Evers Boulevard Corridor Plan

The Cheyenne Metropolitan Planning Organization and Ayres Associates are developing a plan for this roadway that addresses drainage and transportation concerns for all users including students, cyclists, pedestrians and vehicles. We would appreciate your feedback on these topics so that the corridor plan can be shaped to reflect the needs and desires of the users. This is the second public input opportunity for the Evers Boulevard Corridor Plan.

Please use the City's MindMixer platform, a virtual townhall to provide feedback on these topics and join in the discussion with other citizens@ Engage Cheyenne by MindMixer If you would prefer to be mailed a paper copy of these items and provide written comments please make your request to Darci Hendon: Hendond@AyresAssociates.com, or call 307.634.9888 ext. 3593.

TOPIC #2

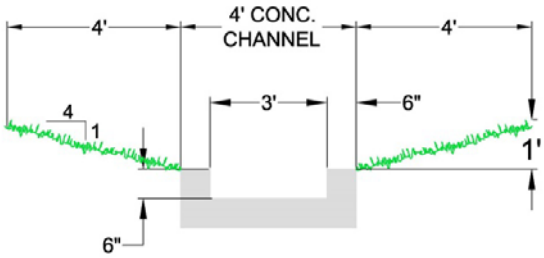
ROADWAY CROSS SECTIONS – The 60 feet wide pavement on Evers Boulevard is currently wider than the City standard for a "Collector" roadway. The City standard for a "Collector" roadway is a 51-foot pavement width with tree lawns between the curb and the sidewalk. There are several cross-section options to consider for Evers Boulevard:

Discussion:
Evers Boulevard has an existing right-of-way width of 80 feet. Currently 60 feet of the existing right-of-way are being utilized by the roadway from back of curb to back or curb.

- Cross-Section with Tree lawns (Bishop Boulevard to Brittany Drive)
  - The wide travelway will be reduced to 51 feet while maintaining the existing bicycle and parking lanes on both sides of the street.
  - The outside edge of the sidewalks will be brought out to the edge of the existing 80 foot right-of-way. Currently, the roadway and adjacent sidewalks do not occupy the full right-of-way width; by expanding the sidewalks to the right-of-way line the sidewalks would be moved further away from the roadway but would still remain inside platted City right-of-way.
  - An 8 foot tree lawn could be added to both sides of the road. Per City Code, the adjacent property owner is responsible for maintenance of the tree lawn. In the past tree lawns have been landscaped using sod, seed, and/or decorative rock and optional trees. The possibility of flooding would be taken into consideration when deciding what type of landscaping is appropriate in the tree lawns.

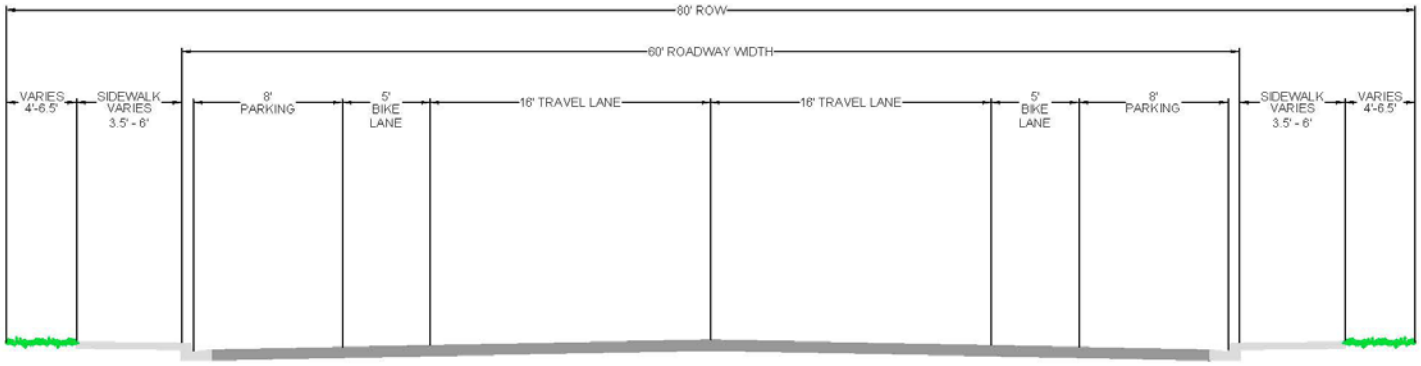
- Cross-Section with Swale (Bishop Boulevard to Vandehei Avenue)
  - The travelway will be 67 feet while maintaining the existing bicycle and parking lanes on both sides of the street.
  - Swales will be placed periodically (not continuously) along the roadway in locations that do not interfere with turning onto cross streets.
  - Placement of a swale will restrict left turning into and out of some driveways onto Evers Boulevard.

- The roadway will be sloped towards the center to direct water into the swale.
- The center swale will have landscaped sides at a 4:1 slope (25%) with a 4 foot concrete channel bottom and inlets connected into storm sewer pipes.

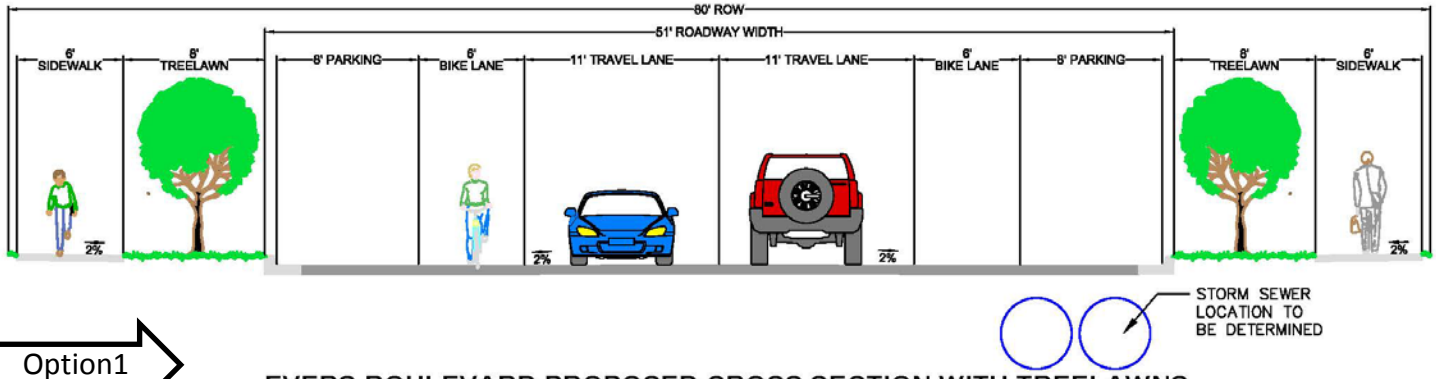


SWALE DETAIL

- The outside edge of the sidewalks will be brought out to the edge of the existing 80 foot right-of-way. Currently, the roadway and adjacent sidewalks do not occupy the full right-of-way width; by expanding the sidewalks to the right-of-way line the sidewalks would be moved further away from the roadway, but would still remain inside platted City right-of-way.
- The swale is being considered as an option from Vandehei Avenue south to Bishop Boulevard.

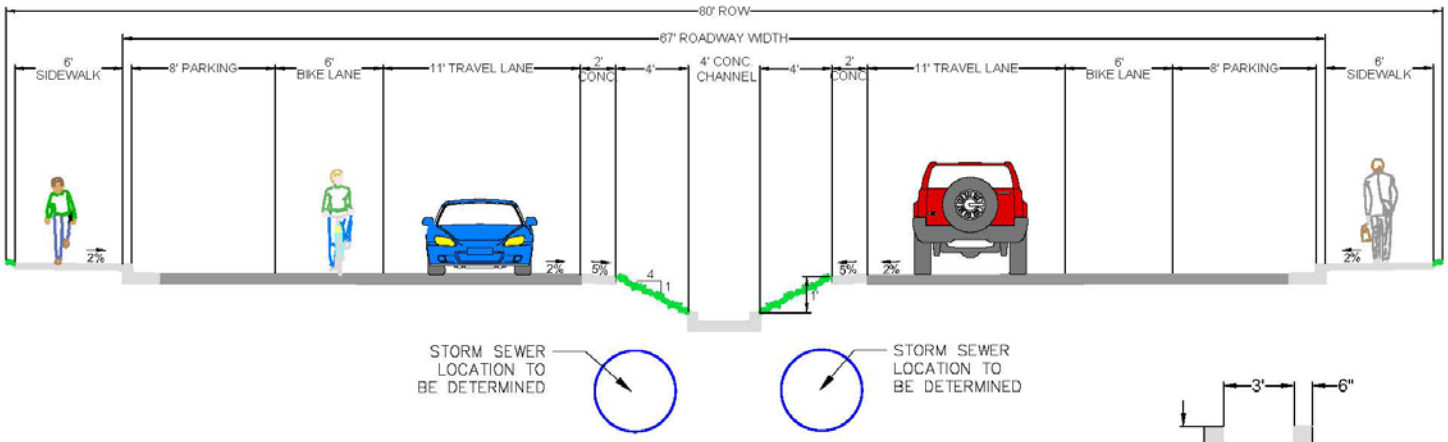


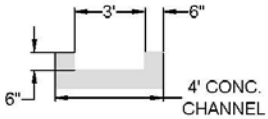
EVERS BOULEVARD EXISTING CROSS SECTION
BISHOP BOULEVARD TO BRITTANY DRIVE



Option1

EVERS BOULEVARD PROPOSED CROSS SECTION WITH TREELAWNS FROM BISHOP BOULEVARD TO BRITTANY DRIVE





CONCRETE CHANNEL DETAIL

Option2

EVERS BOULEVARD PROPOSED CROSS SECTION WITH SWALE FROM BISHOP BOULEVARD TO VANDEHEI AVENUE

Questions:

- Which option do you prefer and why?
- What elements of these proposed cross sections do you like the most and why?
- What elements do you like the least and why?

CHEYENNE MPO

AYRES ASSOCIATES