transit service through a phased transition to a productivity-based system, where appropriate.

Objective T1.3 – Identify funding sources for expanded transit options.



4. NEXT STEPS

The Sheridan community has worked hard to create a plan that incorporates the values and vision for the City. The plan is intended to be a useful guide to future transportation decisions. As such, a variety of steps can be taken to implement the goals and objectives outlined in the plan.

These steps fall into two overarching categories. The first is the establishment of a specific list of projects and locations for improvements in the form of a Capital Improvements Plan and an official map of desired improvements. The second is coordination with other related planning and implementations efforts, including among others the County's planning efforts, and those of Downtown Sheridan.

The official map, typically called a Major Street Plan, allows a municipality to delineate planned transportation corridors and preserve these corridors for future infrastructure needs. This process and the legal framework are outlined by Wyoming State Statute, Title 15, Article 5. A key provision is the ability of the municipality to plan for and preserve these corridors both within and outside the City, provided there is concurrence from the Board of County Commissioners. This framework reinforces the importance of continued coordination with the County's planning vision.

Accordingly, the next phase of the long range transportation planning process should revisit the detailed project list and draft Major Street Plan map provided previously in the initial transportation plan effort. Building on the policy guidance in this document, the following next steps are recommended:

- Step 1:** Work with neighborhoods to understand how the Policy Plan translates into neighborhood improvements.
- Review the existing and previously developed capital improvement project (CIP) project lists.
 - Hold neighborhood meetings to discuss transportation projects that enhance quality of life. Online surveys, comment forums, and other channels for public participation can be used to ensure that all neighborhood community members have the opportunity to provide input.
 - Use the community's input to add specific projects to the City's CIP list.
- Step 2:** Prioritize Projects.
- Using the strategies and policies described in this plan, incorporate the Policy Plan values in

the project development process for the CIP project list.

- Estimate project costs for all CIP projects.
- Prepare a funding analysis to determine appropriate funding sources and the projected revenues for the projects on the list.
- Prioritize projects for the current CIP.

Step 3: Apply the Sheridan Transportation Policy Plan to develop an official map of desired improvements (Major Streets Plan).

- Revisit previously developed mapping for improvement projects
- Coordinate with Sheridan County and review draft maps with the County Commissioners.
- Work with the SUSAC to develop a Major Streets Plan that is consistent with the Sheridan Transportation Policy Plan and which reflects community input on projects.

Step 4: Approve the CIP and Major Streets Plan.

- Once the CIP list and official Major Streets Plan are consistent with the Sheridan Transportation Policy Plan, seek adoption by City Council and concurrence from the County Commissioners if recommendations extend beyond the City limits.
- Continue to coordinate with the County on joint streets projects.

Step 5: Complete the Downtown Master Plan.

- Use the Sheridan Transportation Policy Plan to inform the Downtown Master Plan walking, bicycling, parking, and transit recommendations.

Appendix

- Steering Committee Meeting Notes
- Public Meeting Notes
 - Keypad Polling Results
 - Boards, handouts, and flyers from public outreach effort
 - Goal worksheets from public meeting
- Survey Results