

Implications and Placement of a modern Roundabout

CHEYENNE, WYOMING



19th Street, Converse Avenue, and Pershing Boulevard



Preliminary Transportation Analysis



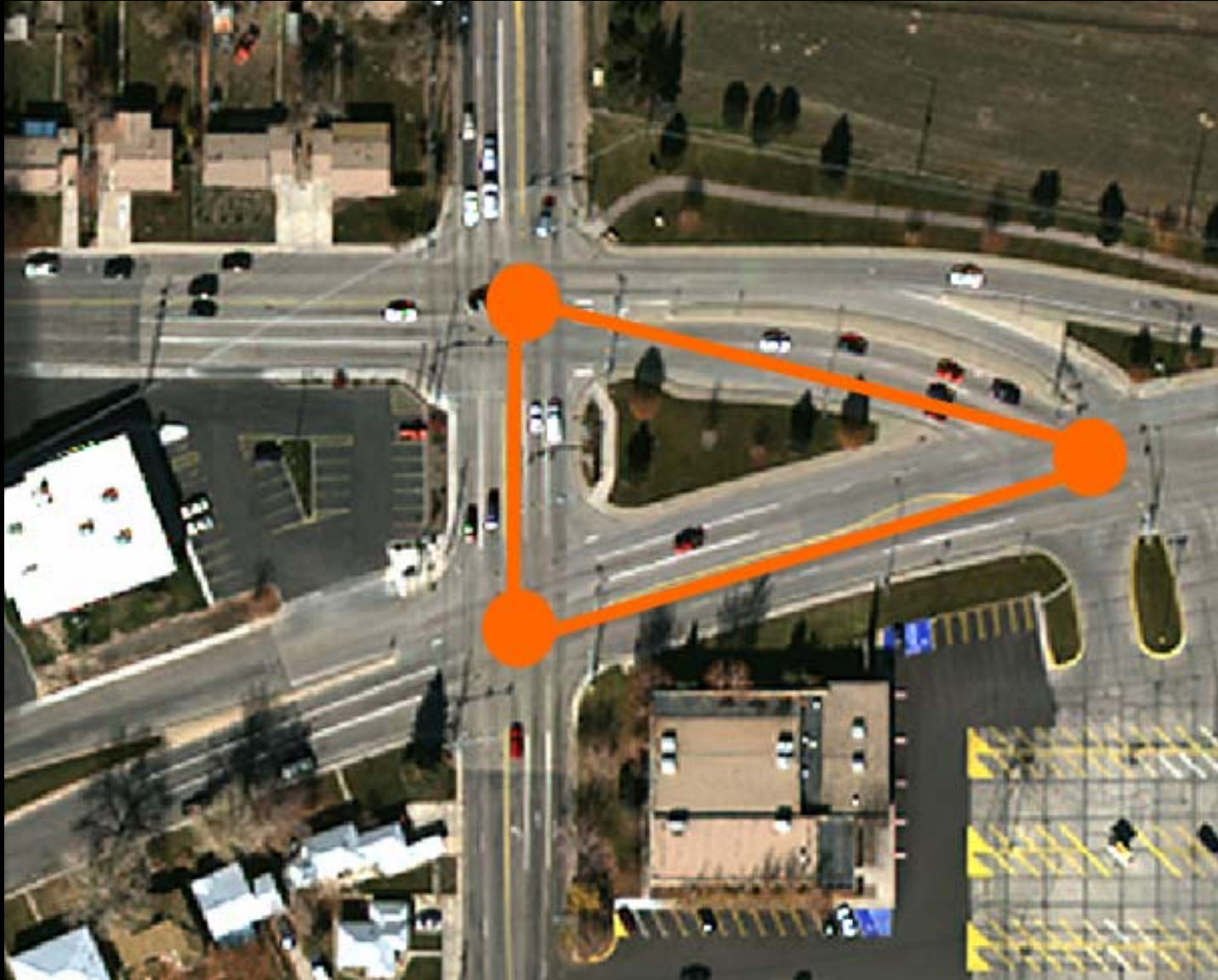
LSA

Current Issues & Concerns



➤ Visually Confusing

Current Issues & Concerns



- Proximity & angle of the 3 Intersections

Current Issues & Concerns



- Split phase signal timing impacts intersection capacity

Current Issues & Concerns



- Limited distance between left turns creates unexpected driver conditions

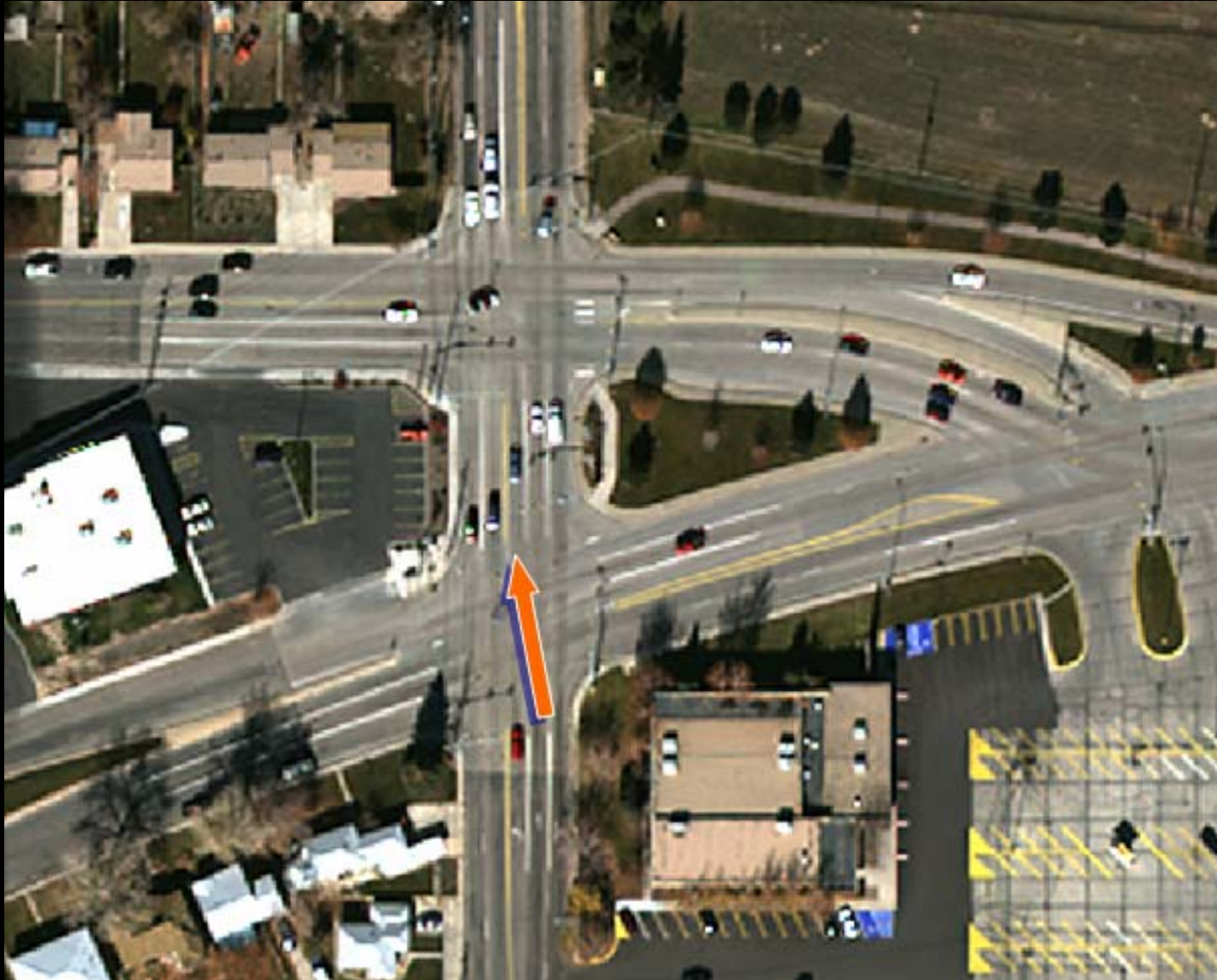


Current Issues & Concerns



- Limited northbound left turn lane & southbound right turn lane

Current Issues & Concerns



- Through to left turn lane transition occurs in the intersection

Current Issues & Concerns



➤ Intersection is unfriendly to pedestrians

Current Issues & Concerns



- Numerous driveways within immediate proximity of intersection

Current Issues & Concerns



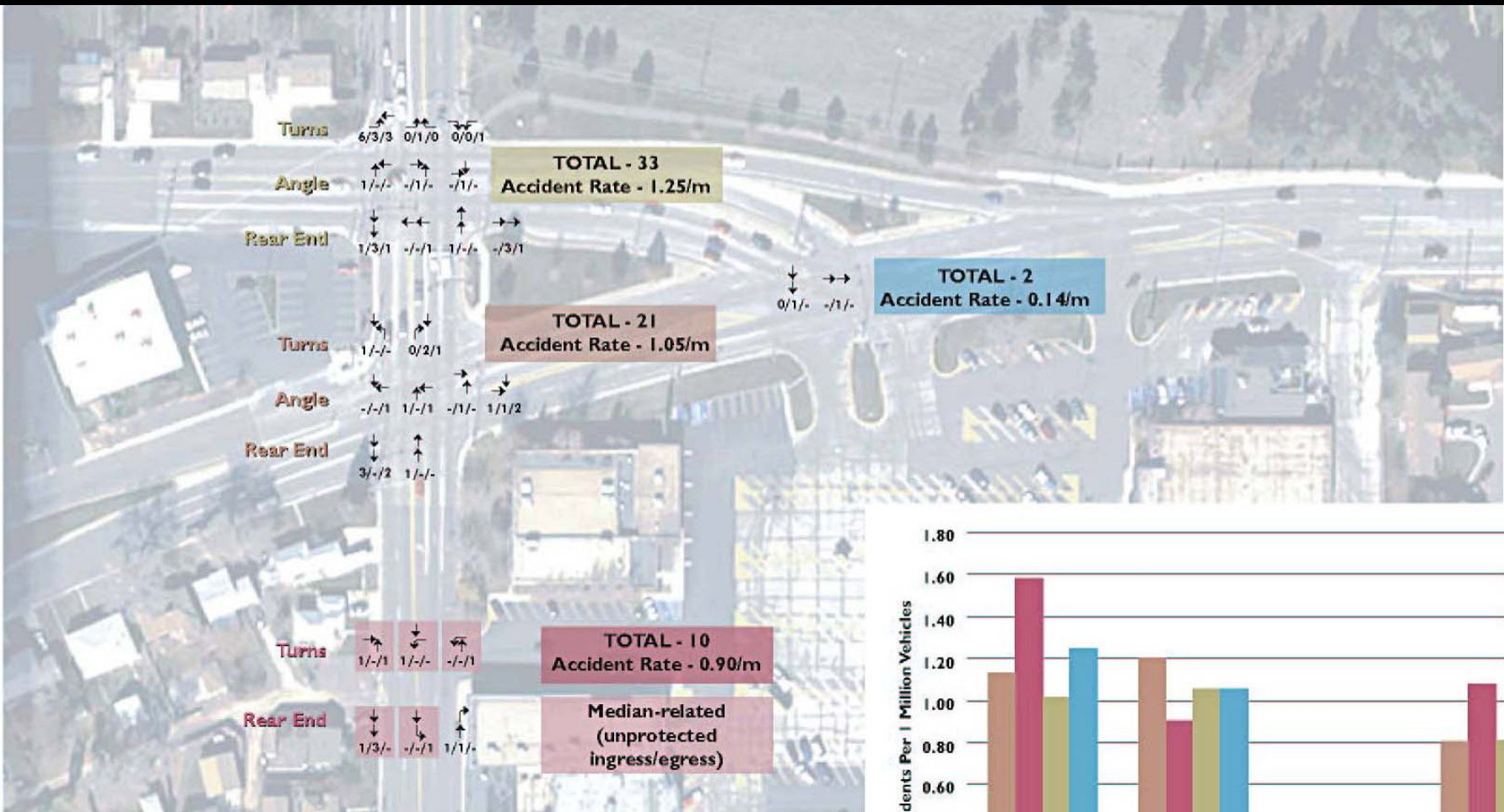
- 20-foot left turn lane does not permit adequate transition/storage

Current Issues & Concerns

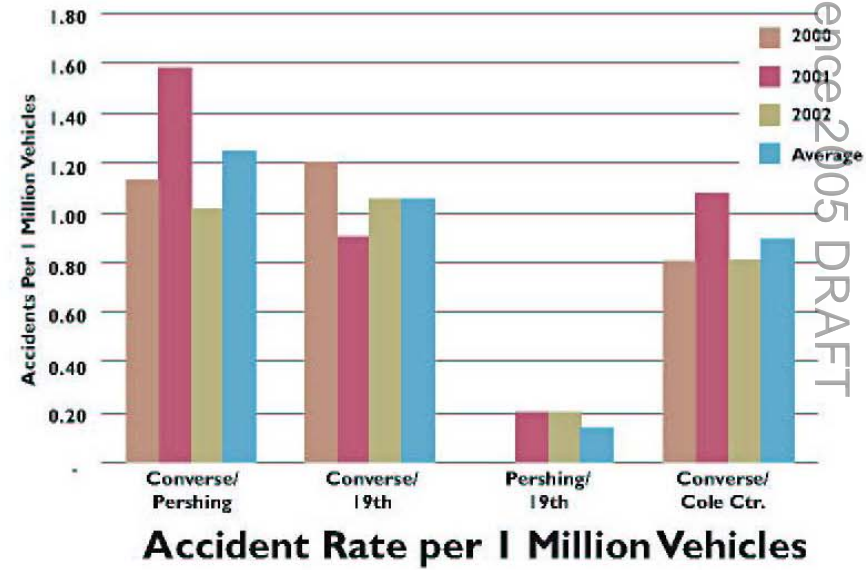


- No left turn is permitted at this location

Accident History (2000/2001/2002)

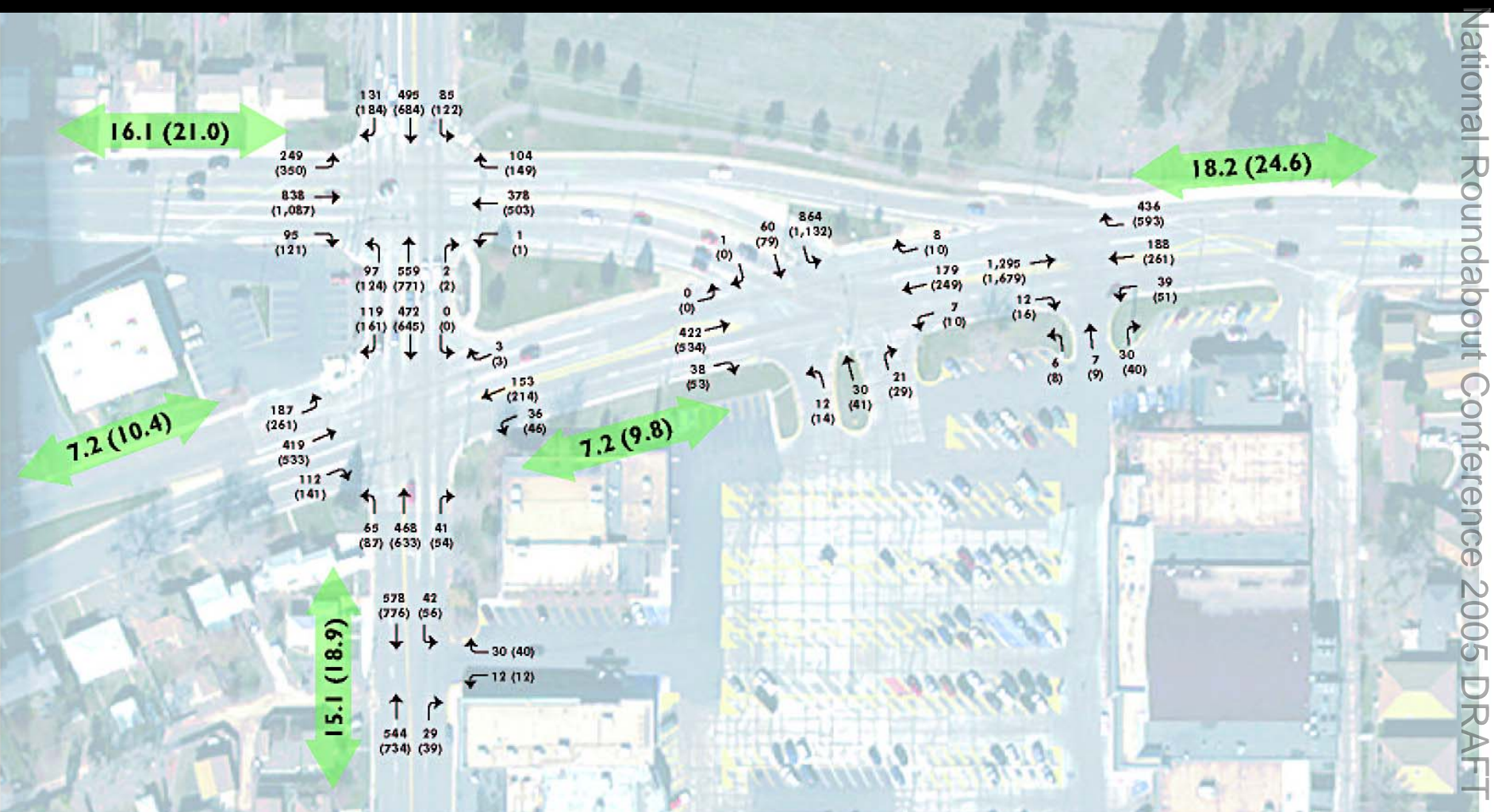


Legend
 2000/2001/2002 Accidents per Year



Existing '03 & Forecast '25 Traffic Volumes

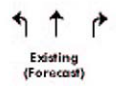
National Roundabout Conference 2005 DRAFT



Legend

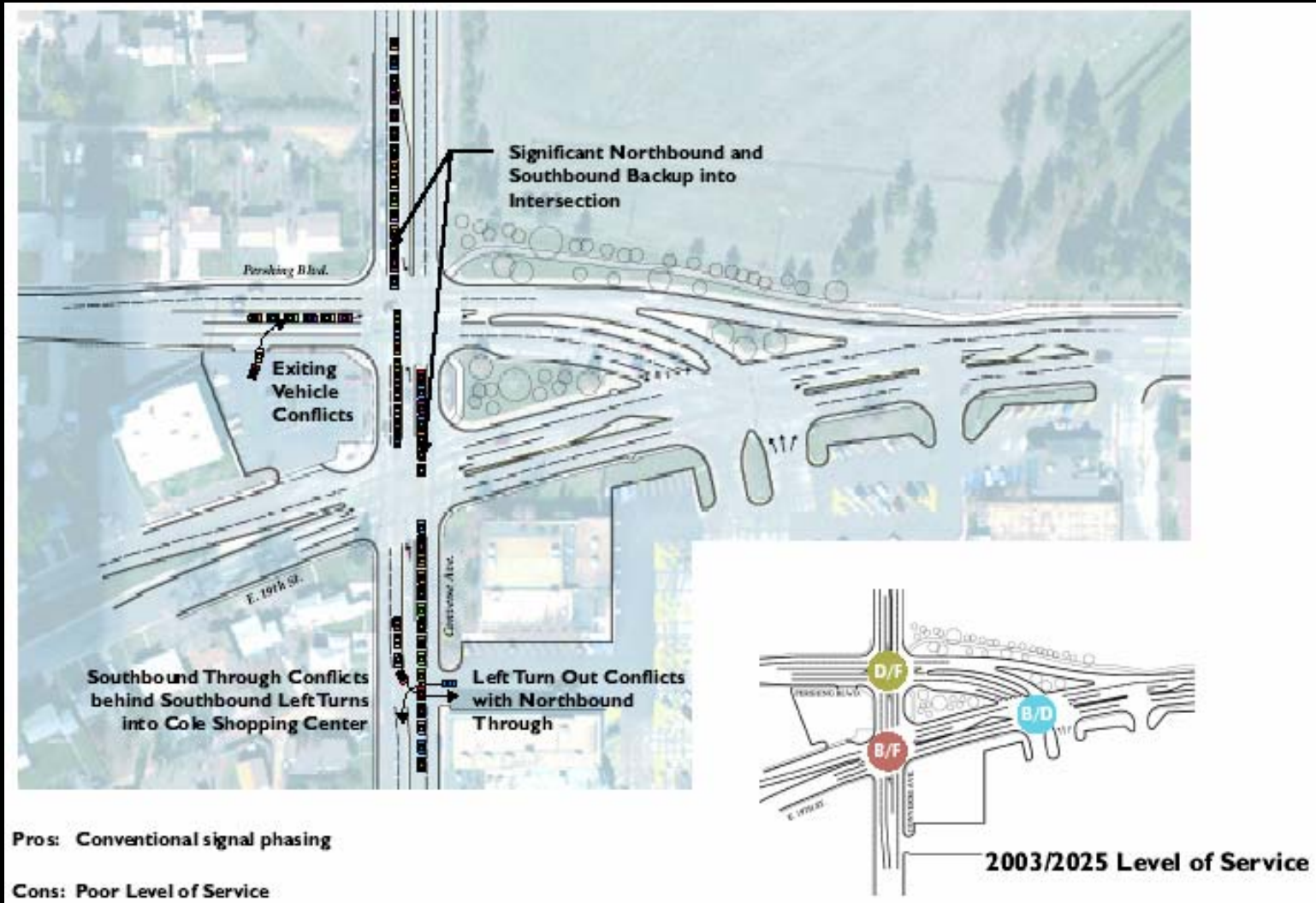
Existing (Forecast)

Average Daily Traffic (1,000's)



PM. Peak Hour Turn Movement

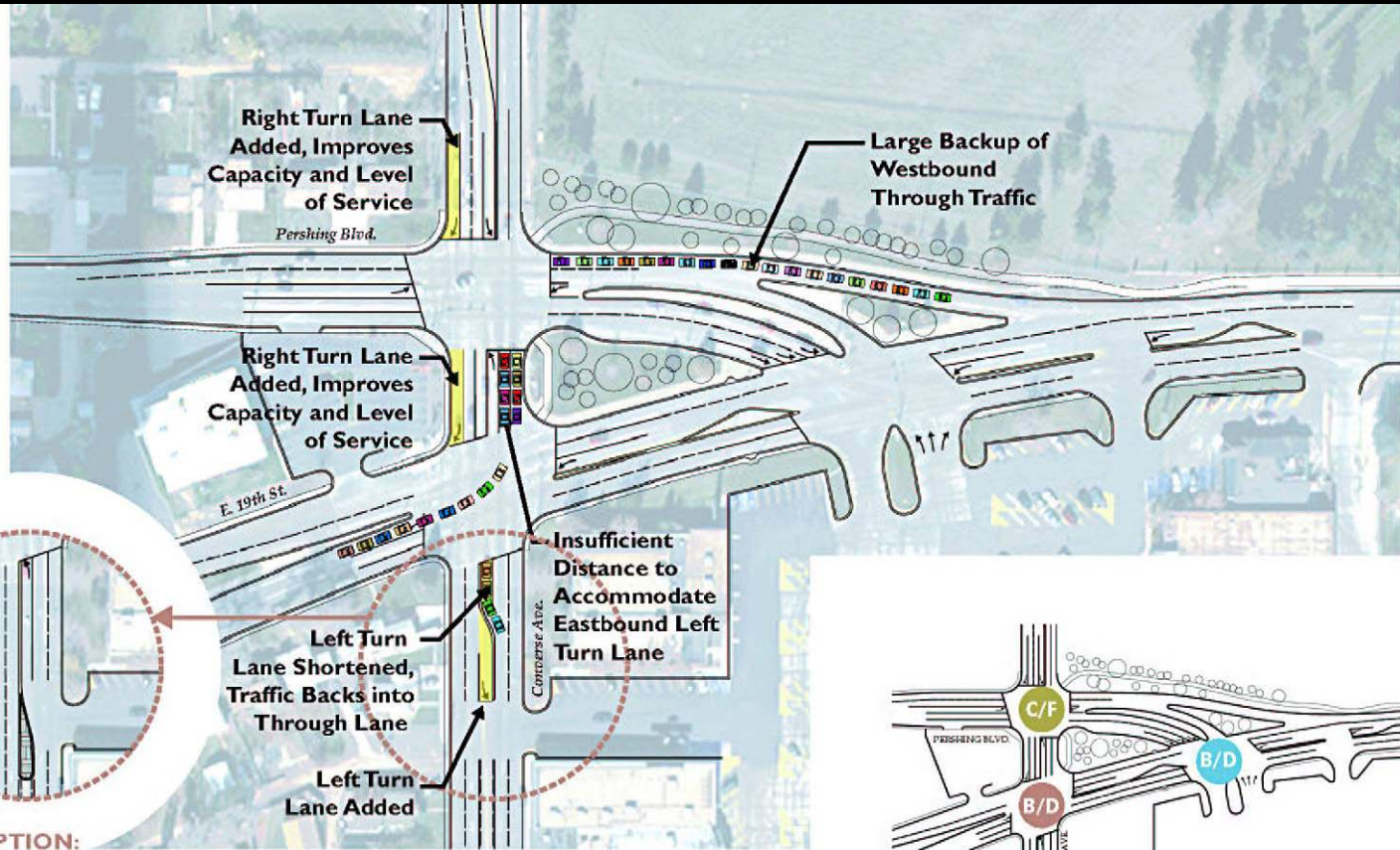
2000 Conditions



2000 Conditions




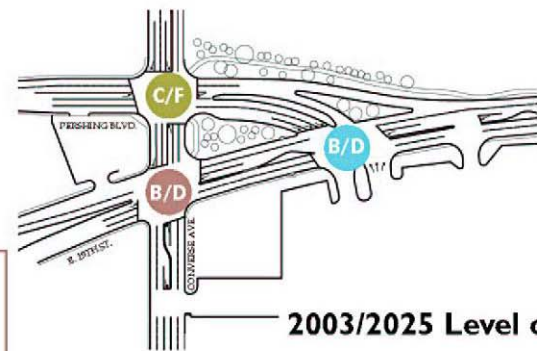
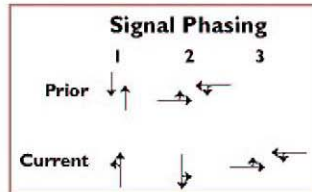
Current 2003 Conditions



OPTION:

Install Raised Median to Preclude Cole Shopping Center Left Turn Ingress/Egress, which will result in Improved Safety and Northbound Left Turn Capacity

 Changes since 2000

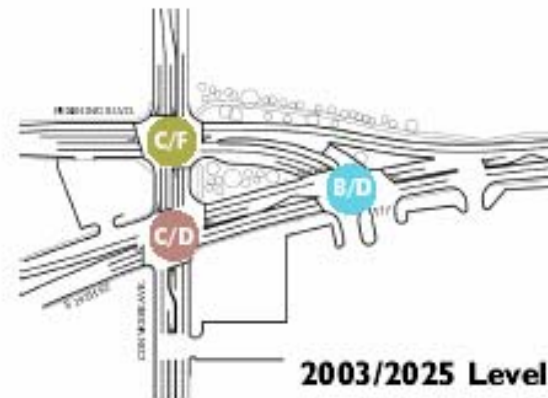
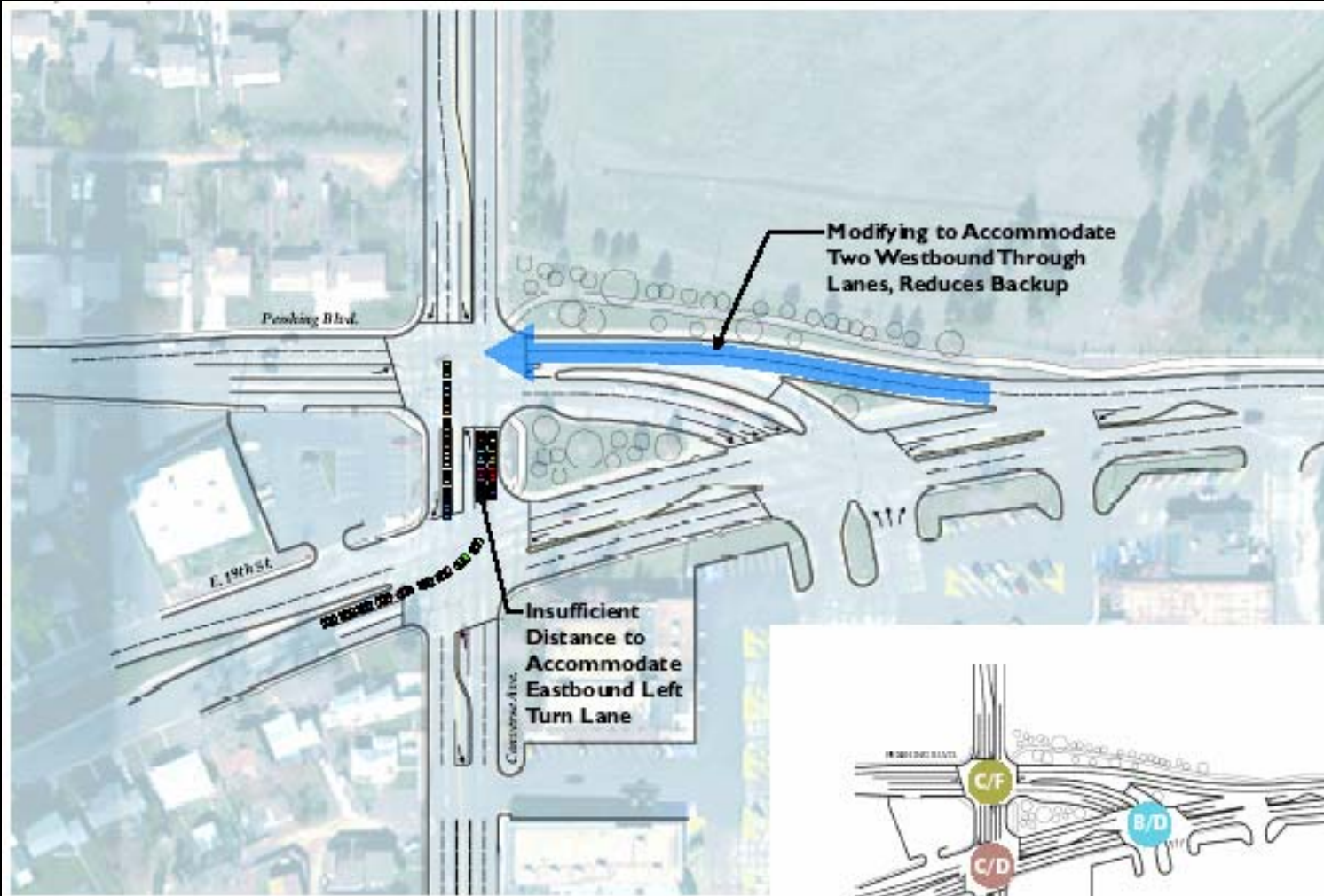


2003/2025 Level of Service

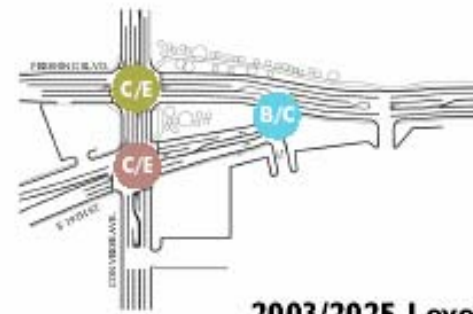
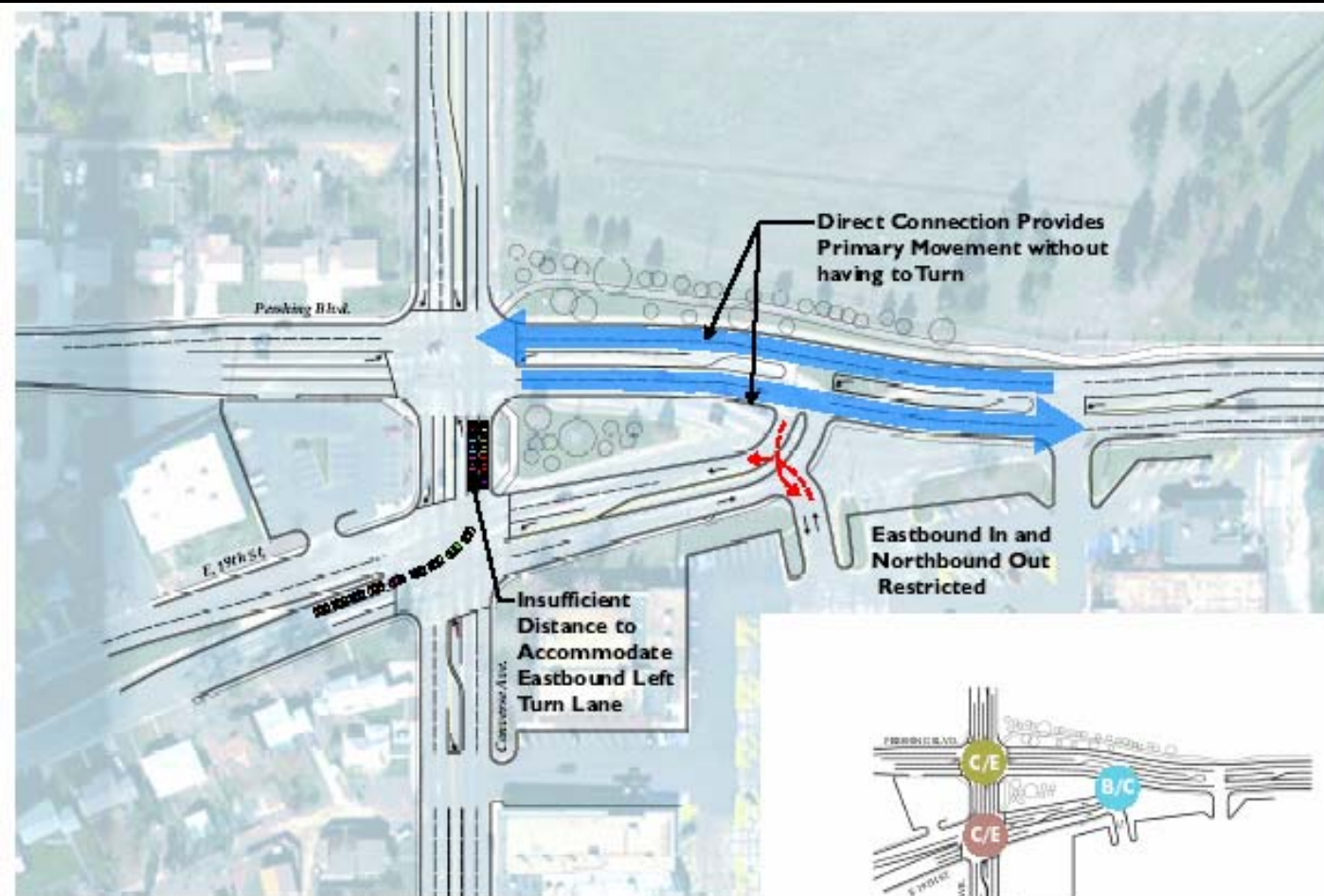
Current 2003 Conditions



Pershing Westbound Direct

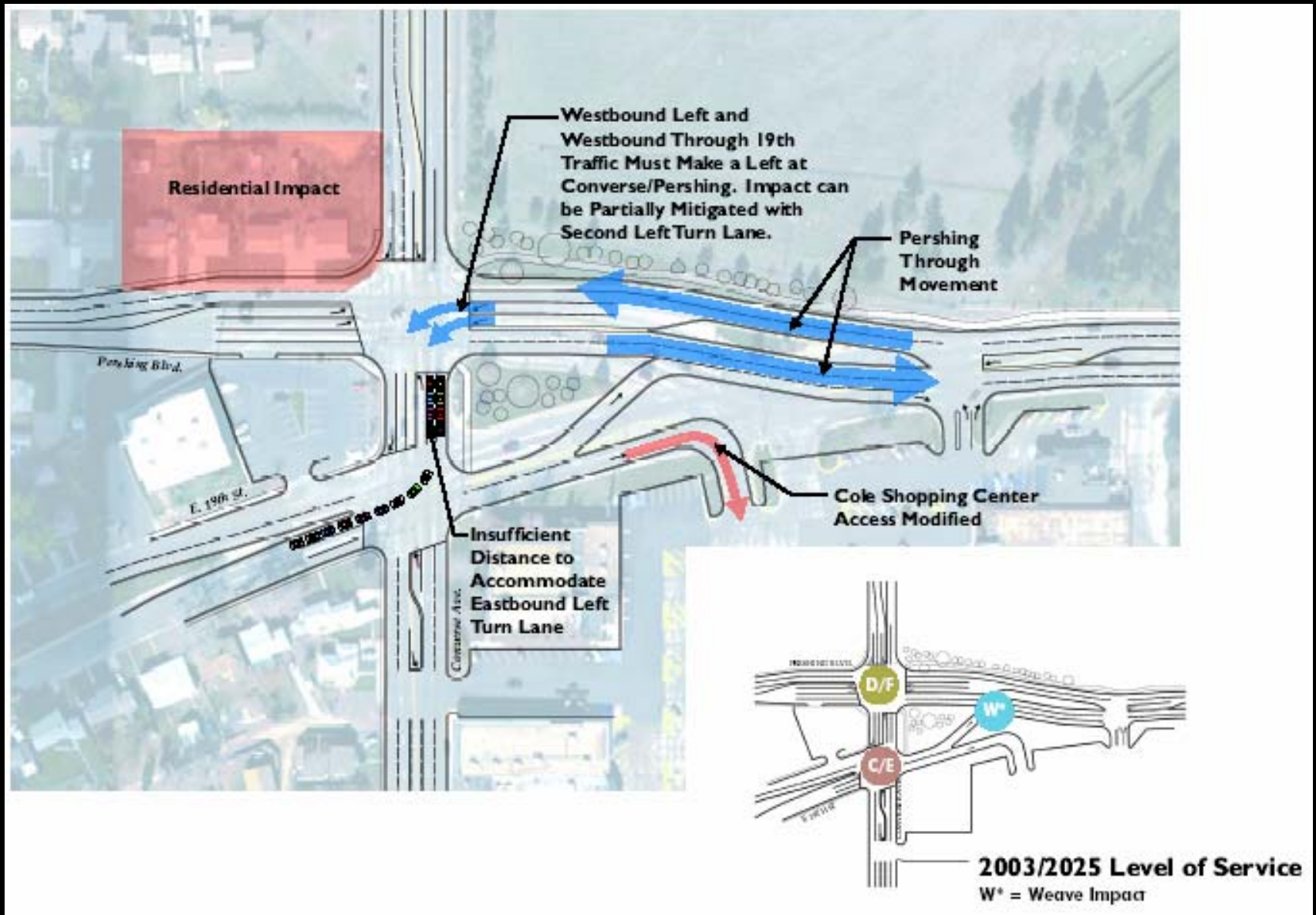


Pershing Eastbound & Westbound Direct Connection

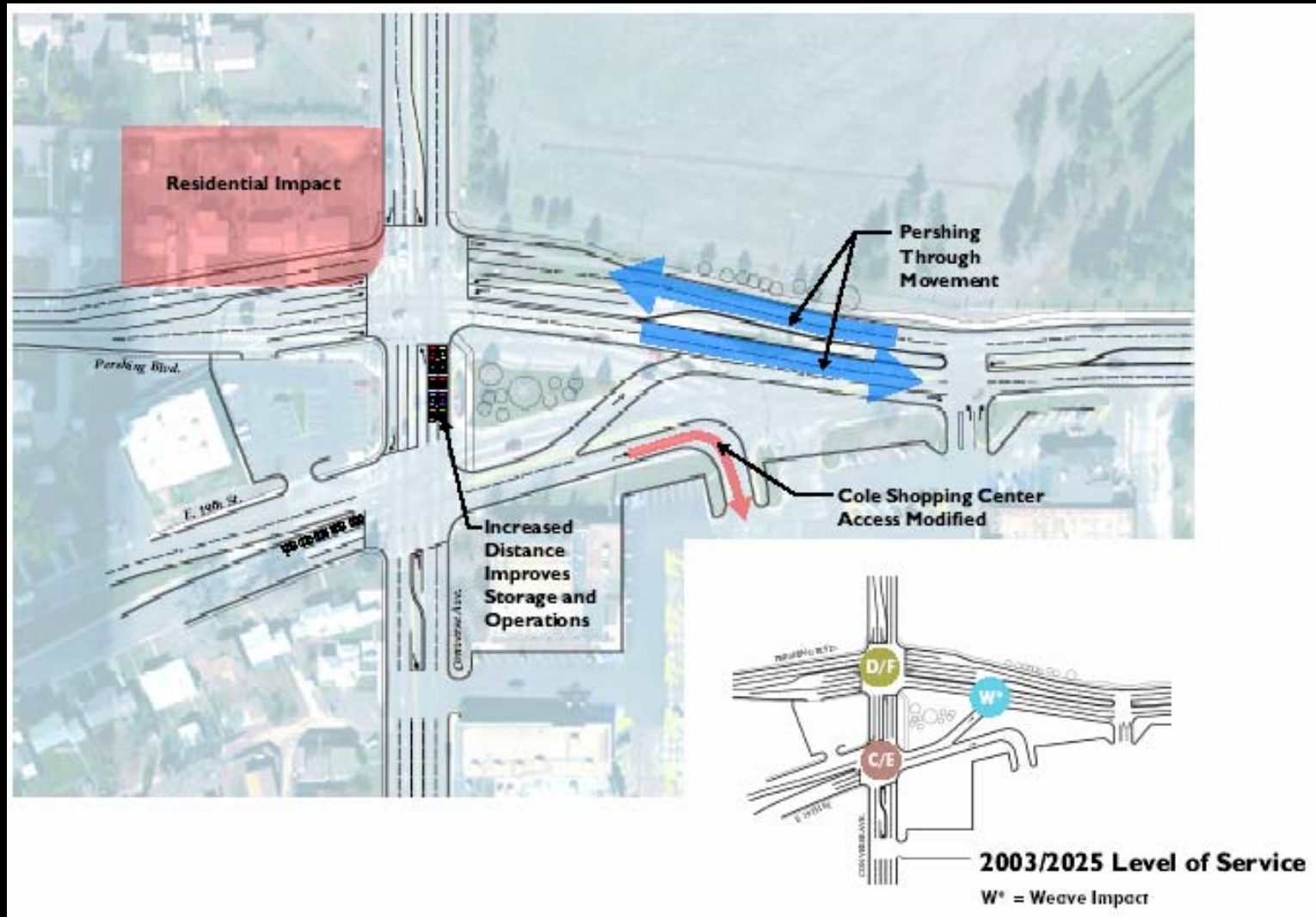


2003/2025 Level of Service

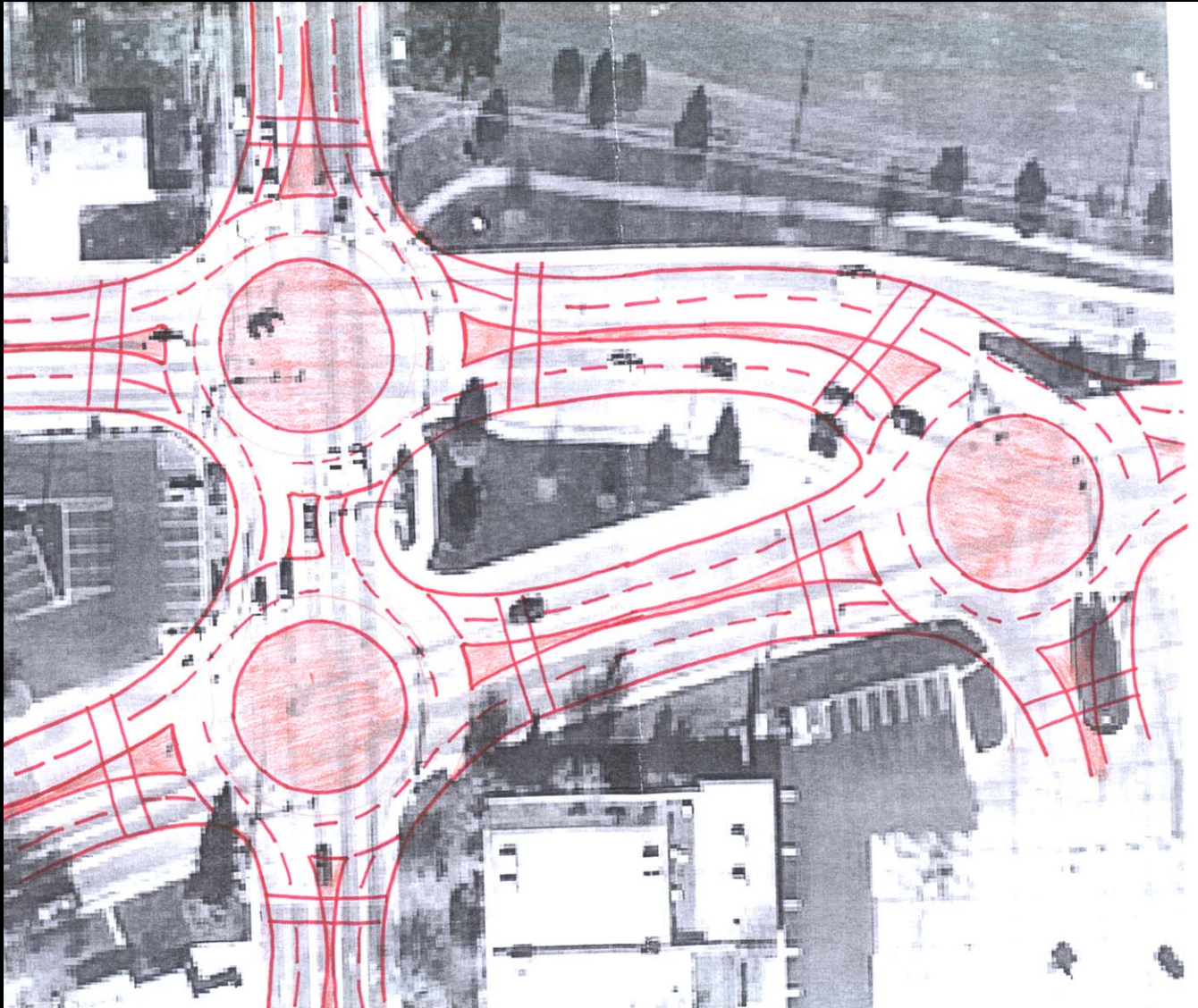
Eliminated 19th/Pershing Intersection



Eliminated 19th/Pershing Intersection & Relocated Pershing/Converse to the North



Multi-Intersection Roundabout

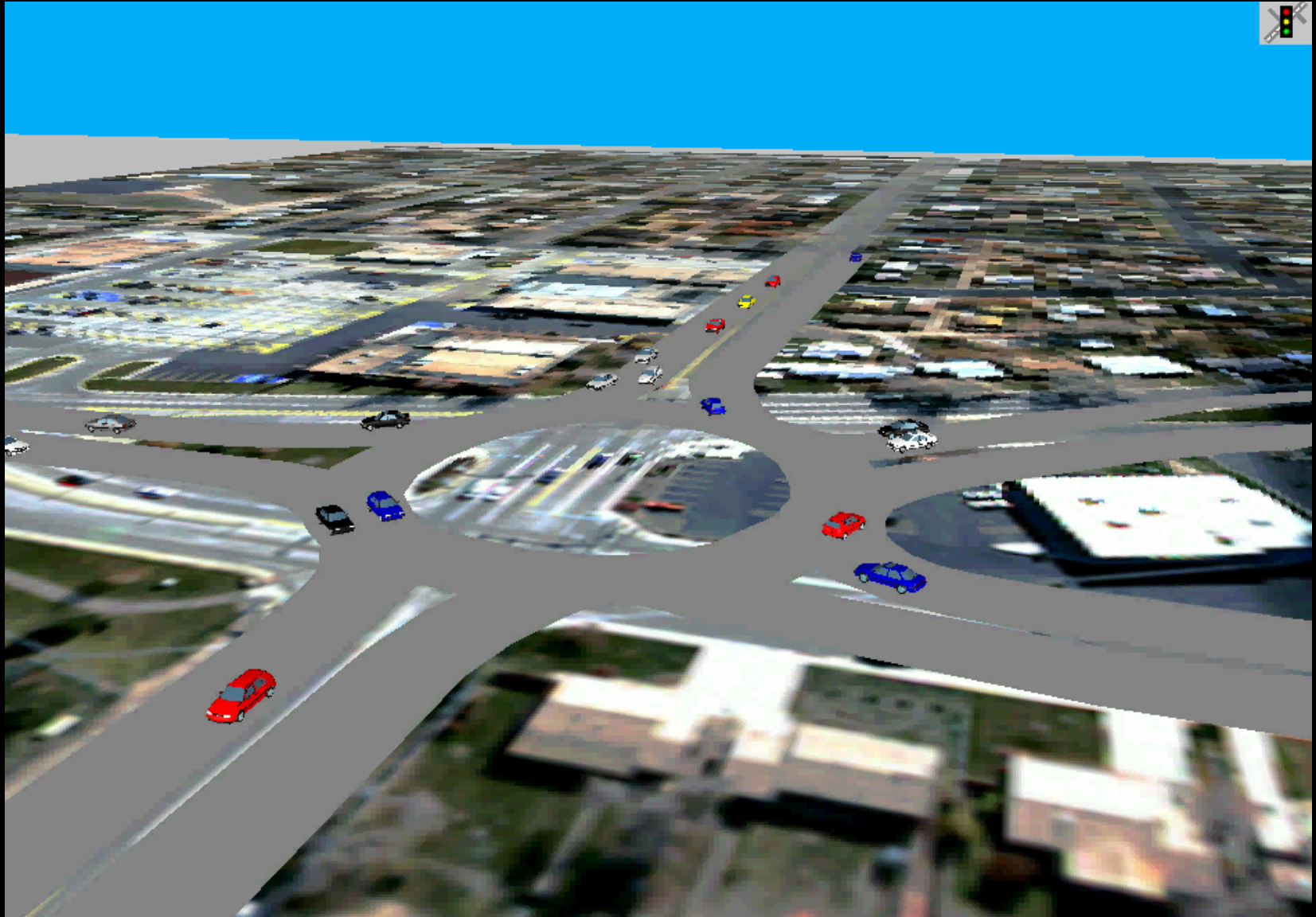


Modern Roundabout



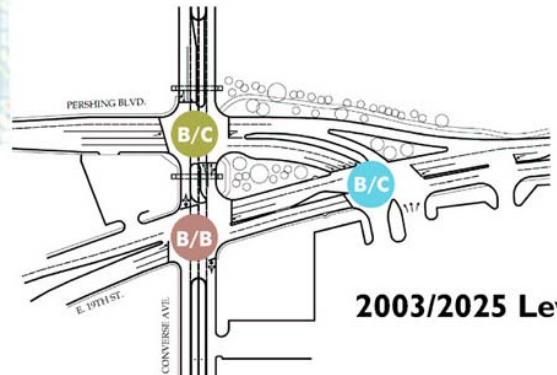
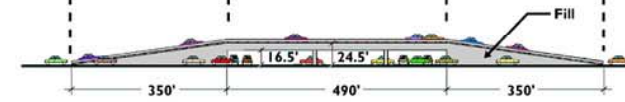
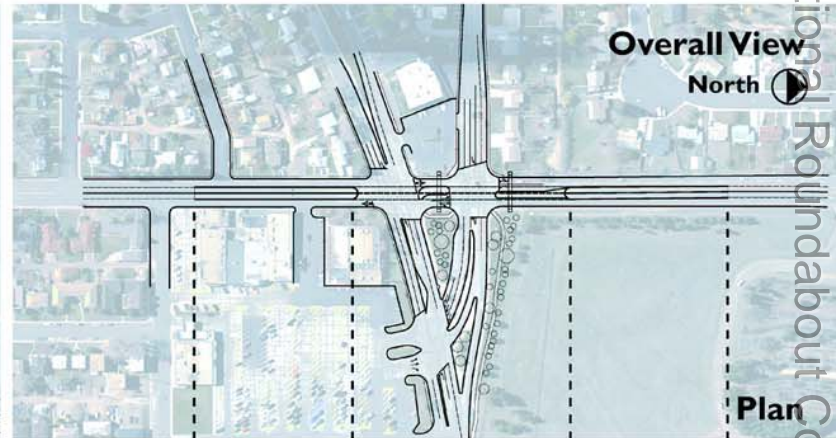
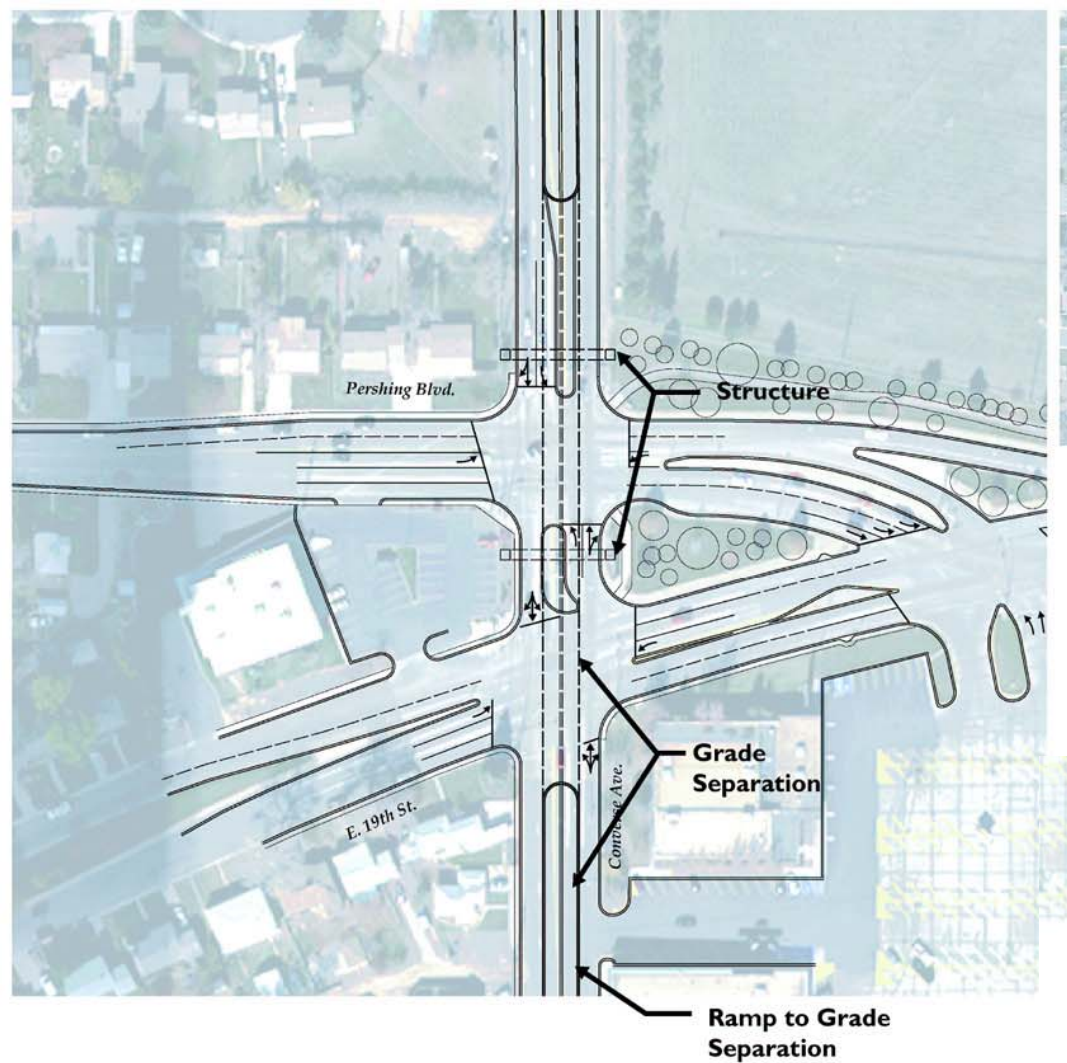
2003/2025 Level of Service

Modern Roundabout



Converse Grade Separation

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Summary of Public Meeting

Alternative	Definitely Do Not Like	Do Not Like	No Opinion	Like	Definitely Like
Pershing Westbound Direct	√√	√√	√		√
Pershing Eastbound and Westbound Direct Connection	√	√√√√	√		
Eliminated 19th/Pershing Intersection	√	√√√	√	√√	
Eliminated 19th/Pershing Intersection and Relocated Pershing/Converse Intersection to the North		√√√		√√√	√
Modern Roundabout				√√√	√√√√√
Converse Grade Separation	√√√		√√		√√

Summary of Other Comments

Alternative	Definitely Do Not Like	Do Not Like	No Opinion	Like	Definitely Like
Pershing Westbound Direct	21	35	20	11	1
Pershing Eastbound and Westbound Direct Connection	13	32	14	25	4
Eliminated 19th/Pershing Intersection	16	26	25	19	2
Eliminated 19th/Pershing Intersection and Relocated Pershing/Converse Intersection to the North	14	21	22	29	2
Modern Roundabout	25	9	8	16	30
Converse Grade Separation	22	14	13	21	18

Where Are We Now

- A preferred alternative will be selected by staff using public input and study data.
- Intersection improvements will likely be funded using an existing infrastructure sales tax that will be voted on during the 2006 election season.
- The preferred alternative will need support from the voting public.

Questions / Comments

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