



VAN BUREN CORRIDOR PLAN

FINAL PLAN PRESENTATION



DEFINE.

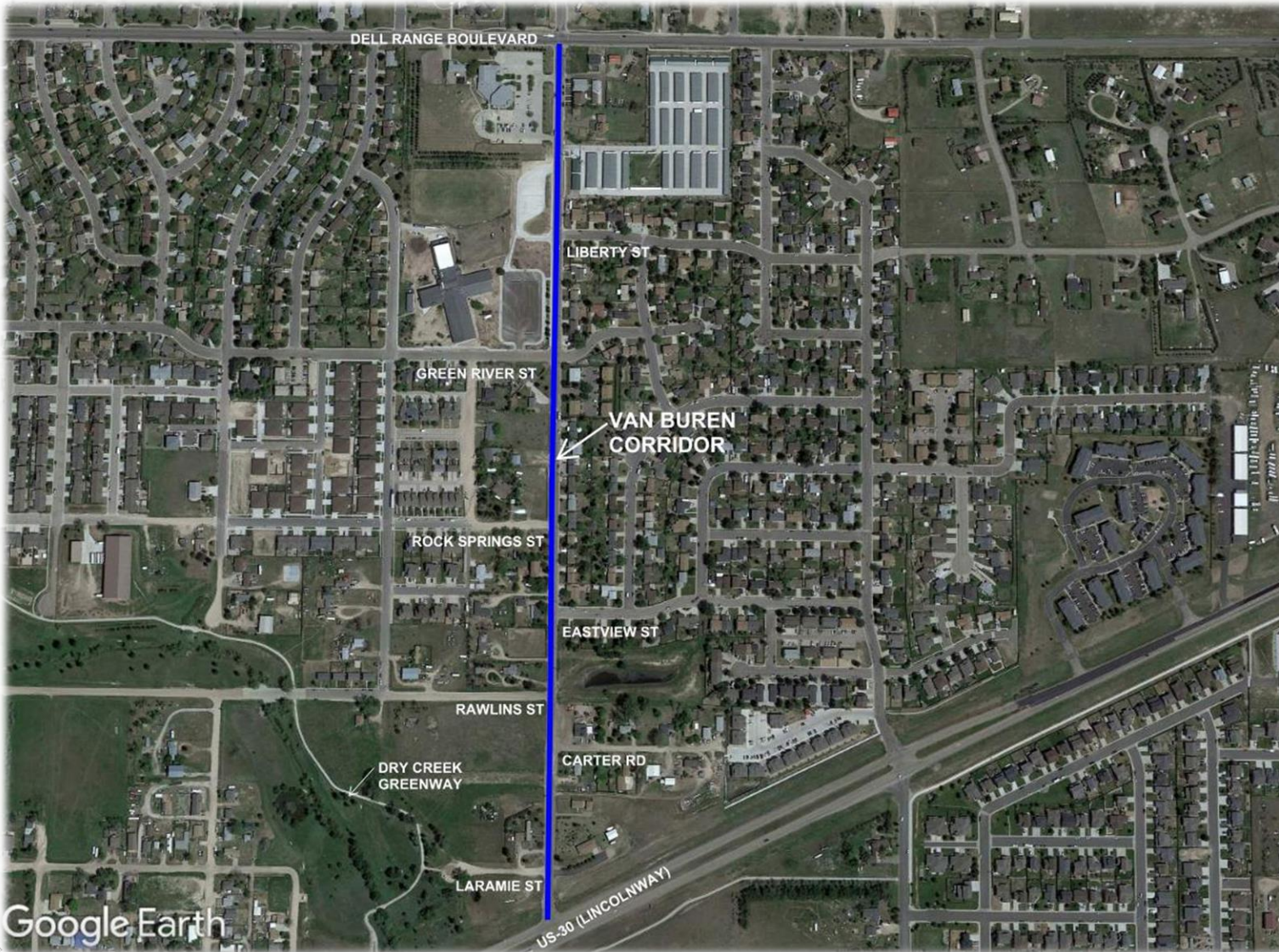


DESIGN.



DELIVER.

VAN BUREN CORRIDOR STUDY



Project Goals

- ✕ Safety
- ✕ Accommodate All Modes of Travel
- ✕ Reduce Speeds
- ✕ Ease of Maintenance
- ✕ Cost Effective
- ✕ Aesthetically Pleasing

Project Drivers

- ✕ Development
- ✕ Many nearby construction/reconstruction projects

VAN BUREN CORRIDOR PLAN

PUBLIC PARTICIPATION

Website and Survey

- ✘ Social Pinpoint Website: <https://y2consultants.mysocialpinpoint.com/van-buren-avenue-corridor->

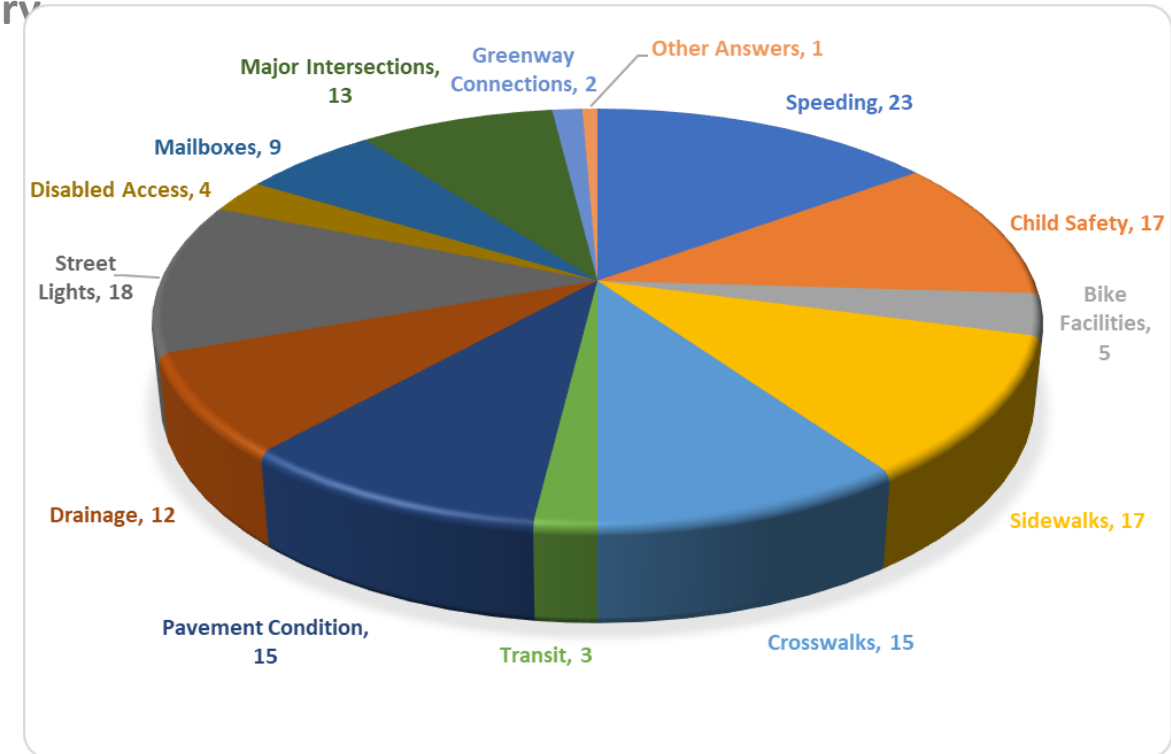


- ✘ Public Meeting #1 – January 25, 2023 at Dildine Elementary

- ✘ 18 members of the public attended
- ✘ Preliminary survey had 25 responses

- ✘ Public Meeting #2 – June 1, 2023 at Dildine Elementary

- ✘ 18 members of the public attended
- ✘ Second survey had 12 responses



RIGHT OF WAY

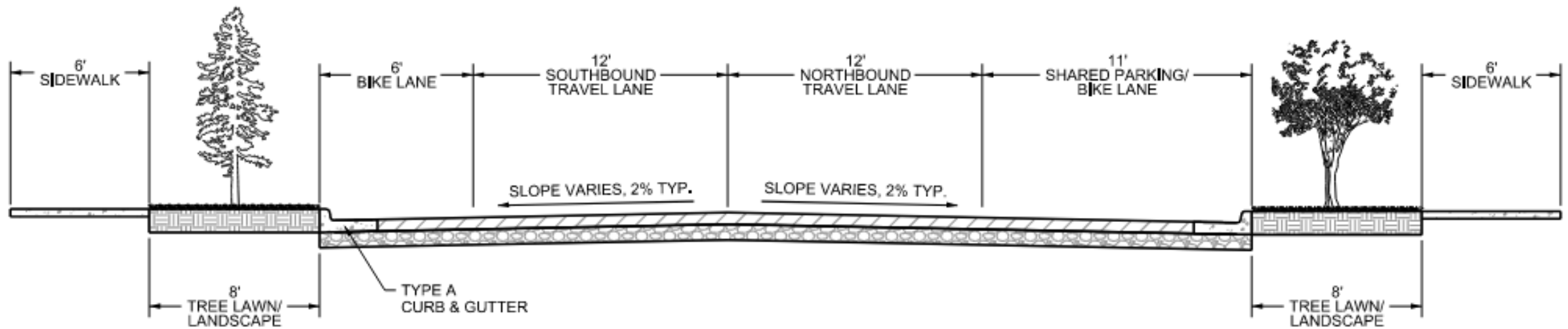
- ✕ Varies from 80' on the North Side of the Corridor Down to about 53' on the South Side
- ✕ West Boundary Varies in the Subdivision Plats Along the Corridor
- ✕ East Boundary is Controlled by a 1/16th Section Line
- ✕ 70' ROW Width in Southern Portion of the Corridor will Allow
 - ✕ Sidewalks
 - ✕ Bicycle Lanes
 - ✕ Landscaping
 - ✕ Parking on West Side of the Roadway



VAN BUREN CORRIDOR

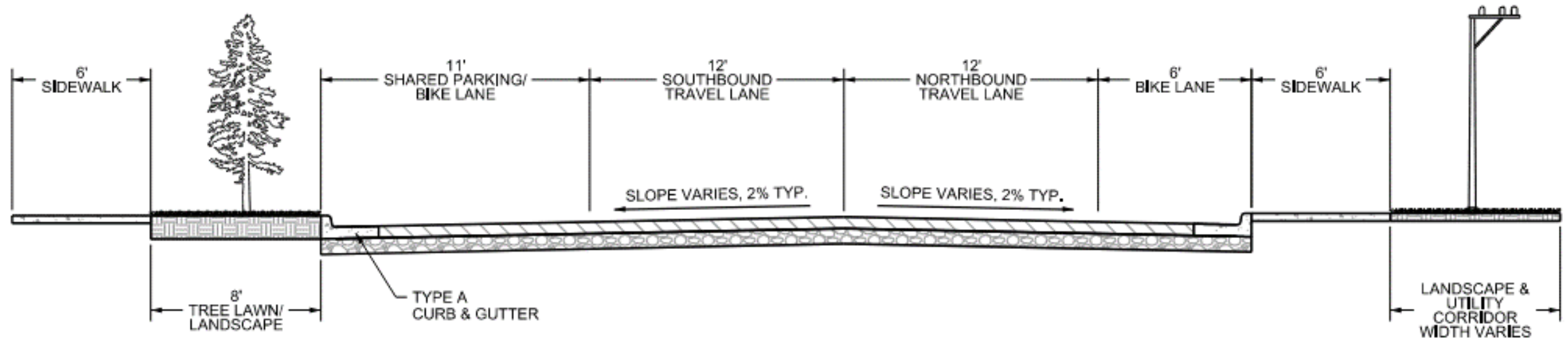
PROPOSED TYPICAL SECTIONS

VAN BUREN AVENUE DELL RANGE BLVD TO GREEN RIVER STREET



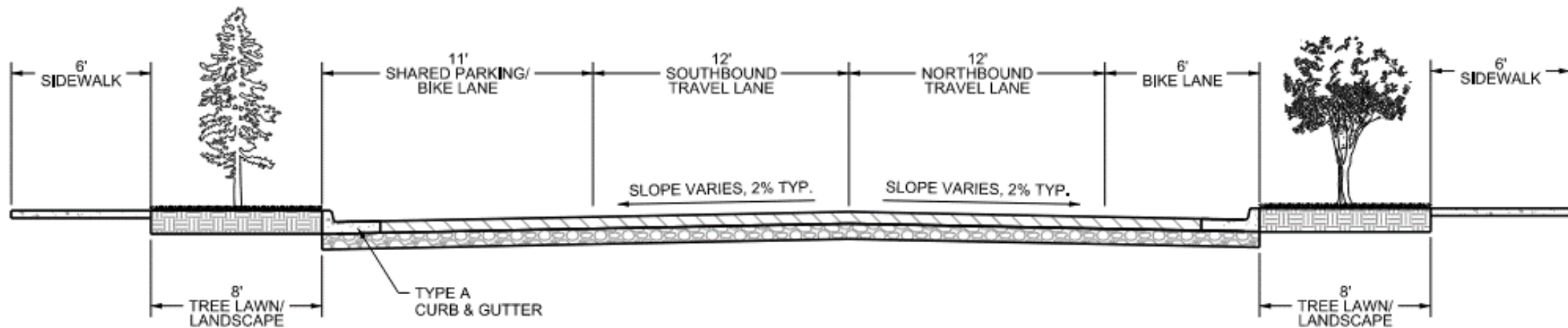
PROPOSED TYPICAL SECTIONS

VAN BUREN AVENUE GREEN RIVER STREET TO RAWLINS STREET



PROPOSED TYPICAL SECTIONS

VAN BUREN AVENUE RAWLINS STREET TO LARAMIE STREET

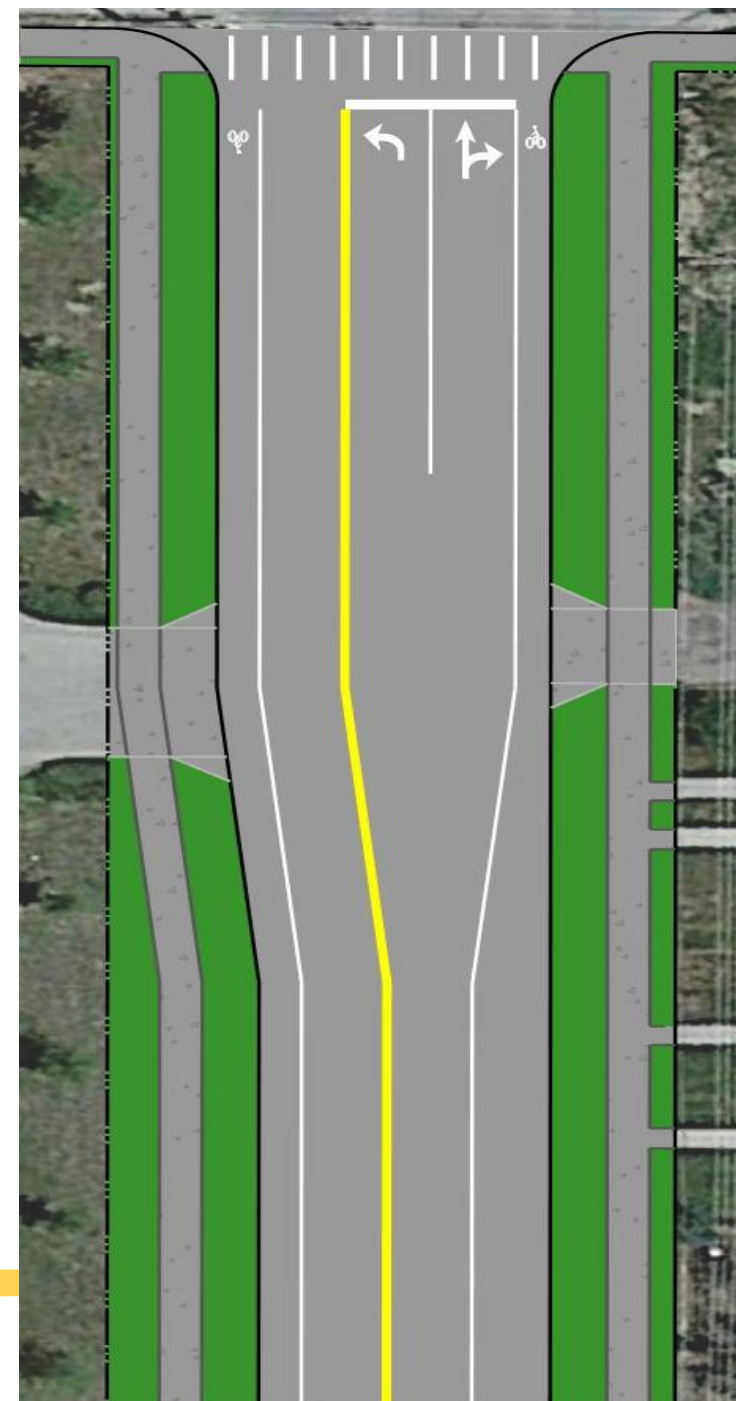


NORTH CORRIDOR TIE-IN

- ✕ Tie in with Dell Range
 - ✕ New Traffic Light
 - ✕ Left Turn Lane
- ✕ Transition to full Collector Typical Section
- ✕ Utilizes the existing ROW width



VAN BUREN CORRIDOR PLAN



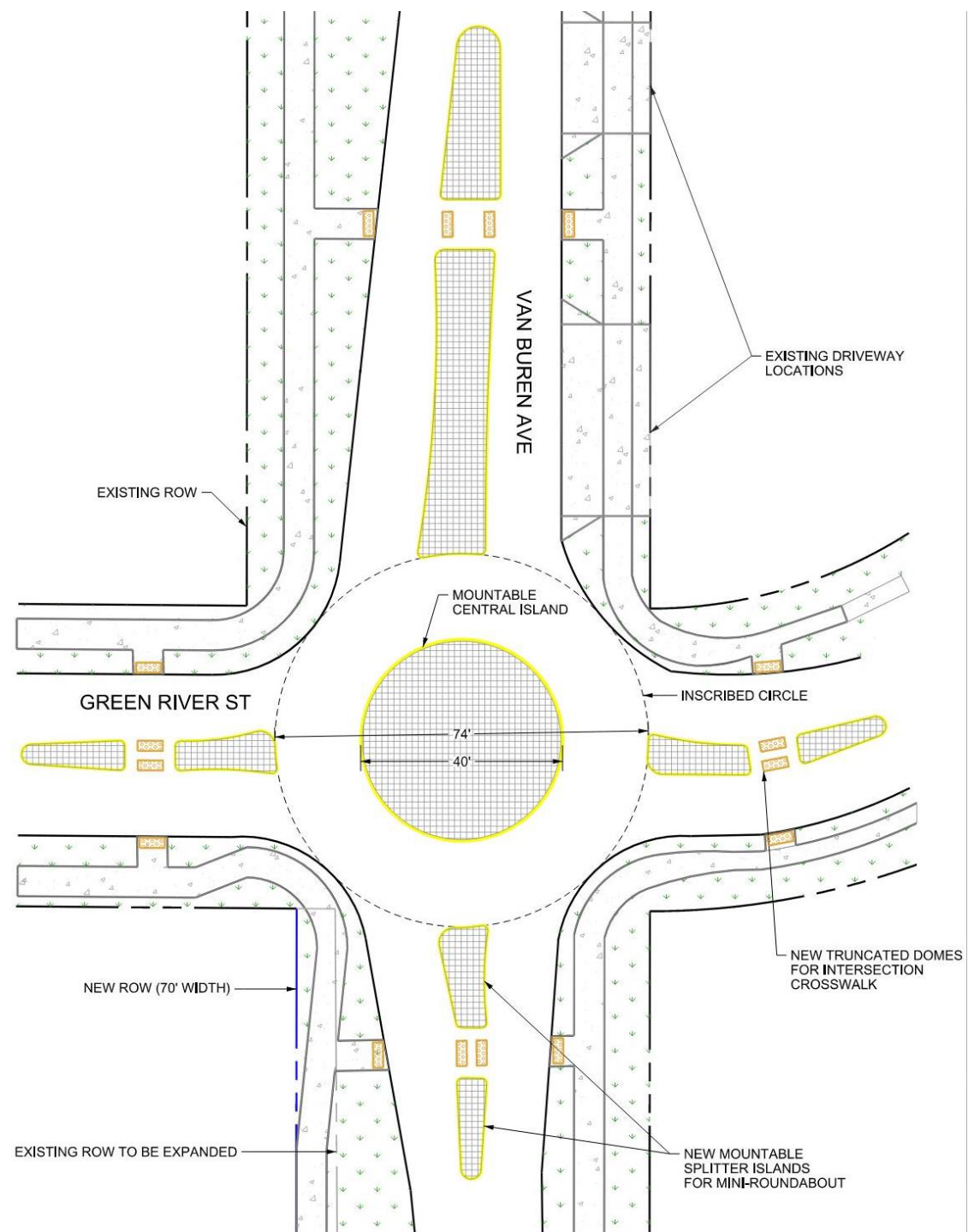
Current Speed Limit – 30 mph SPEEDING LOCATIONS



- ✕ Need to deal with decreasing the speed now and in the future
- ✕ Significant Speeding at two locations along corridor
 1. Green River Street: ~40 mph
 2. Rawlins Street: 42 mph
- ✕ Coincide with locations of Bicycle Boulevards proposed along the corridor

GREEN RIVER – MINI ROUNDABOUT

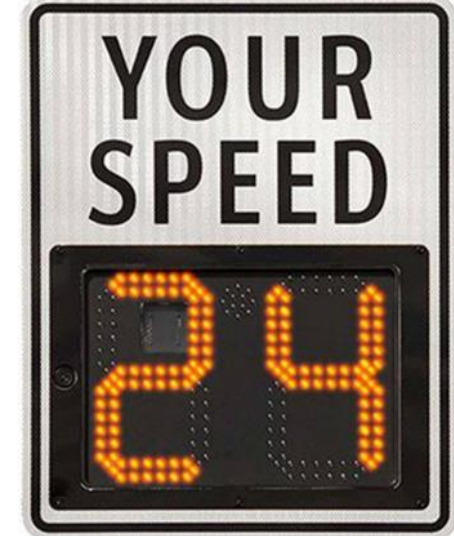
- ❏ Provide Traffic Calming at the Green River Intersection
- ❏ Provide Safe Pedestrian crossing – Larger refuge area near Dildine Parking Lot
- ❏ Harmonizes with Green River as a Bicycle Boulevard and the use of Van Buren as a Bicycle Pathway
- ❏ Allows for Large Vehicle (Especially School Buses) Travel with Mountable Central and Splitter Islands
- ❏ Works in Smaller ROW
- ❏ Aesthetic Opportunities



RAWLINS ROAD - POTENTIAL SPEED SOLUTIONS



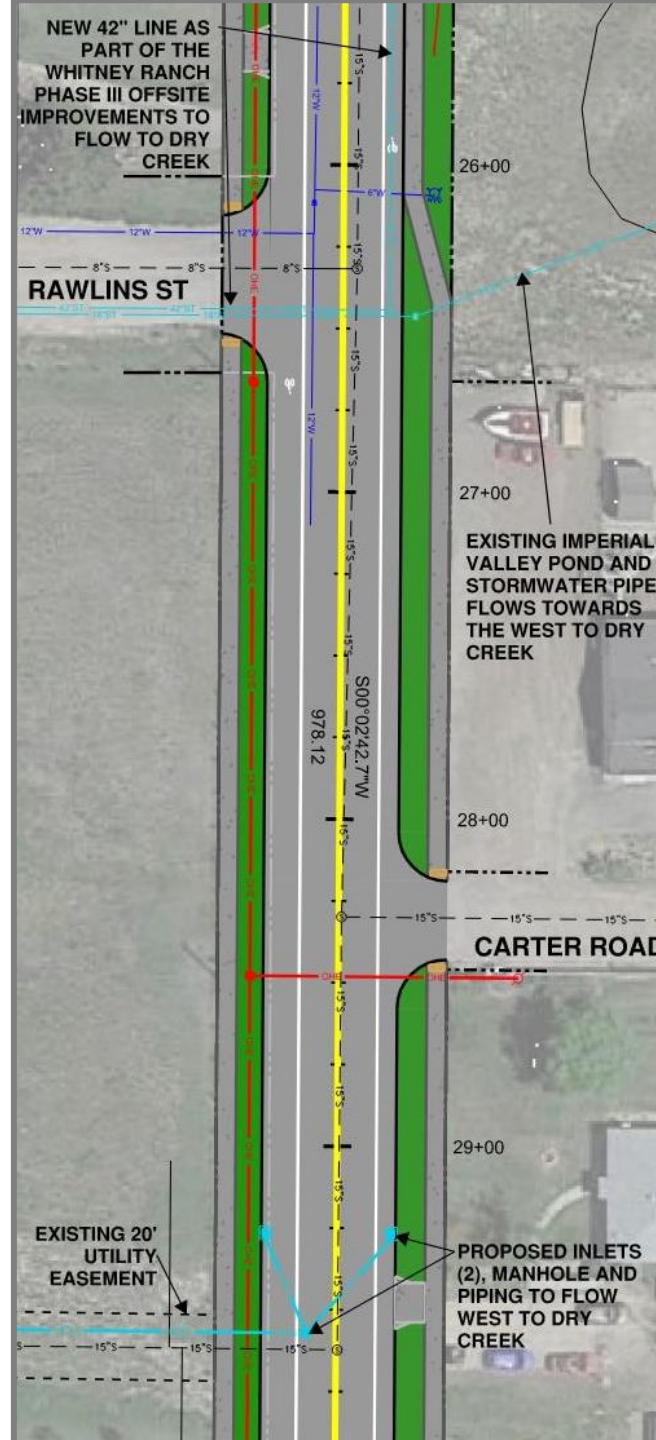
FEEDBACK SPEED SIGN



- ✘ Traffic from Rawlins does not warrant another roundabout
- ✘ Street Trees – Reduce speeds of drivers by an average of 3 mph
- ✘ Striping – To reduce the apparent width of the roadway and make drivers more cognizant of their environment
- ✘ Feedback Speed Sign

DRAINAGE: LOW AREA OUTLET

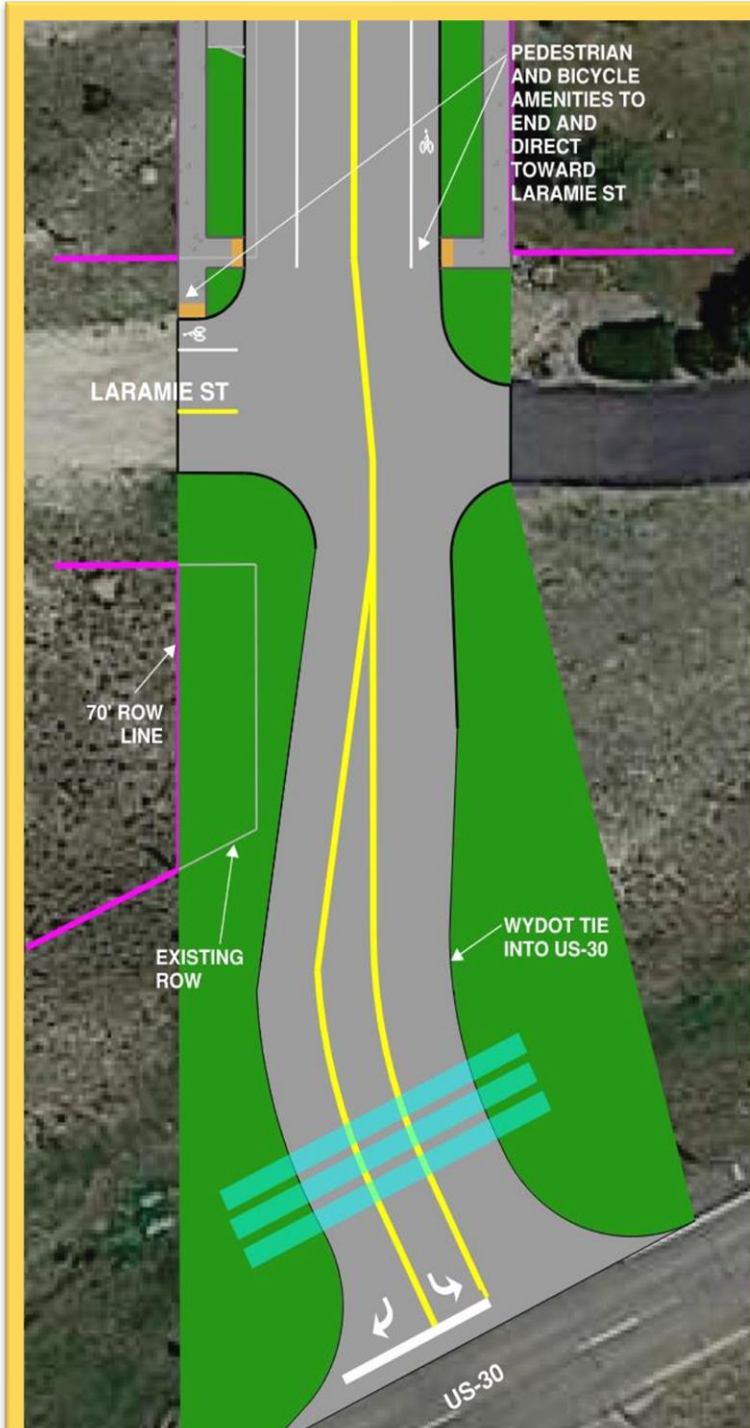
- ✕ 23.3 Acre Catchment
 - ✕ Outlets toward Dry Creek, just south of Carter Road
- ✕ Address remaining overflow after installation of the Dell Range-Van Buren Improvements ~ 24 CFS
- ✕ Inlets to match the rest of the corridor
- ✕ Existing 20' Utility Easement – Recommend Installation of Infrastructure along this route



VAN BUREN CORRIDOR
PLAN

SOUTH CORRIDOR TIE-IN

- ✕ **Bicycle Lanes and Sidewalks to End at Laramie Street to discourage attempted crossings at US-30**
- ✕ **Geometry Ties into WYDOT Work and Van Buren Tie into US-30**



COST ESTIMATES

✕ Short-Term

- ✕ Centerline and lane striping
- ✕ Two feedback speed signs near the Rawlins Street intersection
- ✕ Thermoplastic crosswalk markings and stop bars
- ✕ Painted markings including bicycle lane delineators, speed limit and slow markings

| Short-Term Improvement Cost Estimate | |
|--------------------------------------|----------|
| 2023 | \$43,100 |
| 2035 | \$61,400 |
| 2045 | \$82,500 |



COST ESTIMATES

✕ Mid-Term

✕ Installation of drainage improvements

✕ Mini-Roundabout at the intersection of Green River Street and Van Buren Avenue

✕ Professional Services

| Mid-Term Improvement Cost Estimate | |
|------------------------------------|-----------|
| 2023 | \$491,000 |
| 2035 | \$700,050 |
| 2045 | \$940,800 |



COST ESTIMATES

✕ Long-Term

✕ ROW Acquisition

✕ Reconstruction of the Corridor

✕ NOT Included: Feedback signs,
mini-roundabout, and drainage
improvements

| Long-Term Improvement Cost Estimate | |
|-------------------------------------|-------------|
| 2023 | \$2,954,030 |
| 2035 | \$4,211,740 |
| 2045 | \$5,660,220 |





QUESTIONS



DEFINE.



DESIGN.



DELIVER.