

AGENDA
CITY OF LARAMIE, WYOMING
CITY COUNCIL MEETING
CITY HALL
March 1, 2016 6:30 p.m.

City Council Meetings are open to the public. Requests for accommodations from persons with disabilities must be made to the City Manager's Office 24 hours in advance of a meeting.

Please be advised no additional agenda item will be introduced at a Regular City Council meeting after the hour of 9:30 p.m., unless the majority of the City Council members present vote to extend the meeting.

1. PROCLAMATIONS & PRESENTATIONS

2. ANNOUNCEMENTS

3. PUBLIC HEARING

3.A. Proposed application to the Wyoming Business Council for a Business Ready Community Grant and Loan to fund the construction of a headquarters for Bright Agrotech

Documents:

[PUBLIC HEARING Bright Agrotech.pdf](#)

4. AGENDA

5. Pledge of Allegiance

6. Roll Call

7. Disclosures by City Council Members

8. Consideration of Changes in Agenda and Setting the Agenda

A. MOTION BY ____, seconded by ____, that the following changes to the Agenda be approved:

B. MOTION BY ____, seconded by ____, that the Agenda be set as submitted or changed.

9. Approval of Consent Agenda

Items listed on the Consent Agenda are considered to be routine and will be enacted by one motion in the form listed below. There will be no separate discussion of these items unless a Councilor or citizen so requests, in which case the item will be removed from the Consent Agenda and will be considered on the Regular Agenda.

MOTION BY _____, seconded by _____, that the Consent Agenda be approved and that each specific action on the Consent Agenda be approved as indicated.

10. CONSENT AGENDA

10.A. Minutes of City Council Meetings

Action:

that Council approve the Minutes of the City Council Public Hearings February 16, 2016 and Regular Meeting of February 16, 2016, and have them placed on file for public inspection.

[Johnson, City Clerk]

Documents:

[CCPH.02.16.16.CowboyBar.pdf](#)
[CCPH.02.16.16.Mosquito.pdf](#)
[02.16.2016.min.pdf](#)

10.B. Cemetery Deeds for February 16 -29, 2016

Action:

that the Cemetery Deeds for February 16-29, 2016 be accepted, and the Mayor and City Clerk be authorized to sign and have them recorded in the Office of the County Clerk.[Harrison, P/R Dir]

10.C. Vouchers for February 2016

Action:

that the following Resolution be adopted: BE IT RESOLVED: that all vouchers approved by the Finance Committee be allowed, warrants drawn on proper City funds in payment thereof, and the vouchers be placed on file in the Treasurer's Office subject to public inspection; and that Council authorize payment for the month-end payroll, light and gas charges, telephone charges, Pioneer Canal-Lake Hattie Irrigation District lease, employee travel, other employee reimbursements, pay advances, refunds for City services, recording fees, postage, lease purchase and bond payments, self-funded employee health insurance claims, miscellaneous insurance claims, Council-approved bid items, outside attorney fees, other consulting fees, before normal City Council approval on the first Tuesday of December. These expenditures are to be paid subject to audit by the City of Laramie Finance Department.

[Brown, City Treasurer]

10.D. MINUTES: January 14, 2016 Traffic Commission

Action:

that Council acknowledge receipt of the Minutes from the January 14, 2016 Traffic Commission meeting.

[Hunt, CD Dir]

Documents:

[Cover Sheet Traffic Commission Minutes from 01.14.16.pdf](#)
[01.14.16 Traffic Commission Minutes-signed.pdf](#)

10.E. MINUTES: Parks, Tree & Recreation Advisory Board

Action:

that Council acknowledge receipt of the Minutes from the February 10, 2016 meeting of the Parks, Tree & Recreation Advisory Board and the the following recommendations be approved as indicated:

- 1) To acknowledge receipt of the January 2016 Recreation Center membership reports.
- 2) To approve the Adopt A Trail Along Greenbelt Park Agreement between the City and HabITech or general cleanup of one-quarter mile section along the Laramie River Greenbelt Park.
- 3) To approve the Adopt A Trail Along Greenbelt Park Agreement between the City and Handel Information Technologies for general cleanup of one-quarter mile section along the Laramie River Greenbelt Park.
- 4) To approve the request for a fee reduction for the After Prom party at the Recreation Center form the Coalition to Prevent Substance Abuse.
- 5) To approve the Memorandum of Understanding between the City and Laramie Legion Baseball Club, Inc. for use of Cowboy Field for the 2016 baseball season.
- 6) To acknowledge receipt of the revenue/expense reports for the 2015 fall recreation program season.
- 7) To approve the request by the Laramie Audubon Society to permit the placement of American Kestrel nesting boxes in undeveloped LaPrele Park and the southern loop of the Laramie River Greenbelt Trail.
- 8) To acknowledge receipt of the report on the 2015 Public Right-of-Way Tree Assessment, from the 2007-08 Tree Assessment prepared by the Wyoming Division of State Forestry.

[Harrison/Feezer]

Documents:

[Consent AB Minutes 2.10.16.pdf](#)

10.F. RESOLUTION: Waiver of reservation fees for primary and general elections.

Action:

to approve Resolution 2016- ___ authorizing a waiver of the facility reservation fees at the Laramie Community Recreation Center for the 2016 primary and general elections.

[Harrison/Feezer]

Documents:

[Resolution Fee Waiver Elections.pdf](#)

10.G. MOU: Laramie Police Department and Laramie County Community College - Albany County Campus

ACTION:

That Council approve the MOU between the Laramie Police Department and Albany County Community College - Albany County Campus.

[Chief Stalder]

Documents:

[LCCC CARE TEAM MOU.pdf](#)
[LCCC CARE TEAM COVER SHEET.pdf](#)

10.H. BID AWARD: Haz Mat Tanker Rollover Bid Award

Action:

to approve purchase of a hazardous materials rollover training prop in the amount of \$79,725.00 from Draeger Safety Inc.

[Chief Johnson, Fire]

Documents:

[Agenda Cover Haz Mat Rollover Bid Award.pdf](#)
[Hazardous Material Tanker Rollover Bids.pdf](#)

10.I. RESOLUTION: Wyoming Department of Health application to the United States Department of Health and Human Services

Action:

that council approve Resolution 2016- ___ authorizing a letter of support for and resolution of support Wyoming Department of Health application for federal funds to support the 'Wyoming Early Childhood Comprehensive Systems Impact' study.

[Jordan]

Documents:

[Agenda Item - Letter of Support and Resolution.pdf](#)
[Resolution 2016.pdf](#)
[Support letter.pdf](#)

10.J. Schedule Meetings(s).

Action:

that Council schedule the following meeting(s):

1. **Special Meeting, March 10, 2016, 6:00 pm**, Engagement Agreement for Specialized Legal Services.
2. **Public Hearing, March 22, 2016, 6:00 pm**, Original Ordinance No. ___ annexing approximately 93 acres or property located in unincorporated Albany County, generally located on the northeast corner of I-80 and Curtis Street.
3. **Public Hearing, March 22, 2016, 6:00 pm**, Resolution No. ____, certifying Planning Commission action, regarding amendments to the Future Land Use Map (Map 3.2) of the 2007 Laramie Comprehensive Plan.
4. **Public Hearing, March 22, 2016, 6:00 pm**, Original Ordinance No. ___ establishing zoning in an area approximately 93 acres in size to B2 (Business) District, generally located on the northeast corner of I-80 and Curtis Street.
5. **Work Session, April 26, 2016, 6:00 pm**, Bill Nye Western Corridor.
6. **Work Session, April 26, 2016, 6:00 pm**, Pavement Management Program
7. **Work Session, April 26, 2016, 6:00 pm**, Art Plan Update
8. **Special Meeting, June 14, 2016, 6:00 pm**, Budget Adoption

11. REGULAR AGENDA

12. Original Ordinance No. 1938, to amend Chapter 13.52, Section 13.52.010 of the Laramie Municipal Code concerning Mosquito Control Fees. Third & Final Reading. (Introduced by Henry)

[Harrison/Feezer]

Documents:

[Agenda Item - Cover and Ordinance Fee for Mosquito Control Third Reading 2-22-16.pdf](#)

13. Resolution 2016- certifying the Laramie Planning Commission's approval of the 2016 Parks & Recreation Master Plan and that the 2016 Parks & Recreation Master Plan replaces in

its entirety the 1982 Comprehensive Plan for Parks, Recreation & Open Space: A Parks & Recreation Master Plan and authorize the Mayor and Clerk to sign.
[Harrison/Feezer]

Documents:

[Resolution Certifying PR Master Plan.pdf](#)
[Planning Commission Resolution 2016-02 Approving Parks and Recreation Ma....pdf](#)

14. Original Ordinance No. 1937, enacting Section 10.20.230 of the Laramie Municipal Code USE OF HANDHELD ELECTRONIC WIRELESS COMMUNICATION DEVICES FOR ELECTRONIC MESSAGING PROHIBITED; EXCEPTIONS; PENALTIES 3rd Reading

[LOOS]

Documents:

[Cover Sheet third reading texting 3-1-16.pdf](#)
[Texting Law third reading changes 2-16-16.pdf](#)

15. Branch Subdivision: A Final Plat for two commercial lots at 3025 Fort Sanders Road.
[Hunt]

Documents:

[Branch Subdivision Final Plat \(FP-15-05\).pdf](#)

16. Original Ordinance No. 1922 A, amending Title 8 of the Laramie Municipal Code for the purposes of creating health and safety standards for mobile homes, manufactured homes, recreational vehicles and tents.

[Hunt]

Documents:

[Original Ordinance No. 1922 A - 3rd Reading, Mobile Homes...health and safety standards.pdf](#)

17. Original Ordinance No. 1923 A, amending Title 15 of Laramie Municipal Code for the purposes of amending Section 15.22.050, Nonconforming Mobile Homes.

[Hunt]

Documents:

[Original Ordinance No. 1923 A - 3rd Reading, Nonconforming Mobile Homes.pdf](#)

18. Original Ordinance No. 1924, amending Title 15 of the Laramie Municipal Code for the purposes of amending LMC Chapters 15.14 and 15.28 regarding Mobile Home Parks, Manufactured Home Communities and Recreational Vehicle Parks.

[Hunt]

Documents:

[Original Ordinance No. 1924 - 3rd Reading, Mobile Home Parks....pdf](#)

19. Original Ordinance No. _____, Annexation of northeast corner of I -80 and Curtis Street (Love's Travel Center) (A-15-01)

[Hunt]

Documents:

[Original Ordinance No. _____ - 1st Reading, Annexing the Northeast corner of I-80 and Curtis Street \(A-15-01\).pdf](#)

20. Resolution 2016- _____, certifying Planning Commission action on Comprehensive Plan Amendment, northeast corner of I -80 and Curtis Street (Love's Travel Center) (CPA-16-01)

[Hunt]

Documents:

[Resolution \(CPA-16-01 Loves Travel Center\).pdf](#)

21. Original Ordinance No. _____, rezoning northeast corner of I -80 and Curtis Street (Loves Travel Center) (Z-15-07)

[Hunt]

Documents:

[Original Ordinance No. _____, rezoning northeast corner of I-80 and Curtis Street \(Loves Travel Center\) \(Z-15-07\).pdf](#)

22. Approval of the North Campus Traffic Impact Study

[Hunt]

Documents:

[CC Cover Sheet 03.01.16 North Campus Traffic Study.pdf](#)
[Traffic Commission Staff Report Amended 12.10.15.pdf](#)
[North Campus Impact Study.pdf](#)

23. Consideration of future Council work session topics

Documents:

[Mar-1-16 Upcoming Meetings.pdf](#)
[3-1-16 Future Work Session Topics.pdf](#)

24. Public Comments on Non-Agenda Items by sign-in requests

(Members of the public may address the City Council on items not on the printed Agenda. Please observe the time limit of five (5) minutes.)

25. ADJOURNMENT

NOTICE OF A PUBLIC HEARING
2016 BUSINESS READY COMMUNITY GRANT AND LOAN PROGRAM
APPLICATIONS FOR A BUSINESS COMMITTED PROJECT TO SUPPORT THE
CONSTRUCTION OF A HEADQUARTERS FOR BRIGHT AGROTECH IN LARAMIE

The Wyoming Business Council is seeking grant and loan applications from counties, incorporated cities, towns, joint powers boards, and tribes for the 2016 Business Ready Community (BRC) Grant and Loan Program. The intent of this program is to ready a community for new business development through economic or educational development projects which may include, but are not limited to, water, sewer, streets and roads, telecommunications, airports, purchase of rights of way, purchase of land, buildings, facilities, industrial and business parks, industrial site or business district development, amenities within a business or industrial park, landscaping, recreational and convention facilities, and or other physical projects.

The rules governing the BRC Grant and Loan Program are available on the Wyoming Business Council's website, <http://www.wyomingbusiness.org>.

The City of Laramie proposes to submit applications for both a BRC Business Committed Grant and Loan to support the construction of a headquarters for Bright Agrotech in the Laramie Rivers Business Park and is seeking citizen input regarding this project. The Laramie City Council will hold a public hearing on March 1st at 6:30 p.m. The hearing will take place in the Council Chambers of City Hall, 406 Ivinson Avenue. Citizens can also submit written comments to: City of Laramie/attn. Grant Analyst /P.O. Box C/Laramie, WY 82073/or sreese@cityoflaramie.org.

All written comments must be received no later than 5:00 p.m. on March 1st, 2016. At least one additional Public Hearing will may be scheduled in the coming weeks. The Laramie City Council will take all comments into consideration before considering a resolution in support of submitting an application for a 2016 BRC Business Committed Award.

Publish: February 23rd and March 1st, 2016

Send Bill and Affidavit to the City Manager's Office

**LARAMIE CITY COUNCIL
PUBLIC HEARING
Transfer of Restaurant Liquor License, Retail Liquor License No. 15
February 16, 2016**

Public Hearing was called to order by Mayor Paulekas at 6:31 p.m.

City Council present: Klaus Hanson, Vicki Henry, Joe Shumway, Bryan Shuster, Andi Summerville, Joe Vitale, Paul Weaver, Jayne Pearce, and Dave Paulekas. Absent: none.

The City Clerk read the notice:

NOTICE IS HEREBY GIVEN THAT ON THE 27TH DAY OF JANUARY 2016, AN APPLICATION WAS RECEIVED IN THE OFFICE OF THE CITY CLERK FOR TRANSFER OF OWNERSHIP OF RETAIL LIQUOR LICENSE NO. 15, FROM COWBOY BAR, INC, 2415 GRAND AVENUE TO JONA, INC, 2415 GRAND AVENUE, LARAMIE, WYOMING, THE PLACE AND PREMISES BEING A PART OF LOT 5A OF LOT CONSOLIDATION OF LOTS 9&3 BLOCK 1 AND LOTS 5, 10, 11, 12 AND 13, BLOCK 1, UNIVERSITY OF WYOMING PLAT 2A, B-2 ZONE, CITY OF LARAMIE, ALBANY COUNTY, WYOMING.

Mayor Paulekas asked if there were any public comments.

There were no comments.

Public Hearing was closed at 6:32 p.m.

Respectfully submitted

Angie Johnson
City Clerk

**LARAMIE CITY COUNCIL
PUBLIC HEARING
Mosquito Control Fees
February 16, 2016**

Public Hearing was called to order by Mayor Paulekas at 6:32 p.m.

City Council present: Klaus Hanson, Vicki Henry, Joe Shumway, Bryan Shuster, Andi Summerville, Joe Vitale, Paul Weaver, Jayne Pearce, and Dave Paulekas. Absent: none.

The City Clerk read the notice:

THE LARAMIE CITY COUNCIL WILL HOLD A PUBLIC HEARING ON TUESDAY, FEBRUARY 16, 2016 AT 6:30 P.M. IN COUNCIL CHAMBERS OF CITY HALL, 406 IVINSON STREET, TO RECEIVE COMMENTS ON ORIGINAL ORDINANCE NO. 1938 AMENDING CHAPTER 13.52, SECTION 13.52.010 OF THE LARAMIE MUNICIPAL CODE CONCERNING MOSQUITO CONTROL FEES. THOSE WISHING TO COMMENT ON THIS PROPOSED FEE INCREASE ARE ENCOURAGED TO ATTEND THE PUBLIC HEARING. WRITTEN COMMENTS WILL ALSO BE CONSIDERED.

Mayor Paulekas asked if there were any public comments.

Sally Palmer, 715 S. 11th St., thanked the Council for respecting the web of life, and the health of our citizens.

Public Hearing was closed at 6:34 p.m.

Respectfully submitted

Angie Johnson
City Clerk

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1. PROCLAMATIONS & PRESENTATIONS

None.

2. ANNOUNCEMENTS

None.

3. PUBLIC HEARINGS

3.I. Public Hearing: Retail Liquor License No. 15 Transfer Of Ownership From Cowboy Bar, Inc. To Jona, Inc. 2415 Grande Avenue, Laramie, WY

3.II. Public Hearing: Original Ordinance No. 1938, Amending Chapter 13.52, Section 13.52.010 of the Laramie Municipal Code Concerning Mosquito Control Fees.

4. AGENDA

Regular Meeting of the City Council was called to order by Mayor Paulekas at 6:34 p.m.

5. Pledge of Allegiance

Mayor Paulekas led the Pledge of Allegiance.

6. Roll Call

Roll call showed present: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Absent: None.

Staff present: Janine Jordan, City Manager; David Derragon, Assistant City Manager; Angie Johnson, City Clerk; Jason Loos, City Attorney; Randy Hunt, Community Development director; Paul Harrison, Parks & Recreation Director; and Todd Feezer, Asst. Parks & Recreation Director.

7. Disclosures by City Council Members

None.

8. Consideration of Changes In Agenda And Setting The Agenda

MOTION BY PEARCE, seconded by Shumway, that the Agenda be set as submitted.

MOTION CARRIED by voice vote.

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9. Approval of Consent Agenda

MOTION BY PEARCE, seconded by Summerville, that the Consent Agenda be approved and that each specific action on the Consent Agenda be approved as indicated.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

10. CONSENT AGENDA

10.I. MINUTES: City Council Meetings

Action: that Council approve the Minutes of the City Council Regular Meeting of February 2, 2016, and have them placed on file for public inspection.

10.II. CEMETERY DEEDS: For February 1-15, 2016

Action: that the Cemetery Deeds for February 1-15, 2016 be accepted, and the Mayor and City Clerk be authorized to sign and have them recorded in the Office of the County Clerk.

10.III. MINUTES: Parks, Tree And Recreation Advisory Board

Action: that Council acknowledge receipt of the Minutes from the January 20, 2016 Special Meeting of the Parks, Tree and Recreation Advisory Board and that the following recommendations be approved as indicated: N/A.

10.IV. GRANT: Enforcing Underage Drinking Laws (EUDL)

Action: to accept a grant from the Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) for enforcing underage drinking law in Laramie, in the amount of \$10,985.00.

10.V. DISCUSSION ITEM: Bias Crime Report

Action: that Council accept the Bias Crime Report for calendar year 2015, in accordance with Laramie Municipal Code 9.08.020.

10.VI. AGREEMENT: City Of Laramie Pavement Study

Action: that Council approve the Professional Services Agreement with DOWL to complete an addendum to the 2010 City of Laramie Pavement Study in a total amount not to exceed \$54,080.00.

10.VII. SCHEDULE MEETINGS:

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Action: that Council schedule the following meeting(s):

1. April 12, 2016 - Work Session, GIS and CRT Software Demonstration
2. March 1, 2016 - Public Hearing, Bright Agrotech BRC Grant Application
3. March 10, 2016 - Special Meeting, Bright Agrotech BRC

Grant Application

4. May 10, 2016 - Work Session, Budget/Government Funds
5. May 12, 2016 - Work Session, Budget/Government Funds
6. May 16, 2016 - Work Session, Budget/Enterprise Funds
7. May 19, 2016 - Special Meeting, Budget
8. May 19, 2016 - Work Session, Budget
9. May 24, 2016 - Special Meeting, Budget
10. May 24, 2016 - Work Session, Budget

11. REGULAR AGENDA

12. Consideration of Transfer of Ownership of Retail Liquor License from Cowboy Bar, Inc. to Jona, Inc. 2415 Grand Avenue.

MOTION BY SHUSTER, seconded by Pearce, that Council approve the transfer the ownership of Retail Liquor License #15 from Cowboy Bar, Inc. to Jona, Inc., 2415 Grand Avenue, Laramie, WY, and authorize the Mayor and Clerk to sign.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

13. Resolution 2016-16, Supporting the Filing of a Community Development Block Grant (CDBG) Application to the Wyoming Business Council in Amount Not To Exceed \$120,000 to Fund Roof Repairs at the Laramie Plains Civic Center.

MOTION BY WEAVER, seconded by Henry, that Council approve Resolution 2016-16 authorizing the submittal of a CDBG application to the Wyoming Business Council in amount not to exceed \$120,000 roof repairs at the Laramie Plains Civic Center and authorize Mayor and Clerk to sign.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

14. Resolution 2016-17, Designating Recreation Project Request Priorities to the Albany County Recreation Board for Funding Consideration in Fiscal Year 2017.

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MOTION BY HANSON, seconded by Weaver, that Council approve Resolution 2016-17 designating recreation project request priorities to the Albany County Recreation Board for funding consideration in fiscal year 2017 and authorize the Mayor and Clerk to sign.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

15. Original Ordinance No. 1938 Amending Chapter 13.52, Section 13.52.010 of the Laramie Municipal Code Concerning Mosquito Control Fees. Second Reading. (Introduced By Henry)

MOTION BY HENRY, seconded by Weaver, that Council approve Original Ordinance No. 1938, on second reading to amend Chapter 13.52, Section 13.52.010 of the Laramie Municipal Code concerning Mosquito Control fees, increasing the monthly utility user fee from \$2.57 to \$4.89 with an effective date of April 1, 2016.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

16. Consideration of a Business Ready Community Grant and Loan Program Grant Agreement between the Wyoming Business Council and the City Of Laramie for the Tungsten Heavy Powder and Parts (THPP) Project.

MOTION BY VITALE, seconded by Shuster, that Council approve the Business Ready Community Grant and Loan Program Grant Agreement between the Wyoming Business Council and the City of Laramie for the THPP Project and authorize Mayor and Clerk to sign and to approve an amendment to the fiscal year 2015-2016 of the biennium budget in the amount of \$2,935,924.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

17. Resolution 2016-18, Authorizing the Submission of a Mineral Royalty Application to the Office of State Lands and Investments for a Grant in the Amount Of \$3,000,000 to Support the Ivinson Avenue Reconstruction Project.

MOTION BY HENRY, seconded by Hanson, that Council approve Resolution 2016-18 authorizing the submittal of a MRG application to the Office of State Lands and Investments for a grant in the amount of \$3,000,000 to support the Ivinson Street Reconstruction Project and authorize the Mayor and Clerk to sign.

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Roll call showed Aye: Henry, Shumway, Shuster, Summerville, Pearce, and Paulekas. Nay: Hanson, Vitale, and Weaver. Absent: None. MOTION CARRIED.

18. Original Ordinance 1937 USE OF HANDHELD ELECTRONIC WIRELESS COMMUNICATION DEVICES FOR ELECTRONIC MESSAGING PROHIBITED; EXCEPTIONS; PENALTIES, Second Reading. (Introduced By Shumway)

The City Clerk read Original Ordinance No. 1937 by title only.

AN ORDINANCE TO ENACT SECTION 10.20.230 OF THE LARAMIE MUNICIPAL CODE USE OF HANDHELD ELECTRONIC WIRELESS COMMUNICATION DEVICES FOR ELECTRONIC MESSAGING PROHIBITED; EXCEPTIONS; PENALTIES

MOTION BY SHUMWAY, seconded by Pearce, that Council pass Original Ordinance 1937 and to set it for third reading on March 1, 2016.

MOTION BY SHUMWAY, seconded by Henry, that Council amend where it starts with 10.20.230 Section A., (to read) "no person shall operate a motor vehicle on a public street or highway while using a hand held electronic wireless communication device", and then insert "or cell phone dialing ", and then continue on to complete that paragraph.

Roll call ON AMENDMENT showed Aye: Hanson, Henry, Shumway, Weaver, and Paulekas. Nay: Shuster, Summerville, Vitale, and Pearce. Absent: None. MOTION CARRIED.

Roll call on MAIN MOTION AS AMENDED showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

Council recessed at 7:50 p.m.

Council reconvened at 7:56 p.m.

19. Resolution 2016-19, Supporting the Ducks Unlimited Goforth Reservoir Project.

MOTION BY PEARCE, seconded by Shuster, that Council approve Resolution No. 2016 - 19 supporting the matching funds through a Partner Contribution Statement to Ducks Unlimited in an amount not to exceed \$30,000 in cash plus allowable in-kind support for the North American Wetlands Conservation Act and authorize Mayor and Clerk to sign.

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Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

20. Public Comments on Non-Agenda Items by Sign-In Requests

None.

21. Consideration of Future Council Work Session Topics

Summerville: Public Art Committee, 15-20 minute update, no specific date.

22. Adjournment

MOTION BY HANSON, seconded by Henry, that Council adjourn.

MOTION CARRIED by voice vote.

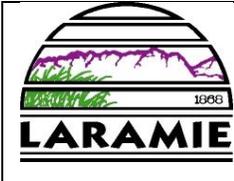
Council adjourned at 8:01 p.m.

Respectfully submitted,

Angie Johnson

City Clerk

CITY OF LARAMIE COUNCIL REGULAR MEETING March 1, 2016



Agenda Item: Minutes

Title: Minutes of the January 14, 2016 Traffic Commission Meeting

Recommended Council MOTION:

Move to acknowledge receipt of the Minutes from the January 14, 2016 Traffic Commission meeting.

Administrative or Policy Goal:

In general, the Traffic Commission provides the necessary framework for receiving, reviewing, and implementing valid concerns of City Residents that pertain to traffic safety and circulation within the Community.

Background:

The Traffic Commission held a regular meeting on January 14, 2016. The Minutes are attached.

Legal/Statutory Authority:

Laramie Municipal Code: Chapter 10.08 Official Traffic Commission

Responsible Staff:

Eric Jaap, City Engineer
Shane Johnson, Street Division Manager

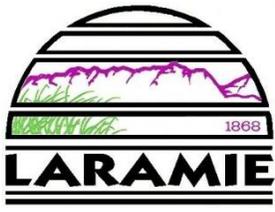
Future dates are subject to change

Work Session	
Advertised	
Public Hearing (PH) Held	
PH Advertised	
Introduction/1 st Reading	March 01, 2016
2 nd Reading	
3 rd Reading	

Attachments:

01/14/2016 Traffic Commission Minutes

_____ City Manager _____ City Attorney _____ **Community Development**



City of Laramie
Community Development Department
P.O. Box C
Laramie, WY 82073

Code Administration: (307) 721-5271
Engineering: (307) 721-5291
Planning: (307) 721-5207
Fax: (307) 721-5248

MINUTES
Traffic Commission
Thursday, January 14, 2016 at 7:00 AM
City Council Chambers, City Hall
406 Ivinson Avenue, Laramie, WY

The Traffic Conference meetings are open to the public. Requests from person with disabilities must be made to the Community Development Department 24 hours in advance of the meeting.

1. CALL TO ORDER/ ROLL CALL

Meeting convened at 7:02 AM

Members present: Harold Colby, Arthur Denison, Megan Hayes, Michael Moeller and Nancy Sindelar (Chair)

Members absent: Lindsay Schumaker and Debbie Shinstine

There was a quorum present at all times.

Council Liaison: Klaus Hanson (present)

Staff Present: Randy Griesbach (WYDOT), Randy Hunt, Eric Jaap, Carl Lund, Kathleen Wickersham and William Winkler

2. APPROVAL OF AGENDA AND MINUTES

2-A. AGENDA: January 14, 2016 Traffic Commission Meeting Agenda

MOTION BY HAYES, second by Moeller, to approve the January 14, 2016 Traffic Commission Agenda as written.

Aye: 5

Nay: 0

Motion carried.

2-B. MINUTES: Thursday, December 10, 2015 Traffic Commission Meeting Minutes

MOTION BY COLBY, second by Moeller, to approve the December 10, 2015 Traffic Commission Minutes as written.

Aye: 5

Nay: 0

Motion carried.

3. CITIZEN COMMENTS

No citizen comments.

4. TRAFFIC COMMISSION AND STAFF REPORTS AND COMMENTS

4-A. Engineering Division – 2016 Application Submittal Schedule (FYI)

Sindelar invited fellow Commissioners to a webinar training on January 27th. See Sindelar for more information.

5. DISCLOSURES

No disclosures.

6. CURRENT BUSINESS

OLD BUSINESS

6-A. North Campus Traffic Impact Study

MOTION BY MOELLER, second by Denison, to approve the North Campus Impact Study completed on August 16th, 2014 by Sustainable Traffic Solutions (STS) along with the modifications to traffic control outlined in the analysis performed by City staff as recommended in the aforementioned study.

- With the addition of the Enzi STEM and Engineering North Expansion buildings, it is recommended that the City and University of Wyoming monitor the parking in the areas outside of the residential parking districts adjacent to campus.
- The traffic signal at 9th Street and Lewis Street is not warranted and shall be replaced by side street stop control.
- The City shall revise the laneage on the Lewis Street approaches from a single lane to a left turn lane and a through plus right turn lane. The left turn lanes shall be 60' long which will require elimination of approximately 110' of parking on Lewis Street east and west of 9th Street, as per the accompanying "9th and Lewis" exhibits.
- The City shall review the intersection sight distance on the Lewis Street approaches at 9th Street and shall adjust it as necessary to provide sufficient sight distance for motorists on the stop controlled approaches at Lewis Street. Parking shall be removed on 9th Street to improve the intersection sight distance as determined necessary. Ample sight distance will be necessary to allow pedestrians to judge gaps in 9th Street traffic.
- The City shall install a pedestrian actuated flasher on 9th Street at Lewis Street to aid pedestrians crossing 9th Street.
- It is recommended that the Urban System Advisory Committee (USAC) monitor the development in the north campus area and consider changes to the local and collector roads, as necessary.
- The timeline for implementing the action items in this motion shall be on or before October 31, 2016.

Aye: 4

Nay: 1

Motion carried.

NEW BUSINESS

6-B. Bicycle Friendly University Feedback Report

Dan McCoy Chairman of the University of Wyoming Bike Committee provided an informational presentation on the Bike Friendly University Feedback Report to the Commission. Copies of the report were provided to the Commissioners as part of their agenda packets.

7. TRAINING

7-A. Wyoming Public Documents and Open Meetings Acts

Commissioners were provided training documents and the Wyoming Public Documents brochure prior to the start of the meeting. Paula Wilson-Cazier provided the Wyoming Public Documents and Open Meetings Acts training to the five (5) Traffic Commissioners that were present.

8. NEXT MEETING DATE – February 11, 2016

9. ADJOURN

MOTION BY MOELLER, second by Colby, to adjourn.

Aye: 5

Nay: 0

Motion carried.

Meeting adjourned at 8:15 AM.

VALIDATED:

<u>NANCY SINDELAR</u>	<u>02/11/2016</u>
Nancy Sindelar, Traffic Commission Chair	Date

<u>KATHLEEN WICKERSHAM</u>	<u>02/11/2016</u>
Kathleen Wickersham, Traffic Commission Secretary and Clerk	Date

The original Minutes were approved and signed on February 11, 2016.
The signed document is on file.



Agenda Item: Minutes

Title: Minutes of the February 10, 2016 Parks, Tree and Recreation Advisory Board Meeting

Recommended Council MOTION:

I move that Council acknowledge receipt of the Minutes from the February 10, 2016 meeting of the Parks, Tree and Recreation Advisory Board and that the following recommendations be approved as indicated:

- 1) To acknowledge receipt of the January 2016 Recreation Center membership reports.
- 2) To approve the Adopt A Trail Along Greenbelt Park Agreement between the City and HabiTech or general cleanup of one-quarter mile section along the Laramie River Greenbelt Park.
- 3) To approve the Adopt A Trail Along Greenbelt Park Agreement between the City and Handel Information Technologies for general cleanup of one-quarter mile section along the Laramie River Greenbelt Park.
- 4) To approve the request for a fee reduction for the After Prom party at the Recreation Center form the Coalition to Prevent Substance Abuse.
- 5) To approve the Memorandum of Understanding between the City and Laramie Legion Baseball Club, Inc. for use of Cowboy Field for the 2016 baseball season.
- 6) To acknowledge receipt of the revenue/expense reports for the 2015 fall recreation program season.
- 7) To approve the request by the Laramie Audubon Society to permit the placement of American Kestrel nesting boxes in undeveloped LaPrele Park and the southern loop of the Laramie River Greenbelt Trail.
- 8) To acknowledge receipt of the report on the 2015 Public Right-of-Way Tree Assessment, from the 2007-08 Tree Assessment prepared by the Wyoming Division of State Forestry.

Administrative or Policy Goal:

City Council Goal: Multi-Modal Public Access – Preserve park land, open space, and public trails for future generations

Comprehensive Plan: Chapter 4 Parks & Recreation

Department Objective: Provide quality parks and recreation opportunities for residents and visitors to the City; Develop infrastructure to enhance existing parks and recreation facilities and amenities for residents and visitors to the City.

Background:

Minutes from the February 10, 2016 Parks, Tree and Recreation Advisory Board meeting.

Legal/Statutory Authority:

N/A

BUDGET/FISCAL INFORMATION:

N/A

Responsible Staff:

Paul Harrison, Parks and Recreation Director at 721-5260.

Attachments:

Minutes from the February 10, 2016 Parks, Tree and Recreation Advisory Board meeting.

_____ City Manager _____ City Attorney PH **Parks & Recreation**

**CITY OF LARAMIE
PARKS, TREE & RECREATION ADVISORY BOARD
February 10, 2016
Minutes of Meeting**

MEMBERS PRESENT: Marius Favret, Jacque Stonum, Larry Foianini, Amy Williamson, Helen Coates, Chris Dixon

MEMBERS NOT PRESENT: Jamie Le Jambre, Dave Hammond, Steve Ropp

COUNCIL LIASON: Paul Weaver

City Youth Council: Rachel Huang and Caitlin Huang (not present)

GUESTS: Vicki Henry, Brian Waitkus, Blaise Grant

CITY STAFF PRESENT: Paul Harrison, Parks & Recreation Director; Todd Feezer, Parks & Recreation Director; Jodi Guerin, Recreation Manager; Scott Stevenson, Facilities Manager; Scott Hunter, Parks/Cemetery Crew Supervisor; Randy Overstreet, City Arborist; Derek Teini, Principal Planner; Inez Wildenborg, Administrative Coordinator

The regular meeting was called to order by Madam Chair Stonum at 6:32 pm.

Consent Agenda:

1. To approve the minutes from the January 13, 2016 regular meeting of the Parks, Tree and Recreation Advisory Board, and the January 20, 2016 Special Meeting. (Harrison, pages 3-9)
2. To acknowledge receipt of the January 2016 Recreation Center membership reports. (Color inserts, pages 102-108)
3. To approve the Adopt A Trail Along Greenbelt Park Agreement between the City and HabiTech or general cleanup of one-quarter mile section along the Laramie River Greenbelt Park. (Schott, pages 10-13)
4. To approve the Adopt A Trail Along Greenbelt Park Agreement between the City and Handel Information Technologies for general cleanup of one-quarter mile section along the Laramie River Greenbelt Park. (Schott, pages 14-17)
5. To acknowledge receipt of the Resolution approved by the City Council concerning the feasibility study for a Youth Sports Complex in Laramie. (Harrison, pages 18-20)
6. To approve the request for a fee reduction for the After Prom party at the Recreation Center from the Coalition to Prevent Substance Abuse. (Guerin, pages 21-22)
7. To approve the Memorandum of Understanding between the City and Laramie Legion Baseball Club, Inc. for use of Cowboy Field for the 2016 baseball season. (Guerin, pages 23-30)
8. To acknowledge receipt of the revenue/expense reports for the 2015 fall recreation program season. (Guerin, pages 31-39)

Motion by Williamson, second by Coates, that the Consent Agenda be approved as indicated within the staff reports. Motion carried 6-0.

Regular Agenda:

1. **Introduction of appointed Board members and new Board member. (Harrison, pages 40-46)**

Director Harrison introduced the re-appointment of three of The Parks, Tree, And Recreation Advisory Board Members, Jacque Stonum, Stephen Ropp, and Amy Williamson, along with the new, 1 year appointment of The Parks, Tree, And Recreation Advisory Board Member, Helen Coates.

2. **Election of Board Chair and Vice-Chair for 2016. (Harrison, page 47)**

Motion by Favret, second by Williamson, to re-elect Madam Chair Jacque Stonum as the Board Chair for 2016. Motion carried 6-0.

Motion by Williamson, second by Favret, to elect Larry Foianini as Vice-Chair for 2016. Motion carried 6-0.

3. Wyoming Open Meetings Act and Public Records Act training and orientation. (Paula Wilson Cazier)

Agenda Item #3 postponed until next month, due to Ms. Wilson-Cazier being unavailable.

7. Consideration of Resolution AB2016-05 to permit the placement of American Kestrel nesting boxes in undeveloped LaPrele Park and the southern loop of the Laramie River Greenbelt Trail. (Harrison, pages 59-71)

Vicki Henry gave a brief background detailing **Resolution AB2016-05** in support of the Laramie Audubon Society's mission to "promote the conservation and appreciation of birds and other wildlife through education, outreach, and habitat stewardship."

Henry described that the Laramie Audubon Society is concerned about the recent decline in population of the American Kestrel, a small raptor that hunts insects, small rodents and small birds.

Laramie Audubon Society (LAS) has received six (6) American Kestrel nest boxes produced by Bradley Wahlgren's Eagle Scout project. LAS is requesting permission to install at least four kestrel nest boxes in two (2) of City of Laramie parks, undeveloped LaPrele Park and the southern loop of the Laramie Greenbelt Trail. These areas were chosen because of the suitable open areas for hunting by kestrels, there are suitable perching sites, and kestrels have been seen in these areas.

The Laramie Audubon Society has formed a committee for the installation, maintenance and, if necessary, the removal of the nesting boxes.

With the consideration of public comment, motion by Williamson, second by Foianini, that the Parks, Tree and Recreation Advisory Board approve Resolution 2016-AB-05 in support of the proposal submitted by the Laramie Audubon Society to place American Kestrel nesting boxes in undeveloped LaPrele Park and the southern loop of the Laramie Greenbelt Trail and forward onto Council for their consideration. Motion carried 6-0.

4. Consideration of Parks, Tree and Recreation Advisory Board Goals for 2016. (Harrison, page 48)

**Parks, Tree and Recreation Advisory Board
Goals for 2015**

- 1) The Board will make recommendations and assist with the completion and adoption of the Parks and Recreation Master Plan.
- 2) The Board will encourage and support the development of open spaces, parklands, greenbelts, trails, and setting aside land for future recreational use, and will annually review the Parks and Recreation Department's six-year capital improvement plans.
- 3) The Board will encourage the planning for optimal recreational use of appropriate portions of the Monolith Ranch including the formation of a citizen Ad Hoc Advisory Committee to develop a Monolith Ranch Recreation Master Plan.
- 4) The Board will review annually and provide recommendations on fees and policies for the Recreation Center and Ice and Event Center based on the operating pro-forma.
- 5) The Board will encourage and support continuing grants for Parks and Recreation programs and operations.
- 6) The Board will encourage and support the conservation of the City's renewable water resources with emphasis on promoting water-wise native xeric plants for Laramie.

7) The Board will support continuing the Tree City USA designation.

8) The Board will make recommendations and assist with the development of a Community Forest Stewardship Plan. The Community Forest Stewardship Plan shall include revising the list of desirable trees for planting as street trees with suggested spacing and planting distances from curbs, sidewalks, and foundations, along with a list of trees not suitable for planting as street trees.

9) The Board will review and make recommendations regarding fundraisers for, and donations to the Recreation Center, Ice and Event Center, and the Recreation Center Endowment for any amount over \$500.

10) The Board will review annually the condition and status of all City parks and support the enhancement of existing park amenities.

11) The Board will work with citizen groups towards the goals of increasing open space in the northeast section of Laramie, in the Kiowa Park/Indian Ridge neighborhood.

Coates requested that the board consider adding a goal for specific dog park areas and maintenance standards.

Williamson stated the need to encourage groups to bring forward fundraising ideas and encourage other civic groups to support programs.

Favret emphasized that the Board encourage planning for optimal recreational use of appropriate portions of the Monolith Ranch, including the formation of a citizen Ad Hoc Advisory Committee to develop a Monolith Ranch Recreation Master Plan.

Williamson asked that Goal #8 be removed as it is already completed.

Favret recommended that new trees be planted in new developments.

Harrison noted that staff will incorporate these ideas and suggestions into 2016 Goals for consideration by the Board at the March meeting, with a resolution.

5. Consideration of Resolution AB2016-03 to approve and recommend approval of the draft Parks and Recreation Master Plan. (Harrison, pages 49-54)

Harrison noted that Resolution AB2016-03 of the Parks, Tree and Recreation Advisory Board for the City of Laramie, Wyoming states adopting the 2016 Parks and Recreation Master Plan in its entirety and replaces the 1982 Comprehensive plan for Parks, Recreation and Open Space: A Parks and Recreation Master Plan.

Motion by Foianini, second by Williamson, that the Parks, Tree and Recreation Advisory Board approve Resolution AB2016-03 for the adoption of the 2016 Revised Parks and Recreation Master Plan and forward the recommendation to the City's Planning Commission and the City Council. Motion carried 6-0.

6. Consideration of Resolution AB2016-04 to recommend the use of the Recreation Center gymnasium at no cost for Albany County for the 2016 primary and general elections. (Stevenson, pages 55-58)

Motion by Williamson, second by Coates, that the Board approve Resolution 2014-AB-04 authorizing a waiver of the facility reservation fees for the 2016 primary and general elections for Albany County and forward onto City Council for their consideration. Motion Carried 6-0.

8. Status report on the 2015 Public Right-of-Way Tree Assessment, from the 2007-08 Tree Assessment prepared by the Wyoming Division of State Forestry. (Overstreet, pages 72-87)

Randy Overstreet, City Arborist gave a presentation for the 2015 Laramie Right-Of-Way Tree Assessment.

Staff Reports FYI:

- Hunter presented the Parks Division staff report to the Board.
- Guerin presented the Recreation Division staff report to the Board.
- Stevenson presented the Facilities Division staff report to the Board.

New Business:

- Madam Chair, Jacque Stonum, represented the PT&R Board and presented Director Harrison with a retirement plaque and congratulated him on his pending retirement.

Meetings:

- *Next Regular Meeting Date: Wednesday, March 9, 2016 at 6:30pm

Public Comments:

None

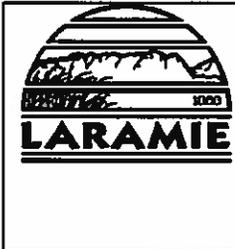
Meeting adjourned at 8:06 pm.

Respectfully Submitted,

Inez Wildenborg

for Inez Wildenborg
Administrative Coordinator
Parks and Recreation, City of Laramie

CITY OF LARAMIE COUNCIL REGULAR MEETING March 1, 2016



Agenda Item: Resolution

Title: Resolution 2016-__ authorizing a waiver of the facility reservation fees at the Laramie Community Recreation Center for the 2016 primary and general elections.

Recommended Council MOTION:

I move that Council approve Resolution 2016-__ authorizing a waiver of the facility reservation fees at the Laramie Recreation Center for the 2016 primary and general elections and authorize the Mayor and Clerk to sign.

Administrative or Policy Goal:

Department Objective: Provide quality parks and recreation opportunities for residents and visitors to the City; Develop infrastructure to enhance existing parks and recreation facilities and amenities for residents and visitors to the City.

Background:

In 2014 the Albany County Clerk asked the Recreation Center to provide the gymnasium as a polling location for the 2014 primary and general elections on August 19, 2014 and November 6, 2014. Since the gymnasium would be closed for use by the members and patrons for approximately two days, the Recreation Center staff recommended the City reduce the facility reservation fee to cover only the direct costs of labor to set up, tear down and cleanup for the elections. The Parks Tree and Recreation Advisory Board approved Resolution 2014 AB-7, supporting a fee reduction, and forwarded it to City Council for consideration

Council amended the resolution to waive all fees, and approved the amended resolution authorizing the fee waiver, on March 18th, 2014 and both elections were held in the Recreation Center gymnasium. From both the City's and County's perspective, the events were a success and caused very little impact to the members and patrons.

The Albany County Clerk has again asked that the Recreation Center be utilized as a polling location for the 2016 primary and general elections on August 16th and November 8th respectfully. Albany County has also asked that the facility reservation fees be waived for these two elections.

Because of the minimal impact these two elections caused in 2014, the staff believes the reservation fees should again be waived for these two election dates.

The total cost for the facility setup, which includes labor and materials for covering of the gymnasium floor and setting up tables and chairs for the primary election and the general election is estimated at \$850.00.

It should be noted that with the advanced notice for both elections the member and patron impact can be accommodated and should be minimal. The regular facility reservation fee for both the primary and general election, based upon the current Parks and Recreation master fee schedule would be \$3,120.00.

Attached is resolution 2016-AB-04 that details the fee Waiver.

Legal/Statutory Authority:

N/A

Proposed Project Cost.

Project	Amount	Funds
Facilities Staff Cost	\$800.00	hourly cost for Facilities Staff
Misc. Supplies	\$50.00	Materials and supplies
Total Amount	\$850.00	

BUDGET/FISCAL INFORMATION:

Responsible Staff:

Paul Harrison, Parks and Recreation Director at 721-5260

Todd Feezer, Asst. Parks and Recreation Director at 721-5348

Attachments: Resolution 2016-_____

_____ City Manager _____ City Attorney PA Parks & Recreation

RESOLUTION 2016- ____

A RESOLUTION AUTHORIZING A WAIVER OF THE RECREATION CENTER FACILITY RESERVATION FEES FOR THE 2016 PRIMARY AND GENERAL ELECTION FOR ALBANY COUNTY.

WHEREAS, the City of Laramie Wyoming (City) operates the Laramie Community Recreation Center for the Laramie community with all of the revenues and expenses of the facility accounted for in a separate fund to keep the general fund cost as low as possible; and

WHEREAS, the Albany County Clerk utilized the Recreation Center gymnasium for the primary and general elections on August 19, 2014 and November 6, 2014 at no cost; and

WHEREAS, Albany County has requested a reservation fee waiver for the use of the Recreation Center gymnasium for the primary election on August 16, 2016 and the general election on November 8, 2016; and

WHEREAS, the Parks, Tree and Recreation Advisory Board approved a resolution recommending the City Council approve the request from Albany County for a waiver of the Recreation Center facility reservation fees for the 2016 primary and general election.

NOW THEREFORE, THE CITY COUNCIL OF LARAMIE, WYOMING, RESOLVES:

SECTION 1: That the foregoing recitals are incorporated in and made part of this resolution by this reference

SECTION 2: That, the City Council hereby approves the request from Albany County for a waiver of the Recreation Center facility reservation fees for the 2016 primary and general elections.

PASSED APPROVED AND ADOPTED on this 1st day of March, 2016

David A. Paulekas, Mayor and president of
the Laramie City Council, Laramie, WY

ATTEST:

Angie Johnson
City Clerk

RECEIVED JAN 08 2016

JACKIE R. GONZALES
ALBANY COUNTY CLERK

525 GRAND AVE SUITE 202 · LARAMIE, WYOMING 82070
(307) 721-2541 · FAX (307) 721-2544
JGONZALES@CO.ALBANY.WY.US



January 6, 2016

Paul Harrison
Laramie Parks & Recreation
920 Boulder Dr
Laramie, WY 82070

Dear ^{Paul,} ~~Mr. Harrison,~~

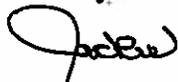
As we look ahead to the 2016 Federal Election cycle, we are writing to request the continued use of the Laramie Recreation Center as a polling place.

The Primary Election will occur on August 16, 2016 and the General Election on November 8, 2016. Representatives from our office will set up the polling place the day prior to the election and generally will have all equipment removed by noon the day after the election. Please confirm with whom we should arrange access each day.

In addition, we ask that the Laramie City Council waive the facility reservation fees for these two elections as was their adoption during the 2014 election cycle.

Thank you for your support and don't hesitate to contact us if you have any questions or concerns.

Sincerely,


Jackie R. Gonzales
Albany County Clerk

Happy New Year!

RESOLUTION 2016- AB-04

A RESOLUTION AUTHORIZING A WAIVER OF THE RECREATION CENTER FACILITY RESERVATION FEES FOR THE 2016 PRIMARY AND GENERAL ELECTION FOR ALBANY COUNTY.

WHEREAS, the City of Laramie Wyoming (City) operates the Laramie Community Recreation Center for the Laramie community with all of the revenues and expenses of the facility accounted for in a separate fund to keep the general fund cost as low as possible; and

WHEREAS, the Albany County Clerk utilized the Recreation Center gymnasium for the primary and general elections on August 19, 2014 and November 6, 2014 at no cost; and

WHEREAS, Albany County has requested a reservation fee waiver for the use of the Recreation Center gymnasium for the primary election on August 16, 2016 and the general election on November 8, 2016; and

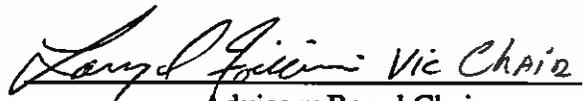
WHEREAS, the Parks, Tree and Recreation Advisory Board goals state the Board shall review annually and provide recommendations on fees and policies for the Recreation Center and Ice and Event Center based on the operating pro-forma.

NOW THEREFORE, THE PARKS, TREE AND RECREATION ADVISORY BOARD OF LARAMIE, WYOMING, RESOLVES:

SECTION 1: That the foregoing recitals are incorporated in and made part of this resolution by this reference

SECTION 2: That, the Parks, Tree and Recreation Advisory Board recommends the City Council approve the request from Albany County for a waiver of the Recreation Center facility reservation fees for the 2016 primary and general elections.

PASSED AND APPROVED on this 10th day of February, 2016



Advisory Board Chair
Jacque Stonum

ATTEST:


Inez Wildenberg
Administrative Coordinator

MEMORANDUM OF UNDERSTANDING
between
LARAMIE COUNTY COMMUNITY COLLEGE – ALBANY COUNTY CAMPUS
and
Laramie Police Department

1. **Parties.** This Memorandum of Understanding (*hereinafter referred to as "MOU"*) is made and entered into by and between Laramie County Community College Albany County Campus (*hereinafter referred to as LCCC-ACC*), whose address is 1125 Boulder Drive, Laramie, WY 82070, and the Laramie Police Department (*hereinafter referred to as Provider*) whose address is 620 Plaza Ct. Laramie, WY 82072.
2. **Purpose.** The purpose of this MOU is to outline the working relationship between LCCC-ACC and the Laramie Police Department to collaborate resources involving the LCCC-ACC CARE Team and cross-training opportunities.
3. **Terms of MOU.** This MOU shall commence upon the day and date last signed and executed by the duly authorized representatives of the parties to this MOU and shall remain in full force and effect until terminated. All services shall be completed during this term.
4. **LCCC-ACC shall be responsible for:**
 - a. CARE Team
 - i. Provide meeting rooms and necessary equipment required per respective meeting
 - ii. Ensuring that applicable state and federal regulations are adhered to regarding the sensitivity, handling, storage, disclosure and distribution of confidential material.
 - iii. Shall act as the "Clerk of Records" for information and documentation
 - b. Cross-Training and Education
 - i. Willingness to participate in cross-training opportunities for the purposes of understanding the differing obligations between entities particularly in the area of Title IX. Willingness to share resources and learning opportunities in areas such as de-escalation, interview techniques, Mental Health First Aid, etc.
5. **Provider will be responsible for:**
 - a. CARE Team
 - i. Serve as a CARE Team Liaison by permitting a staff member to participate in scheduled on-campus meetings and/or events, specifically that a licensed counselor is designated as the Provider's representative for these occasions.
 - b. Cross-Training and Education
 - i. Willingness to participate in cross-training opportunities for the purposes of understanding the differing obligations between entities particularly in the area of Title IX. Willingness to share resources and learning opportunities in areas such as de-escalation, interview techniques, Mental Health First Aid, etc.

6. **Compensation Provisions.** This MOU is a non-fee/non-payment relationship; therefore fees, dues, funding, and/or compensation benefits shall not apply to this MOU.

7. **General Provisions:**

- a. **Amendments.** Either party may request changes in this MOU. Any changes, modifications, revisions or amendments to this MOU which are mutually agreed upon by and between the parties to this MOU shall be incorporated by written instrument, executed and signed by all parties to this MOU.
- b. **Applicable Law and Venue.** The parties mutually understand and agree the construction, interpretation, and enforcement of this MOU shall be governed by the laws of the State of Wyoming. If any dispute arises between the parties from or concerning this MOU or the subject matter hereof, any suit or proceeding at law or in equity shall be brought in Laramie County Wyoming. The foregoing provisions of this paragraph are agreed by the parties to be a material inducement to Provider and to LCCC in executing this MOU. This provision is not intended nor shall it be construed to waive LCCC's governmental immunity as provided in WYO. STAT. ANN. § 1-39-101 (2013), *et seq.*, and all other applicable laws.
- c. **Availability of Funds.** Each payment obligation of either party is conditioned upon the availability of government funds which are appropriated or allocated for the payment of this obligation. If funds are not allocated and available for the continuance of the services performed by either party, the MOU may be terminated by either party at the end of the period for which the funds are available. Each party shall notify the other party at the earliest possible time of the services which will or may be affected by a shortage of funds. No penalty shall accrue to either party in the event this provision is exercised, and neither party shall be obligated or liable for any future payments due or for any damages as a result of termination under this section. This provision shall not be construed to permit either party to terminate this MOU to acquire similar services from another party.
- d. **Entirety of this MOU.** This MOU, consisting of three pages, represents the entire and integrated MOU between the parties and supersedes all prior negotiations, representations and MOUs, whether written or oral.
- e. **Indemnification.** To the fullest extent permitted by law, Provider agrees to indemnify and hold harmless LCCC, its elected and appointed officials, employees, officers, agents, successors, assignees and volunteers from any and all lawsuits, losses, liability for injuries, damages, claims, penalties, actions, demands or expenses arising from or in connection with work performed by or on behalf of Provider for LCCC.
- f. **Representatives.** All notices, communications, correspondence and transmittals regarding this Agreement shall be done so via written instrument to the below designated Agreement representatives.
 - i. LCCC legal and contractual matters: Jamie Spezzano, (307) 778-1280, jspezzano@lccc.wy.edu
 - ii. LCCC program contact: Mindy Falkner, Coordinator, Counseling and Campus Wellness, (307) 778-1261, 1400 East College Drive, Cheyenne WY 82007.
 - iii. Provider's representative for this Agreement is Karl Cline (307) 426-4724, whose address is 510 W 29th St—PO Box 1005, Cheyenne WY 82003.

- g. Severability.** Should any portion of this MOU be judicially determined to be illegal or unenforceable, the remainder of the MOU shall continue in full force and effect, and either party may renegotiate the terms affected by the severance.
- h. Governmental/Sovereign Immunity.** LCCC does not waive its Governmental/Sovereign Immunity by entering into this MOU and specifically retains all immunities and defenses available to it as a governmental entity pursuant to WYO. STAT. ANN. § 1-39-101 (2013), *et seq.*, and all other applicable laws. LCCC fully retains all immunities and defenses provided by law with regard to any action, whether in tort, contract or any other theory of law, based on this MOU. Designations of venue, choice of law, enforcement actions, and similar provisions should not be construed as a waiver of governmental/sovereign immunity. The parties agree that any ambiguity in this MOU shall not be strictly construed, either against or for either party, except that any ambiguity as to governmental/sovereign immunity shall be construed in favor of governmental/sovereign immunity.
- i. Termination.** If for any reason either Party desires to terminate this MOU, it may do so upon fifteen (15) day advance written notice to the other Party. Upon receipt of such notice, the other Party will immediately discontinue specific services and/or obligations.
- j. Third Party Beneficiary Rights.** The parties do not intend to create in any other individual or entity the status of third party beneficiary, and this MOU shall not be construed so as to create such status. The rights, duties and obligations contained in this MOU shall operate only between the parties to this MOU, and shall inure solely to the benefit of the parties to this MOU. The provisions of this MOU are intended only to assist the parties in determining and performing their obligations under this MOU.

8. Signatures. In witness whereof, the parties to this MOU through their duly authorized agents have executed this MOU on the day and date set out below, and certify that they have read, understood, and agreed to the terms and conditions of this MOU as set forth herein.

The effective date of this MOU is the day and date last signed and executed by the duly authorized agents of the parties to this MOU shown below.

Laramie Police Department

By: _____
Signature

Name: David Paulekas
Printed Name

Title: Mayor

Date: _____

E-mail: _____

Attest: _____
Angie Johnson, City Clerk

Laramie County Community College

By: _____
Signature

Name: Joe Schaffer, Ed.D.
Printed Name

Title: College President

Date: 2/5/19

CITY OF LARAMIE COUNCIL REGULAR MEETING March 1, 2016



Agenda Item: Memorandum of Understanding

Title: Memorandum of Understanding between the City of Laramie Police Department and Laramie County Community College – Albany County Campus

Recommended Council MOTION:

I move that Council approve a Memorandum of Understanding between the City of Laramie Police Department and Laramie County Community College for the purpose of sharing information to between the LCCC CARE Team and the Laramie Police Department and authorize the Mayor and Clerk to sign.

Administrative or Policy Goal:

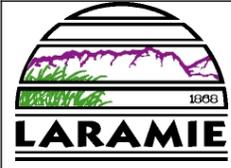
It is beneficial for the Laramie Police Department and Laramie County Community College to share information about students who reside in the community and who attend LCCC. This includes information that enhances the safety of the LCCC campus, information that may be of benefit to the Police Department, and information that may benefit students attending LCCC.

Background:

The Police Department was approached by LCCC staff about the potential of having an officer on their Albany County Campus CARE Team. The purpose of the team is to share information that may enhance safety or benefit students attending LCCC. The model has been used for several years on the Cheyenne Campus and the Laramie Campus now has a CARE Team. There are many instances in which involvement on this team may prove beneficial.

Responsible Staff: Dale A. Stalder, Chief of Police

_____ City Manager _____ City Attorney _____ **Police Department**



Agenda Item: Bid Award

Title: Consideration of authorization to award a bid in the amount of \$79,725 to Draeger Safety Inc to purchase a Hazardous Materials Rollover Training Prop.

Recommended Council MOTION:

“that Council awards a bid in the amount of \$79,725 to Draeger Safety Inc to purchase a Hazardous Materials Rollover Training Prop., and authorizes the City Manager to sign.”

Administrative or Policy Goal:

Preparedness; training of emergency responders

Background:

The City of Laramie Fire Department was awarded an Assistance to Firefighters grant from FEMA in the amount of \$248,043 (\$225,494 grant, \$22,549 COL match) for the purpose of purchasing training props for firefighter training. Council has accepted the award and amended the 2015-2016 FY budget on 7/21/15. Of the list of props that were approved by the grant – one was a Hazardous Materials Rollover Training Prop. The project went to bid following COL guidelines and received 2 bid proposals.

The bidders were:

1. BullEx, Inc.	
Albany, N.Y	\$193,895.00
2. Draeger Safety Inc.	
Pittsburgh, PA	\$79,725.00

The Fire Department is recommending to Council to award the bid of this project to Draeger Safety Inc of Pittsburgh, PA in the amount of \$79,725.00 as it meets the specification required within the bid document.

Legal/Statutory Authority:

FEMA – U.S. Department of Homeland Security

BUDGET/FISCAL INFORMATION:**EXPENSE**

Proposed Project Cost.

Project Budget	Amount	Funds
Project Cost	\$79,725.00	AFG-FEMA/COL match
Loans on Project		
Grants for Project	\$71,752.50	FEMA AFG
Other/Outside Projects		
City's Amount	\$7,972.50	ACCT# 100-3045-422-7410
Contingency	0%	\$0.00
Total Amount	\$79,725.00	

Responsible Staff: Jim Hoflund – Shift Commander Training
Dan Johnson – Fire Chief

Attachments:

_____ City Manager _____ City Attorney _____ **Fire Department**

City of Laramie, Wyoming

Fire Department

**Hazmat Rollover Tanker Prop
Specifications and Bid Requirements
February, 2015**

Dan Johnson, Chief of Department

**Contact information: Jim Hoflund, Shift Commander/Training
(307) 721-5332**

NOTICE OF CALL FOR BIDS

Notice is hereby given that the City of Laramie, Wyoming will receive sealed bids for the furnishing of:

A Hazardous material tanker rollover training prop. The prop will be used for training firefighters to mitigate small leaks and large spills. It will contain multiple types of domes including a chlorine and fuel dome. It will have flammable liquid and pressure vessel rupture kits. The ability to ground/bond and hot/cold tapping will be included. Training on set-up and maintenance for up to 10 personnel along with shipping and handling must be included in the bid.

As called for in the specifications for the Hazardous material tanker rollover training prop bid at the Office of the City Clerk, City Hall, 406 Iverson Street (PO Box C), Laramie, Wyoming 82073 until 1:00 P.M. Local Time, on the 16th day of February, 2016 at which time the bids will be publicly opened and read aloud. All bids must be submitted on the forms supplied by the City of Laramie. Envelopes containing bids shall be clearly marked with the name of the bid and shall show the name and address of the bidder. Bids which are not prepared and filed in accordance with the specifications may be rejected. Bids may not be withdrawn after the time fixed for opening. The City reserves the right to reject any and all bids and the right to waive irregularities in bids received.

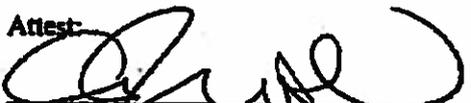
Each bid must be accompanied by a bid guarantee as called for in the specifications. For bids greater than \$100,000 the guarantee must be in the form of a bond for not less than five percent (5%) of the total amount of such bid. For bids equal to or less than \$100,000 the guarantee may be a bond or a cashier's check for not less than five percent (5%) of the total amount of such bid. Bonds and cashier's checks will be payable to, and forfeited to, the City of Laramie as liquidated damages if bidder fails to enter into contract within thirty (30) days after award to him/her, or fails at the time of executing the contract to furnish a performance guarantee as approved by the City in the amount of one-hundred percent (100%) of the bid, except in the case of vehicle bids, where the 5% bid security may be substituted for the performance guarantee. Facsimile (fax) or other copies of bonds are not acceptable, nor are cashier's checks which have an expiration date of less than one year. **NO BID WILL BE CONSIDERED IF NOT ACCOMPANIED BY SUCH BID GUARANTEE.**

A complete set of the specifications may be obtained after the 29th day of January, 2016, at the Office of the Fire Chief, City of Laramie Fire Department, City of Laramie, 209 S 4th Street, P.O. Box C, Laramie, Wyoming 82073.

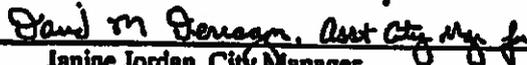
Preference is hereby given to materials, supplies, equipment, machinery and provisions, produced, manufactured, supplied or grown in Wyoming, quality being equal to articles offered by competitors outside the State, as provided in W.S. §§ 16-6-101 through 16-6-107.

(SEAL)

Attest:


Angie Johnson, City Clerk

CITY OF LARAMIE, WYOMING

By 
Janine Jordan, City Manager

Publication Dates: January 29th, February 5th, 2016

CITY OF LARAMIE, WYOMING
BID FORM/CONTRACT

HAZMAT ROLLOVER TANKER PROP
Fire Department – Training Division

To: The Mayor and City Council
City of Laramie
406 Ivinson Street
P.O. Box C
Laramie, Wyoming 82073

The undersigned bidder, having examined the Specifications for the materials and/or equipment hereto attached or referenced, together with any and all Addenda thereto, and being acquainted with and fully understanding the requirements, stipulations, provisions, and conditions thereof, proposes and agrees to enter into and perform this Contract and to furnish the materials and/or equipment therein set forth in strict accordance with the Specifications for the following prices shown.

Description	Unit Cost	Total Cost
-------------	-----------	------------

TITLE	\$	\$ 79,725.00
--------------------	-----------	---------------------

If awarded the Contract, the undersigned hereby agrees to furnish the necessary performance guarantee within thirty (30) days of receipt of the Notice of Award of said Contract, and to furnish and deliver all items, or render service as required, at the price set opposite each item within Approximately 24 weeks (~168) calendar days from receipt of order.
(words)

The undersigned has checked carefully all the above figures, and understands that the City will not be responsible for any errors or omissions on the part of the undersigned in making up this bid.

Enclosed is the required bid guarantee in the form of a bid bond or cashier's check to pay penalty in the amount of \$4,250.00 DOLLARS, drawn in favor of the City of Laramie. Said bid guarantee is given as a guarantee that the bidder will agree to fulfill the requirements of the attached specifications, if awarded the Contract, and the amount thereof represents the agreed liquidated damages that the City of Laramie will sustain if the bidder fails or refuses to enter into said Contract, in which event the said security shall be immediately forfeited to and become the property of the City of Laramie, Wyoming, and retained by it as payment of said liquidated damages and not as penalty.

The undersigned agrees that the City has the right to hold all bids received for a period of thirty (30) days after date of opening thereof.

The City of Laramie reserves the right to reject any and/or all bids; to waive any irregularity in the bids; and, unless otherwise specified by the bidder, to accept any item in the bid. In case of error in the extension of prices in the bid, the unit prices will govern.

Draeger Safety Inc

(Name of Bidder)

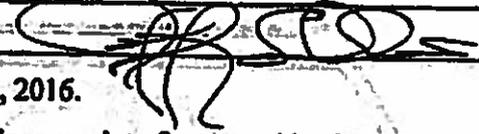
By Jeff Skibba

Title Business Development Manager

Address 101 Technology Drive
Pittsburgh, PA 15275-1075

Telephone # 720-552-7631

Signature



Dated this 12 day of February, 2016.

The above signed Bidder hereby acknowledges receipt of _____ addenda to these specifications before the time of the submittal of the Bid.

This Bid Form/Contract is hereby accepted and approved by the City of Laramie, Wyoming.

L A R A M I E BY: _____
City Manager
and Purchasing Agent for the
City of Laramie

CITY OF LARAMIE, WYOMING
BID FORM/CONTRACT

HAZMAT ROLLOVER TANKER PROP
Fire Department – Training Division

To: The Mayor and City Council
City of Laramie
406 Ivinson Street
P.O. Box C
Laramie, Wyoming 82073

The undersigned bidder, having examined the Specifications for the materials and/or equipment hereto attached or referenced, together with any and all Addenda thereto, and being acquainted with and fully understanding the requirements, stipulations, provisions, and conditions thereof, proposes and agrees to enter into and perform this Contract and to furnish the materials and/or equipment therein set forth in strict accordance with the Specifications for the following prices shown.

Description	Unit Cost	Total Cost
TITLE		\$ 193,895

If awarded the Contract, the undersigned hereby agrees to furnish the necessary performance guarantee within thirty (30) days of receipt of the Notice of Award of said Contract, and to furnish and deliver all items, or render service as required, at the price set opposite each item within One hundred fifty (150) calendar days from receipt of order.
(words)

The undersigned has checked carefully all the above figures, and understands that the City will not be responsible for any errors or omissions on the part of the undersigned in making up this bid.

Enclosed is the required bid guarantee in the form of a bid bond or cashier's check to pay penalty in the amount of 50,594.75 DOLLARS, drawn in favor of the City of Laramie. Said bid guarantee is given as a guarantee that the bidder will agree to fulfill the requirements of the attached specifications, if awarded the Contract, and the amount thereof represents the agreed liquidated damages that the City of Laramie will sustain if the bidder fails or refuses to enter into said Contract, in which event the said security shall be immediately forfeited to and become the property of the City of Laramie, Wyoming, and retained by it as payment of said liquidated damages and not as penalty.

The undersigned agrees that the City has the right to hold all bids received for a period of thirty (30) days after date of opening thereof.

The City of Laramie reserves the right to reject any and/or all bids; to waive any irregularity in the bids; and, unless otherwise specified by the bidder, to accept any item in the bid. In case of error in the extension of prices in the bid, the unit prices will govern.

BullEx, Inc.

(Name of Bidder)

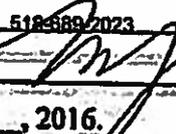
By Matt Monroe

Title Director of Sales

Address 20 Corporate Circle

Albany, NY 12203

Telephone # 518-889-2023

Signature 

Dated this 15th day of February, 2016.

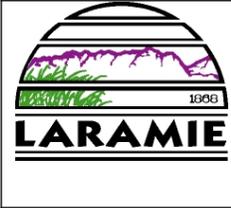
The above signed Bidder hereby acknowledges receipt of _____ addenda to these specifications before the time of the submittal of the Bid.

This Bid Form/Contract is hereby accepted and approved by the City of Laramie, Wyoming.

BY:

City Manager
and Purchasing Agent for the
City of Laramie

CITY OF LARAMIE COUNCIL REGULAR MEETING March 1, 2016



Agenda Item: Grant

Title: Letter and Resolution of support for the Wyoming Department of Health application to the United States Department of Health and Human Services to support the “Wyoming Early Childhood Comprehensive Systems Impact” study.

Recommended Council MOTION: Move to approve Resolution 2016-___ authorizing a letter of support for and resolution of support Wyoming Department of Health application for federal funds to support the “Wyoming Early Childhood Comprehensive Systems Impact” study and authorize the Mayor and Clerk to sign.

Administrative or Policy Goal:

Background: Albany County has been invited to be one of three "place-based communities" to participate in the Wyoming Early Childhood Comprehensive Systems Impact study for which the Wyoming Department of Health is seeking from the United States Department of Health and Human Services. If awarded, Wyoming would receive up to \$426,000 annually for a five year period to help make a measurable impact in the area of early childhood in Evanston, Albany County, and in a medical home setting in Laramie County.

The purpose of this program is to enhance early childhood systems using a Collaborative Innovation and Improvement Network approach. The overall aim of the grant is that within 60 months, participating communities will show a 25 percent increase from baseline in age appropriate developmental skills.

No City of Laramie funds will be used for the match for this grant or for any portion of the award. With this letter and resolution, the City of Laramie supporting this effort.

Legal/Statutory Authority: N/A

Responsible Staff: Janine Jordan, City Manager

Attachments:

_____ City Manager _____ City Attorney _____ Choose an item.

RESOLUTION SUPPORTING THE WYOMING DEPARTMENT OF HEALTH'S APPLICATION TH THE UNITED STATES DEPARTMENT OF HEALTH AND HUMAN SERVICES TO SUPPORT THE "WYOMING EARLY CHILDHOOD COMPREHENSIVE SYSTEMS IMPACT" STUDY AND AUTHORIZE THE MAYOR AND CLERK TO SIGN.

Whereas, Albany County has been invited to be one of three communities to participate in the Wyoming Early Childhood Comprehensive Systems Impact study;

Whereas, the Wyoming Department of Health is seeking from the United States Department of Health and Human Services to support this study;

Whereas, if awarded, Wyoming would receive up to \$426,000 annually for a five year period to help make a measurable impact in the area of early childhood in Evanston, Albany County, and in a medical home setting in Laramie County;

Whereas, the purpose of this program is to enhance early childhood systems using a Collaborative Innovation and Improvement Network approach;

Whereas, the overall aim of the grant is that within 60 months, participating communities will show a 25 percent increase from baseline in age appropriate developmental skills;

Whereas, the Governing Body of the City of Laramie recognizes that participation in this program will have a meaningful impact to Laramie's early childcare education system.

NOW THEREFORE THE CITY COUNCIL OF LARAMIE, WYOMING, RESOLVES:

Section 1. That the foregoing recitals are incorporated in and made a part of this resolution by this reference.

Section 2. That the City of Laramie supports Wyoming Department of Health's application for federal funds to support the "Wyoming Early Childhood Comprehensive Systems Impact" study and authorize the Mayor and Clerk to sign.

PASSED, APPROVED, AND ADOPTED THIS 1st day of March, 2016.

ATTEST

MAYOR

CITY CLERK

February 24, 2015

To whom it may concern:

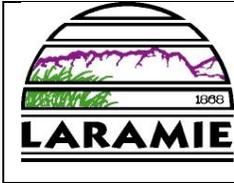
I am writing with the support of the Laramie City Council to express the City of Laramie's support of the Wyoming Department of Health's application to the United States Department of Health and Human Services for an Early Comprehensive Childhood Systems Impact award.

We are pleased the Wyoming Department of Health has invited Albany County to be one of three "place-based communities" to participate in the Wyoming Early Childhood Comprehensive Systems Impact study. We understand the overall aim of the project is that within 60 months, participating communities will show a 25 percent increase from baseline in age appropriate developmental skills.

Any improvements that can be made to our childcare infrastructure is a win for Laramie and a win for Wyoming! Thank you for your consideration of our community and its youngsters.

Sincerely

David Paulekas
Mayor
City of Laramie



Agenda Item: Original Ordinance - 3rd Reading

Title: Original Ordinance No. 1938, to amend Chapter 13.52, Section 13.52.010 of the Laramie Municipal Code concerning Mosquito Control fees

Recommended Council MOTION:

I move that Council approve Original Ordinance No. 1938, on third and final reading to amend Chapter 13.52, Section 13.52.010 of the Laramie Municipal Code concerning Mosquito Control fees, increasing the monthly utility user fee from \$2.57 to \$4.89 with an effective date of April 1, 2016 and authorize the Mayor and Clerk to sign.

Administrative or Policy Goal:

City Council Goal: Maintain Laramie's Safe, Healthy Environment and Ensure Adequate Resources to Protect General Welfare.

Department Objective: The implementation of the City's 2010 West Nile Virus Protection Plan. Provide quality parks and recreation opportunities for residents and visitors to the City; Develop infrastructure to enhance existing parks and recreation facilities and amenities for residents and visitors to the City.

Background:

At the September 9, 2015 Parks, Tree and Recreation Advisory Board meeting, staff was directed to prepare multiple options for the Mosquito Control Program and potential outcomes. To this end, staff prepared eight (8) general options for consideration by the Parks, Tree and Recreation Advisory Board with public input on October 14, 2015. The intent was to gather feedback from the public and the Parks, Tree and Recreation Advisory Board on these options and narrow the field of eight (8) options to three (3) for staff to prepare estimate specifics on costs, efficacy and details on what the program would consist of with each option for consideration by Council.

On November 10, 2015 Council held a work session to discuss three potential options that were selected from a group of eight options recommended by the Parks, Tree, and Recreation Advisory Board. Council members debated the presented options and directed staff to develop a program that is more environmentally friendly than our current program without sacrificing our current efficacy on treated acres, along with the associated fee increase for their consideration.

On January 26, 2016 Council held a work session and public hearing to discuss and hear public comments on the Alternative Mosquito Control Program that would be supported by Original Ordinance No. 1983 concerning Mosquito Control fees, increasing the monthly utility user fee from \$2.57 to \$4.89 with an effective date of April 1, 2016. The **Mosquito Control Alternative Program** that retains efficacy on treated acres and increases the environmental friendliness of the Mosquito Control Program includes the following program elements:

- **The alternative program** would consist of ground based larval BTi applications and between one and seven (1-7) aerial larval treatments. Two of those treatments would be made using granular larvicides. The current program utilizes the same ground based larval applications and one (1) aerial larval application.

- **The alternative program** would consist of ground based fogging in town using a reduced risk insecticide and one aerial treatment outside the City limits with an organophosphate pesticide.
- **The alternative program** would include a contingency/emergency operations fund.

The specific details of the **alternative program** are as follows:

- **Ground based larval mosquito control:** Ground based larval control utilizing hand application equipment and ATV units would remain at the current level. This component provides larval control in urban areas and on smaller rural acreages. This program component will also continue to provide the mobility to accomplish surveillance for aerial operations and spot treatments in rural areas. No change in the current program is anticipated in this area. **This program component remains budget neutral.**

No change No additional cost to the program
--
- **Aerial BTi larval control liquid:** The acres controlled with liquid larval aerial applications would increase in this plan from the current 3,790 acres annually to a maximum of 10,000 acres annually treated at optimum intervals to maximize efficacy. Aerial larval control with liquid Bti currently costs \$9.70 per acre. The current cost for the aerial BTi averages \$36,800. **An increase in BTi larval acres from 3,790 to 10,000 would require an additional \$60,250 annually.**

Additional Aerial Larval treatments An additional \$60,250

- **Aerial larval control granular BTi:** Granular aerial larvicide applications are more expensive than liquid applications because of multiple factors including: the specialized application equipment, narrow swath width, and cost of the granular products. The estimated cost for the contractor to perform the application is \$8.00 per acre. The larval control product is estimated to cost \$18.00 per acre, for a total cost of \$26.00 per acre. Aerial granular larvicides are a new addition to the program. This application product is targeted to treat larvae in habitats that have heavy overgrowth of grasses or other plant material that cannot be penetrated with liquid formulations. Current equipment and staffing levels are appropriate to handle loading granular larvicides, and no change in the normal operations or schedule is anticipated. **Treatment of 3,000 acres with granular larvicide would require an additional \$78,000 annually.**

New: Aerial Granular Larval Treatments An additional \$78,000
--
- **Ground based adult control (fogging):** The ground based adult control fogging operations would be altered to utilize Zenivex as the control agent replacing the current combination of Permethrin and Pipronyl butoxide (PBO.) Zenivex uses the active ingredient Etofenprox and is a member of the pyrethroid family but requires no Pipronyl Butoxide as a synergist to help the insecticide perform its function. Zenivex is currently in use in our program as the adult control agent used in the Casper Aquifer Protection Overlay area. Zenivex is recognized by the Environmental Protection Agency as a "Reduced Risk Pesticide." Over the past 3 years the program

New: Reduced Risk Adult Control Fogging Product An additional \$46,000

utilized an average of 715 gallons of product at an average cost per gallon of \$16.92 for an annual total of \$12,000. 715 gallons of Zenivex at \$80.75 per gallon would cost \$57,800. The difference between the costs is approximately \$46,000. Current staffing and equipment are suitable for the application of Zenivex. **Replacement of the Permethrin + PBO with Zenivex would require an additional \$46,000 annually.**

- **Aerial Adult control:** The aerial adult control would remain at the current level. It should be noted that in order to maintain efficacy of approximately 95% on acres treated, the potential application of organophosphate pesticide is likely required and therefore essential. Currently, aerial application with Dibrom costs \$0.82 per acre for contractor application and 0.70 per acre for chemical for a total cost of \$1.52 per acre. Historically 15,360 acres are treated at a cost of \$23,350. **This program component remains budget neutral.**

No Change
No additional cost to the

- **Contingency/Emergency Operations Fund:** This additional option would be utilized to allow and permit immediate response to unforeseen conditions such as: late season adult vector control; impending West Nile Virus outbreak; severe flooding producing excess mosquito habitat; immediate need of additional provisional staff to mitigate conditions; etc. **Addition of a Contingency/Emergency Fund would require an additional \$25,000 annually.**

Contingency/
Emergency
Fund

An additional
\$25,000

- **Capital/Equipment Fund:** The current (FY2015/16) Mosquito Control budget includes \$40,915 in replacement capital and equipment. Over the past 5 fiscal years, the capital and equipment budget for the Mosquito Control Program has averaged \$53,000 per fiscal year. With the addition of the Contingency/Emergency Operations Fund, the Capital/Equipment Fund could be reduced to approximately \$27,000 per fiscal year to provide a sustainable funding source, based upon the projected Mosquito Control fee increase to fund the Mosquito Control capital and equipment needs in the future.

No additional cost to program when combined with Contingency/Emergency Operations Fund

The alternative program would require a total expense budget of \$634,250 to incorporate the more environmentally friendly control agents and application methods while maintaining the same efficacy on treated acres.

At the direction of previous Councils, the Mosquito Control expense operations should be wholly supported and offset with utility account fees, cooperative agreements, and grant revenue. With this being the case, to support the **alternative program** options the following revenue streams are required to support the operational expense:

Utility account fee at \$4.89 per month based upon 9,100 accounts:	\$533,988
Cooperative Agreement with Albany County Weed and Pest:	\$ 40,000
Emergency Insect Management Grant for WNV prevention:	<u>\$ 60,000</u>
Total Mosquito Control Program revenue required:	\$633,988

The **alternative program** would require a monthly fee of \$4.89 based on 9,100 households. The current monthly mosquito control fee is \$2.57. To fund the **alternative program** with more environmentally friendly pesticides while maintaining the current program efficacy, would result in a 90% increase in the monthly mosquito control fee.

Formulating the budget for this **alternative program** assumes the continued availability of grant funding to the City through the Wyoming Department of Agriculture; Emergency Insect Management Grant program. This program is currently supported in Governor Mead’s preliminary state budget but has not been approved by the full legislature. If this program is not renewed, the City would need to make up approximately \$60,000 annually in funds directly related to the prevention of West Nile virus. This would result in an additional fee of \$0.55 per user, per month.

On February 17, 2016 I received a comment from a Ray Robertson who requested that he would like to see the efficacy of the mosquito control program as high as possible, and the most effective mosquito control program possible regardless of the types of pesticides used for public health concerns. He noted that an effective mosquito control program, along with the reduction of risk for WNV is critical for people with compromised immune systems.

Legal/Statutory Authority:

Chapter 13.52, Section 13.52.010 of the Laramie Municipal Code

BUDGET/FISCAL INFORMATION:

REVENUE

Mosquito Control Fee	\$533,988.00	based upon 9,100 utility account users
Intergovernmental Agreements	\$40,000.00	Agreement with Albany County Weed and Pest Control
Grants for the Program	\$60,000.00	Emergency Insect Management Grant for WNV
Total	\$633,988.00	

EXPENSE

Proposed Project Cost.

Program Budget	Amount	Funds
Current Budget	\$397,663.00	Mosquito Control Operational Budget
Alternative Program Budget (additional)	\$236,587.00	Alternative Program elements including additional aerial larval liquid Bti, additional aerial granular Bti, ground based fogging with Zenivex, contingency emergency operations fund, and capital and equipment replacement funds.
Total Amount	\$634,250.00	

Future dates are subject to change

Introduction/1 st Reading	February 2, 2016
Public Hearing	February 16, 2016
2 nd Reading	February 16, 2016
3 rd Reading	March 1, 2016

Attachments: Original Ordinance No. 1938

Responsible Staff: Paul Harrison, Parks and Recreation Director at 721-5260, Todd Feezer, Assistant Director of Parks and Recreation at 721-5348.

_____ City Manager _____ City Attorney _____ **Parks & Recreation**

ORIGINAL ORDINANCE NO.:1938
ENROLLED ORDINANCE NO.:

INTRODUCED BY: HENRY

AN ORDINANCE TO AMEND CHAPTER 13.52, SECTION 13.52.010 OF THE LARAMIE MUNICIPAL CODE TO ADJUST THE MOSQUITO CONTROL FEE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE

Section 1: Section 13.52.010 of the Laramie Municipal Code is amended to read as follows:

There is assessed to the account of each utility user, whether such account relates to service inside or outside the corporate limits, a charge of ~~two dollars and fifty-seven~~ **FOUR DOLLARS AND EIGHTY NINE** cents per month per account, payable in advance, commencing ~~July 1, 2010~~ **APRIL 1, 2016**, for mosquito control. The monthly charge shall be billed and payable with the city's regular utility account billings. (Prior code § 12-8; Ord. 1097 § 1, 1993; Ord. 1275 § 1, 1999; Ord. No. 1537, § 1, 10-21-2008; Ord. No. 1582, § 1, 4-20-2010)

Section 2: This ordinance is effective April 1, 2016.

Passed and approved this _____ day of _____, 2016.

David A. Paulekas, Mayor and President of the
City Council

Attest: _____
Angie Johnson
City Clerk

First Reading: February 2, 2016
Public Hearing: February 16, 2016
Second Reading: February 16, 2016
Third and Final Reading: March 1, 2016

Duly published in the Laramie Daily Boomerang this _____ day of _____, 2016

**Agenda Item: Resolution**

Title: A Resolution certifying the Laramie Planning Commission's approval of the 2016 Parks and Recreation Master Plan in its entirety and replacing the 1982 Comprehensive Plan for Parks, Recreation and Open Space: A Parks and Recreation Master Plan.

Recommended Council MOTION:

I move that Council approve Resolution 2016- ___ certifying the Laramie Planning Commission's approval of the 2016 Parks and Recreation Master Plan and that the 2016 Parks and Recreation Master Plan replaces in its entirety the 1982 Comprehensive Plan for Parks, Recreation and Open Space: A Parks and Recreation Master Plan and authorize the Mayor and Clerk to sign.

Administrative or Policy Goal:

City Council Goal: Multi-Modal Public Access – Preserve park land, open space, and public trails for future generations

Comprehensive Plan: Chapter 4 Parks & Recreation

Department Objective: Provide quality parks and recreation opportunities for residents and visitors to the City; Develop infrastructure to enhance existing parks and recreation facilities and amenities for residents and visitors to the City.

Background:

In March of 2011 the Council approved Resolution 2011-25 creating a citizen Ad Hoc Advisory Committee to assist with the completion of a Parks, Trails and Recreation Master Plan for the City and all City owned properties. In June of 2011 the Council appointed eleven citizen volunteer members to the Parks, Trails and Recreation Ad Hoc Advisory Committee. The Ad Hoc Advisory Committee has held regular meetings, typically twice per month since their kickoff meeting on July 28, 2011 for a total of over 81 public meetings developing the draft Parks and Recreation Master Plan.

The Parks and Recreation Master Plan:

The following vision statements below are the framework and inspiration approved by the Ad Hoc Advisory Committee for the Parks and Recreation Master Plan:

1. Provide equitable parks and recreation services and opportunities to all areas and people of the community.
2. Develop a parks, trails, recreation and natural areas system that is specific to Laramie and the surrounding community.
3. Establish new parks in conjunction with proposed development or in areas of park deficiency; parks should be considered no different than other vital infrastructure, such as streets, sidewalks and utilities.
4. Improve the visual appearance of our community through beautification of City-owned areas by improving their recreational and natural area qualities.
5. Provide for the future needs of the community in relation to parks, recreation, trails and natural areas through sound planning and visionary foresight.
6. Establish a funding mechanism that provides for parks, recreation, trails and natural areas that adequately serves the population, based on population growth and development pressures.
7. Provide for a continuous mobility loop around (and throughout) the community for off-street bike and pedestrian paths that allow users to access parks, recreation and natural areas.

8. City and Albany County should work together to secure permanent access east of the City to ensure preservation of the natural areas, and at a minimum access to the National Forest.

The Parks and Recreation Master Plan is 481 pages beginning with the executive summary, six chapters and appendices that detail the major elements within the Plan that include Parks and Recreation Service Areas; Parks and Recreation Needs Assessment; and Parks and Facilities Analysis.

Chapters one, two and three are the essential background information for the Plan, and include the benefits of the Plan, the relationships to other Plans and Codes, the population and demographics of Laramie, and the history of Parks and Recreation in Laramie.

Chapter four details the Parks, Trails, Recreation and Natural Area classifications, standards and service levels.

Chapter five details the revision of park service areas and needs assessment by both current population and future population projections along with spatial analysis.

Chapter six details the current state of parks and recreation facilities analysis and future needs.

The Approval/Adoption Process:

Following the over 81 Ad Hoc Committee meetings, countless edits, revisions and updates to the Plan, staff, at the direction of the Ad Hoc Committee began the approval and adoption process under the premise that the Plan as developed, is a good planning document for the Laramie community and that the City of Laramie Comprehensive Plan and the Albany County Comprehensive Plan supports the need for long range Parks and Recreation planning. At that time, the draft Master Plan still contained elements located both inside City limits and outside City limits but within 1-mile extraterritorial area of the City. On May 5, 2015 City staff presented the draft Master Plan to the Parks, Trails, and Recreation Ad Hoc Advisory Committee. At this meeting the Parks, Trails, and Recreation Ad Hoc Advisory Committee recommended approval of the plan. Following the Parks, Trails, and Recreation Ad Hoc Advisory Committee the draft Master Plan was brought before the Laramie Planning Commission on August 24, 2015. At their August 24, 2015 meeting the Laramie Planning Commission remanded the draft Master Plan back to the Ad Hoc Committee with the following recommendations:

1. Removal in their entirety the three service areas (listed below) in the one-mile extraterritorial area and all references to them:
 - a. Service Area 23
 - b. Service Area 24
 - c. Service Area 25
2. Removal of all future extraterritorial needs text boxes on the maps.
3. Removal of all numbered interface area icons on the maps and in the text.
4. Removal of all text references throughout the Master Plan document that relates to areas outside the City limits.
5. And direct staff to work with the County to come up with a Parks and Recreation Plan for the extraterritorial area.

On September 30, 2015 the Ad Hoc Advisory Committee met to consider the recommendations of the Planning Commission. At their meeting, the Ad Hoc Advisory Committee generally recommended approval of the Planning Commission's August 24, 2015 recommendations. Items 2, 3, 4 & 5 were approved by the Ad Hoc Advisory Committee as recommended. Item 1 was also approved as recommended, however instead of "removal in their entirety" the service areas were retained as placeholders within the document, however all recommendations (except one standard recommendation)

and information related to the Service Areas were stripped out. The only information retained in these Service Areas were background information related to total needs based on total area and projected population (no future elements remained) along with the recommendation that the City and County work together to develop future Parks and Recreation needs in these Service Areas. Finally, the Ad Hoc Advisory Committee recommended a table be added to the Plan that provided an overview of the whole community related to total area and projected population. To be clear, elements outside City Limits still exist within the draft Master Plan, however those elements that reference property outside City Limits only remain on City owned property.

With these revisions now complete, the draft Master Plan is ready for public inspection and the approval/adoption process. As noted during the first attempt at approval, the City will bring this draft Master Plan through the approval process as defined in Wyoming State Statutes. The City staff have received two public comments concerning the revised draft Master Plan, both positive in nature and recommending/encouraging the adoption of the Master Plan.

The City's Parks, Tree and Recreation Advisory Board at their February 10, 2016 meeting approved Resolution AB 2016-03 adopting the 2016 Parks and Recreation Master Plan in its entirety and replacing the 1982 Comprehensive Plan for Parks, Recreation and Open Space: A Parks and Recreation Master Plan.

The Laramie Planning Commission at their February 22, 2016 meeting approved Resolution PC 2016-02 adopting the 2016 Parks and Recreation Master Plan in its entirety and replacing the 1982 Comprehensive Plan for Parks, Recreation and Open Space: A Parks and Recreation Master Plan.

If the City Council approves the attached Resolution certifying the Planning Commission's adoption, the City will forward the adopted Plan to the Albany County Planning and Zoning Commission and the Albany County Commissioners for possible concurrence of the Plan due to the Parks and Recreation elements denoted on City owned property outside of the City Limits.

Legal/Statutory Authority:

Wyoming Statutes (W.S.) §15-1-503 authorizes cities to adopt a master plan for the physical development of the city

BUDGET/FISCAL INFORMATION:

N/A

Responsible Staff:

Paul Harrison, Parks and Recreation Director at 721-5260, or Derek Teini, Principal Planner at 721-5245.

Attachments:

Resolution 2016- ____

____ City Manager ____ City Attorney  Parks & Recreation

CITY COUNCIL RESOLUTION NO: 2016-

RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF LARAMIE, WYOMING CERTIFYING THE 2016 PARKS AND RECREATION MASTER PLAN IN ITS ENTIRETY AND REPLACING THE 1982 COMPREHENSIVE PLAN FOR PARKS, RECREATION AND OPEN SPACE: A PARKS AND RECREATION MASTER PLAN.

WHEREAS, Wyoming Statutes (W.S.) §15-1-503 authorizes cities to adopt a master plan for the physical development of the city,

WHEREAS, the City of Laramie, Wyoming (City) approved and adopted the first Comprehensive Plan for Parks, Recreation and Open Space in June of 1982 which set forth a system wide plan improving Laramie's parks, recreation and open space resources,

WHEREAS, on August 4th, 1998 the City approved and adopted the Laramie Bicycle Facility Master Plan to promote and encourage the increased use of bicycles as an alternative form for recreation and connectivity between residential areas, UW, schools, parks and other recreational facilities, and connection points to bicycle routes outside the city,

WHEREAS, on August 21, 2007 the City approved and adopted the Laramie Comprehensive Plan which called for the completion of a new Parks, Trails and Recreation Master Plan,

WHEREAS, the City approved \$100,000 in the FY11 budget and \$103,000 in the FY12 budget for the completion of a Parks, Trails and Recreation Master Plan for the City and City owned properties,

WHEREAS, the City Council developed their goals for 2011 & 2012 on January 29, 2011 that included the completion of a Parks and Recreation Master Plan,

WHEREAS, City of Laramie Resolution 2011-46 appointed eleven individuals to the citizen Ad Hoc Advisory Committee for the City of Laramie, Wyoming to assist with the completion of a Parks, Trails, and Recreation Master Plan:

- Two (2) current members from the Parks, Tree and Recreation Advisory Board
- One (1) current member from the Ad Hoc Ranch Advisory Committee
- One (1) current member of the Laramie Planning Commission
- One (1) current member of the Laramie City Council
- One (1) representative from the Laramie Bicycling Network
- Five (5) at large citizen/community members

WHEREAS, the Ad Hoc Advisory Committee met 81 times between July of 2011 and April of 2015 to discuss, draft, and amend the Draft Parks and Recreation Master Plan,

WHEREAS, on July 24, 2012 the Ad Hoc Advisory Committee presented the City Council an update on the Parks and Recreation Master Plan,

WHEREAS, in August 2012 the Ad Hoc Advisory Committee commissioned a random survey of City and County residents on Parks and Recreation perceptions, preferences, and attitudes with a response rate of 29%,

WHEREAS, on February 27 and 28, 2013, four public meetings on the Draft Parks and Recreation Master Plan were held at the Lincoln Community Center, Fire Station #2, and the Recreation Center,

WHEREAS, during the week of April 16 through 14, 2013 individual stakeholder group meetings were held to gather input from involved groups,

WHEREAS, the Albany County Planning and Zoning Commission received a presentation on October 9, 2013 on the progress of the Plan,

WHEREAS, the Laramie Traffic Commission met on May 9, 2013 and July 10, 2014 and received a presentation on the Draft Parks and Recreation Master Plan,

WHEREAS, the Parks, Tree and Recreation Advisory Board held a special meeting on July 10, 2014 to hear a presentation of the Draft Parks and Recreation Master Plan,

WHEREAS, five public meetings were held on July 14, 2014, July 16, 2014, and July 17, 2014 to present the Draft Parks and Recreation Master Plan to the public and receive comment,

WHEREAS, the Monolith Ranch Advisory Committee received a presentation on July 17, 2014 on the Draft Parks and Recreation Master Plan,

WHEREAS, City of Laramie City Council held a work session on July 22, 2014 to hear a presentation on the Draft Parks and Recreation Master Plan,

WHEREAS, the Beautification Committee received a presentation on July 24, 2014 on the Draft Parks and Recreation Master Plan,

WHEREAS, City of Laramie Planning Commission received a presentation on July 28, 2014 on the Draft Parks and Recreation Master Plan,

WHEREAS, Laramie Main Street Alliance received a presentation on August 4, 2014 on the Draft Parks and Recreation Master Plan,

WHEREAS, the Environmental Advisory Committee received a presentation on August 7, 2014 on the Draft Parks and Recreation Master Plan,

WHEREAS, the Traffic Commission received a presentation on August 14, 2014 on the Draft Parks and Recreation Master Plan,

WHEREAS, on April 8, 2015 the Ad Hoc Advisory Committee recommended the approval and adoption of the Draft Parks and Recreation Master Plan,

WHEREAS, City of Laramie City Council held a work session on July 14, 2015 to hear a presentation on the Draft Parks and Recreation Master Plan,

WHEREAS, on August 12, 2015 the Parks, Tree and Recreation Advisory Board recommended adoption of the Draft Parks and Recreation Master Plan,

WHEREAS, on August 24, 2015 the Laramie Planning Commission remanded the draft Master Plan back to the Ad Hoc Committee with the general recommendations to remove all of the future extraterritorial needs and text boxes on the map and in the text,

WHEREAS, on September 30, 2015 the Ad Hoc Advisory Committee generally recommended approval of the Planning Commission's August 24, 2015 recommendations, where Service Areas were retained as placeholders within the document with only general background information remaining, and that the City and County should work together to develop future Parks and Recreation needs in these Service Areas, and that the only elements left in the plan located outside of City Limits were on City owned properties,

WHEREAS, on February 10, 2016 the Parks, Tree and Recreation Advisory Board recommended approval of the Draft Parks and Recreation Master Plan.

WHEREAS, on February 22, 2016 the Laramie Planning Commission approved the Draft Parks and Recreation Master Plan.

NOW THEREFORE THE CITY COUNCIL RESOLVES:

Section 1. That foregoing all recitals are incorporated in and made part of this resolution by this reference.

Section 2. That the City Council hereby certifies the Laramie Planning Commission's approval of the 2016 Parks and Recreation Master Plan.

Section 3. That the 2016 Parks and Recreation Master Plan replaces the 1982 Comprehensive Plan for Parks, Recreation and Open Space.

PASSED, APPROVED AND ADOPTED the 1st day of March, 2016.

David A. Paulekas
Mayor and President of the City Council

ATTEST:

Angie Johnson
City Clerk

PARKS, TREE AND RECREATION ADVISORY BOARD RESOLUTION NO: AB 2016-03

RESOLUTION OF THE PARKS, TREE AND RECREATION ADVISORY BOARD FOR THE CITY OF LARAMIE, WYOMING ADOPTING THE 2016 PARKS AND RECREATION MASTER PLAN IN ITS ENTIRETY AND REPLACING THE 1982 COMPREHENSIVE PLAN FOR PARKS, RECREATION AND OPEN SPACE: A PARKS AND RECREATION MASTER PLAN.

WHEREAS, the City of Laramie, Wyoming (City) approved and adopted the first Comprehensive Plan for Parks, Recreation and Open Space in June of 1982 which set forth a system wide plan improving Laramie's parks, recreation and open space resources,

WHEREAS, on August 4th, 1998 the City approved and adopted the Laramie Bicycle Facility Master Plan to promote and encourage the increased use of bicycles as an alternative form for recreation and connectivity between residential areas, UW, schools, parks and other recreational facilities, and connection points to bicycle routes outside the city,

WHEREAS, on August 21, 2007 the City approved and adopted the Laramie Comprehensive Plan which called for the completion of a new Parks, Trails and Recreation Master Plan,

WHEREAS, the City approved \$100,000 in the FY11 budget and \$103,000 in the FY12 budget for the completion of a Parks, Trails and Recreation Master Plan for the City and City owned properties,

WHEREAS, the City Council developed their goals for 2011 & 2012 on January 29, 2011 that included the completion of a Parks and Recreation Master Plan,

WHEREAS, City of Laramie Resolution 2011-46 appointed eleven individuals to the citizen Ad Hoc Advisory Committee for the City of Laramie, Wyoming to assist with the completion of a Parks, Trails, and Recreation Master Plan:

- Two (2) current members from the Parks, Tree and Recreation Advisory Board
- One (1) current member from the Ad Hoc Ranch Advisory Committee
- One (1) current member of the Laramie Planning Commission
- One (1) current member of the Laramie City Council
- One (1) representative from the Laramie Bicycling Network
- Five (5) at large citizen/community members

WHEREAS, the Ad Hoc Advisory Committee met 81 times between July of 2011 and April of 2015 to discuss, draft, and amend the Draft Parks and Recreation Master Plan,

WHEREAS, on July 24, 2012 the Ad Hoc Advisory Committee presented the City Council an update on the Parks and Recreation Master Plan,

WHEREAS, in July/August 2012 the Ad Hoc Advisory Committee commissioned a random survey of City and County residents on Parks and Recreation perceptions, preferences, and attitudes with a response rate of 29%,

WHEREAS, on February 27th and 28th, 2013, four public meetings on the Draft Parks and Recreation Master Plan were held at the Lincoln Community Center, Fire Station #2, and the Recreation Center,

WHEREAS, during the week of April 16th, 14, 2013 individual stakeholder group meetings were held to gather input from involved groups,

WHEREAS, the Albany County Planning and Zoning Commission received a presentation on October 9, 2013 on the progress of the Plan,

WHEREAS, the Laramie Traffic Commission met on July 10, 2014 and received a presentation on the Draft Parks and Recreation Master Plan,

WHEREAS, the Parks, Tree and Recreation Advisory Board held a special meeting on July 10, 2014 to hear a presentation of the Draft Parks and Recreation Master Plan,

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WHEREAS, on August 12, 2015 the Parks, Tree and Recreation Advisory Board recommended adoption of the Draft Parks and Recreation Master Plan,

WHEREAS, on August 24, 2015 the Laramie Planning Commission remanded the draft Master Plan back to the Ad Hoc Committee with the general recommendations to remove all of the future extraterritorial needs and text boxes on the map and in the text,

WHEREAS, on September 30, 2015 the Ad Hoc Advisory Committee generally recommended approval of the Planning Commission's August 24, 2015 recommendations, where Service Areas were retained as placeholders within the document with only general background information remaining, that the City and County work together to develop future Parks and Recreation needs in these Service Areas, and that the only elements left in the plan located outside of City Limits were on City owned properties,

NOW THEREFORE THE PARKS, TREE AND RECREATION ADVISORY BOARD RESOLVES:

Section 1. That the Parks, Tree and Recreation Advisory Board hereby recommends the adoption the 2016 Parks and Recreation Master Plan.

Section 2. That the 2016 Parks and Recreation Master Plan replaces the 1982 Comprehensive Plan for Parks, Recreation and Open Space.

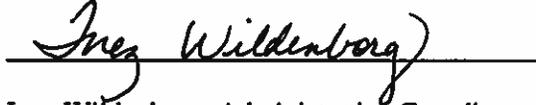
PASSED, APPROVED AND ADOPTED the 10th day of February, 2016.



Jacquie Stonum

Chairman of the Parks, Tree and Recreation Advisory Board

ATTEST:



Inez Wildenborg, Administrative Coordinator

Parks, Tree and Recreation Advisory Board Secretary and Clerk

PLANNING COMMISSION RESOLUTION NO: PC 2016-02

RESOLUTION OF THE LARAMIE PLANNING COMMISSION FOR THE CITY OF LARAMIE, WYOMING ADOPTING THE 2016 PARKS AND RECREATION MASTER PLAN IN ITS ENTIRETY AND REPLACING THE 1982 COMPREHENSIVE PLAN FOR PARKS, RECREATION AND OPEN SPACE: A PARKS AND RECREATION MASTER PLAN.

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WHEREAS, on February 10, 2016 the Parks, Tree and Recreation Advisory Board recommended approval of the Draft Parks and Recreation Master Plan.

NOW THEREFORE THE PLANNING COMMISSION RESOLVES:

Section 1. That foregoing all recitals are incorporated in and made part of this resolution by this reference.

Section 2. That the Planning Commission hereby recommends the adoption the 2016 Parks and Recreation Master Plan.

Section 3. That the 2016 Parks and Recreation Master Plan replaces the 1982 Comprehensive Plan for Parks, Recreation and Open Space.

PASSED, APPROVED AND ADOPTED the 22nd day of February, 2016.



Kaye Willis

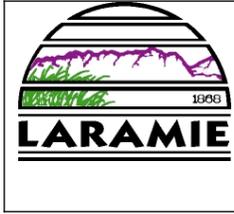
Chairman of the Laramie Planning Commission

ATTEST:



Kathleen Wickersham, Administrative Assistant
Laramie Planning Commission Secretary and Clerk

CITY OF LARAMIE COUNCIL REGULAR MEETING March 1, 2016



Agenda Item: Original Ordinance - 3rd Reading

Title: Original Ordinance No. 1937, enacting Section 10.20.230 of the Laramie Municipal Code USE OF HANDHELD ELECTRONIC WIRELESS COMMUNICATION DEVICES FOR ELECTRONIC MESSAGING PROHIBITED; EXCEPTIONS; PENALTIES

Recommended Council MOTION:

1. I move to pass Original Ordinance 1937 and authorize the Mayor and Clerk to sign.

Administrative or Policy Goal:

Public Safety

Background:

The ordinance mirrors state law and adds “dialing a number” as a prohibited activity. “Dialing a number” is also defined.

BUDGET/FISCAL INFORMATION: N/A

Responsible Staff:

Future dates are subject to change

Work Session	December 22, 2015
Advertised	Click here to enter a date.
Public Hearing (PH) Held	Click here to enter a date.
PH Advertised	Click here to enter a date.
Introduction/1 st Reading	February 2, 2016
2 nd Reading	February 16, 2016
3 rd Reading	March 1, 2016
	Click here to enter a date.

Attachments: Proposed Ordinance
1937

_____ City Manager _____ City Attorney _____ Choose an item.

ENROLLED ORDINANCE NO.

AN ORDINANCE TO ENACT SECTION 10.20.230 OF THE LARAMIE MUNICIPAL CODE USE OF HANDHELD ELECTRONIC WIRELESS COMMUNICATION DEVICES FOR ELECTRONIC MESSAGING PROHIBITED; EXCEPTIONS; PENALTIES

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE, WYOMING that:

Section 1. 10.20.230 *Use of handheld electronic wireless communication devices for electronic messaging prohibited; exceptions; penalties*, shall be enacted to read as follows:

10.20.230

- A. No person shall operate a motor vehicle on a public street or highway while using a handheld electronic wireless communication device to dial a phone number, write, send or read a text-based communication. This section shall not apply to a person who is using a handheld electronic wireless communication device:
 - 1. While the vehicle is lawfully parked;
 - 2. To contact an emergency response vehicle; or
 - 3. When using voice operated or hands free technology.
- B. This section shall not apply to a person operating an emergency response vehicle while making communications necessary to the performance of his official duties as an emergency responder.
- C. Any person who operates a motor vehicle in violation of this section is guilty of a misdemeanor punishable by a fine of not more than seventy-five dollars (\$75.00).
- D. As used in this section:
 - 1. “Dial a phone number” means physically manipulating the handheld electronic wireless communication device to enter a phone number. For purposes of this section “Dial a phone number” does not mean pressing one button on the electronic wireless communication device to activate voice operated technology.
 - 2. “Electronic wireless communication device” means a mobile communication device that uses short-wave analog or digital radio transmissions or satellite transmissions between the device and a transmitter to permit wireless telephone communications to and from the user of the device within a specified area;

3. “Emergency response vehicle” means any ambulance, fire department, law enforcement or civil defense vehicle or other vehicle used primarily for emergency purposes;

4. “Voice operated or hands free technology” means technology that allows a user to write, send or read a text based communication without the use of either hand except to activate, deactivate or initiate a feature or function;

5. “Write, send or read a text-based communication” means using an electronic wireless communications device to manually communicate with any person using text-based communication including, but not limited to, communications referred to as a text message, instant message or electronic mail.

Section 2. This ordinance shall become effective after passage, approval and publication.

PASSED AND APPROVED THIS _____ DAY OF FEBRUARY, 2016.

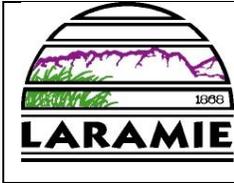
David A. Paulekas, Mayor and President
of the City Council of the City of
Laramie, Wyoming

ATTEST:

Angie Johnson
City Clerk

First Reading	February 2, 2016
Second Reading	February 16, 2016
Third Reading	March 1, 2016

Duly published in the Laramie Daily Boomerang this _____ day of _____, 2016.



Agenda Item: Plat - Final

Title: Branch Subdivision: A Final Plat for two commercial lots.

Recommended Council MOTION:

Move to **approve** the Branch Subdivision Final Plat, based on findings of fact and conclusions of law; and authorize the Mayor and Clerk to sign the plat.

Administrative or Policy Goal:

Platting of unplatted property is in accordance with the goals of the Comprehensive Plan and the Major Street Plan. The proposed subdivision is in compliance with the Comprehensive Plan and Major Street Plan.

The plat is in the one-mile extraterritorial jurisdiction, and therefore requires joint City and County approval of the plat before it is effective. City staff has discussed this subdivision with County staff to ensure a consistent review. County staff has not voiced concern with any of the City's conditions.

Background:

This Final Plat will create two commercial lots both with frontage on Fort Sanders Road. The development abuts City limits and is within the City's one-mile extraterritorial jurisdiction. The County Planning and Zoning Commission approved this Final Plat on February 1, 2016 and is scheduled for review by the Board of County Commissioners on March 15, 2016.

The Planning Commission reviewed this Final Plat on February 8, 2016. The Commission recommended the City Council approve the Final Plat (5 yes, 0 no, 2 absent). The February 8, 2016 Planning Commission Staff report is attached. The staff report is unchanged.

Legal/Statutory Authority:

- Laramie Municipal Code Title 15, Unified Development Code
- Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
- Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning
- Wyoming State Statutes Title 34 Property Conveyances and Security Transactions, Chapter 12 Platting and Dedication
- Laramie Comprehensive Plan 2007
- Major Street Plan

BUDGET FISCAL INFORMATION:**REVENUE**

Source	Amount	Type
Fees/Charges for Service	\$730.00	Application Fee
Grant		
Loan		
Other		
Total	\$730.00	

Responsible Staff:

Future dates are subject to change

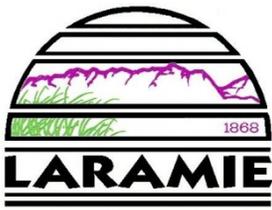
Randy Hunt AICP, Community
Development Director, 721-5288Charles Bloom, Principal Planner,
721-5232

Work Session	
Advertised	
Public Hearing (PH) Held	2/08/2016 (Planning Commission)
PH Advertised	1/23/2016
Introduction/1 st Reading	3/01/2016
2 nd Reading	N/A
3 rd Reading	N/A

Attachment:

February 8, 2016 Planning Commission Staff Report and Final Plat

____ City Manager ____ City Attorney ____ **Community Development**



City of Laramie

Community Development Department
P.O. Box C
Laramie, WY 82073

Code Administration: (307) 721-5271
Engineering: (307) 721-5250
Planning: (307) 721-5207
Fax: (307) 721-5248

LARAMIE PLANNING COMMISSION FEBRUARY 8, 2016 STAFF REPORT

FILE:	FP-15-05 Branch Subdivision Final Plat
REQUEST:	A Final Plat proposing two commercial lots on a five acre tract of land
LOCATION:	Located at 3025 Fort Sanders Road, in unincorporated Albany County, within the City's one-mile extraterritorial jurisdiction
APPLICANT(S)/AGENT:	John D. Erickson (Gertsch-Baker Engineering & Design)
OWNER:	Branch Trust (Christa and William Branch)
PURPOSE:	Commercial lots for future sale
CURRENT ZONING:	County Commercial
PREPARED BY:	Charles W. Bloom, AICP, Principal Planner

RECOMMENDED MOTION:

Move to recommend **approval** to the City Council of the Branch Subdivision Final Plat, based on findings of fact and conclusions of law.

APPLICABLE CITY CODE SECTION(S):

Final Plats must be reviewed by the Planning Commission and City Council. Planning Commission action is forwarded to the City Council as a recommendation.

- Laramie Comprehensive Plan
- Major Street and Highway Plan
- Laramie Municipal Code Title 15, Unified Development Code
- Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
- Wyoming State Statutes Title 34 Property Conveyances and Security Transactions, Chapter 12 Platting and Dedication

BACKGROUND:

The proposed Final Plat abuts City limits and is within the City's one-mile extraterritorial jurisdiction. The plat proposes two commercial lots on a five-acre tract of land with each lot having frontage on Fort Sanders Road. The Preliminary Plat was approved by the Planning Commission on November 9, 2015, the City Council on December 1, 2015, the County Planning and Zoning Commission on November 18, 2015 and the Board of County Commissioners on December 15, 2015. No additional conditions of approval were required in conjunction with County approval.

The Final Plat is tentatively scheduled for review by the County Planning and Zoning Commission on February 10, 2016 and the County Commissioners on March 15, 2016.

SURROUNDING LAND USE AND ZONING:

The property is currently zoned County Commercial and is developed with a veterinary clinic, stables and a barn.

	Future Land Use Designation (Map 3.2)	Zoning	Land Use
Subject Property	(I) Industrial	County Commercial	Veterinary clinic, stable and barn
North	(I) Industrial	County Small Lot Residential	Residences on small lots
East	(PI) Public Institutional	I2 Industrial District	Albany County Fairgrounds
South	(I) Industrial	County Small Lot Residential	Residences on small lots
West	(I) Industrial	County Industrial	Union Pacific Railroad

ANALYSIS OF REQUIRED FINDINGS FOR FINAL PLATS:

The following findings must be made in the affirmative in order to approve the Final Plat:

- 1. The proposed Final Plat complies with the conditions of approval of the Preliminary Plat.**

Staff Response: The Final Plat complies with the conditions of approval of the Preliminary Plat. The conditions of Preliminary Plat approval are below (Staff's response as to whether or not the plat satisfies applicable conditions are summarized in *italics*):

Conditions of Preliminary Plat approval:

1. Prior to Planning Commission's review of a Final Plat, the Preliminary Plat shall be reviewed and approved by the Albany County Planning and Zoning Commission.

Complies -Approved by the County Planning Commission December 9, 2015 and the Board of County Commissioners on December 15, 2015.

2. Prior to approval of the Final Plat, the developer shall enter into applicable County subdivision agreements for public improvements if required by the County and signed and executed copies shall be provided to the City before a Final Plat is approved by City Council.

Complies -No subdivision agreements for public improvements were required in conjunction with County approval.

3. All requirements approved by Albany County shall also apply and are hereby incorporated by reference. If City or County requirements conflict, the more restrictive shall apply.

Complies -No requirements were required by the County as part of Preliminary Plat approval.

2. **The subdivision improvement plans have been reviewed and approved for construction.**

Staff Response: No new roads or infrastructure were required in conjunction with the Preliminary Plat approval. No subdivision improvement plans are required by the City or County with prior approvals.

3. **The applicant has completed applicable improvement agreement(s) for construction of the required public improvements.**

Staff Response: No City subdivision agreement or financial security is required for this subdivision.

PUBLIC COMMENTS:

Staff has received no public comments related to this project. Public notice was mailed on January 21, 2016 and published in the Laramie Boomerang on January 23, 2016.

FINDINGS OF FACT AND CONCLUSIONS OF LAW:

Findings of Fact:

- The Final Plat complies with the above approval criteria for Final Plats reviewed with the City's extraterritorial jurisdiction.

Conclusions of Law:

- The applicant is proceeding in accordance with requirements of and Wyoming State Statutes Title 34 and Laramie Municipal Code Title 15.

ALTERNATIVES:

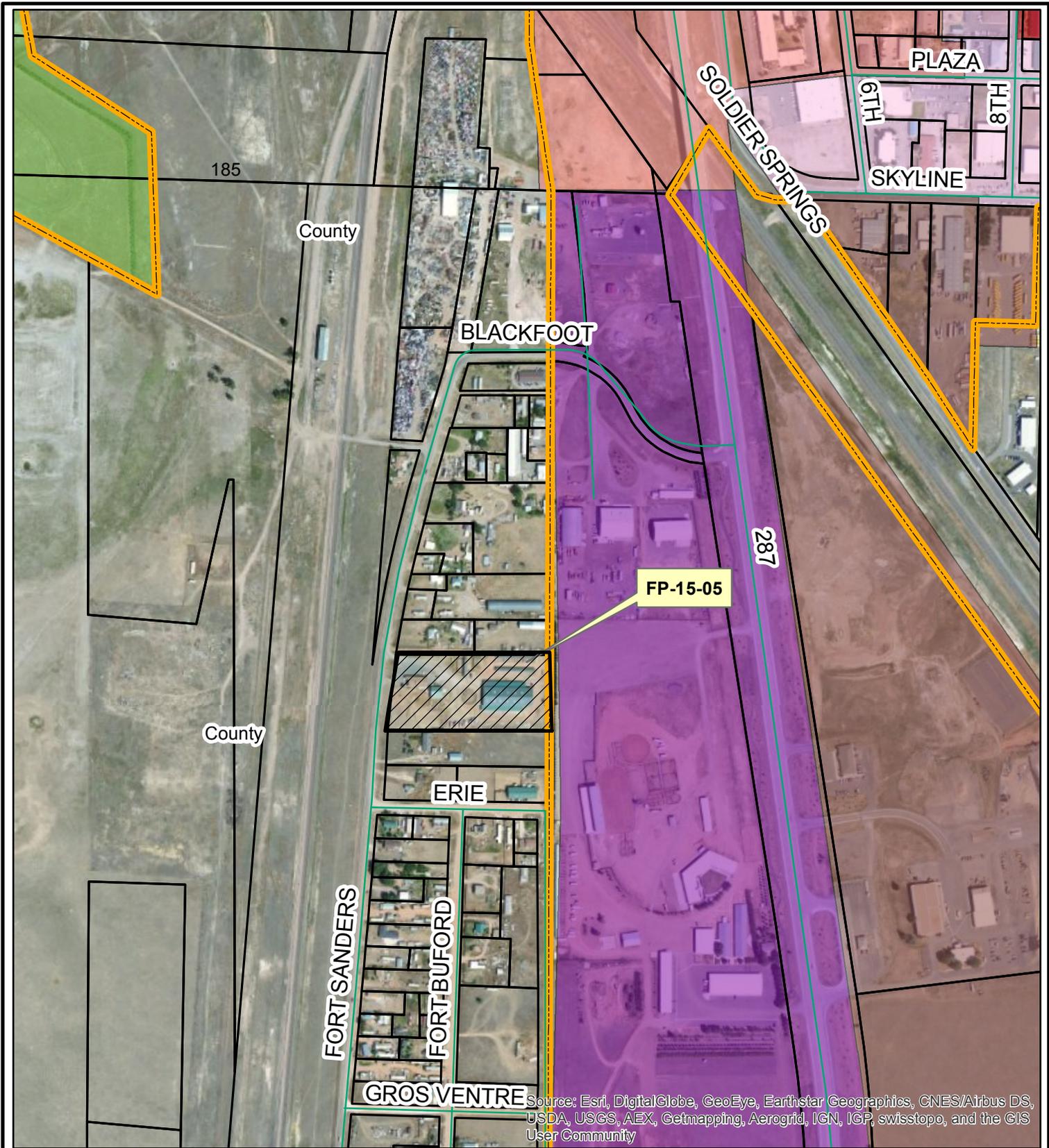
1. Approve the Final Plat based on findings of fact and staff's conclusions of law (Staff recommendation);
2. Deny the Final Plat based on findings of fact;
3. Postpone the Final Plat until issues identified during the meeting can be resolved.

STAFF RECOMMENDATION:

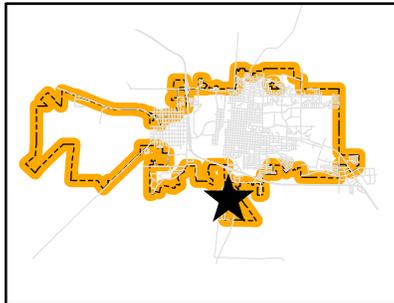
Staff recommends **approval** of the Branch Subdivision Final Plat, based on findings of fact and conclusions of law.

ATTACHMENTS

1. Vicinity Map
2. Proposed Final Plat: Branch Subdivision (11"x17")
3. Approved Preliminary Plat (11"x17")



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



FP-15-05 Branch Subdivision Final Plat



This Data contained herein was compiled from various sources for the sole use of the City of Laramie. REVIEW OF THIS DATA FOR ACCURACY AND ANY NECESSARY EDITING HAS NOT BEEN COMPLETED AT THIS TIME. Any use of the data by anyone other than the City of Laramie, and its members, is at the sole risk of the user; and by acceptance of this data, the user does hereby hold the City of Laramie, and its members, harmless and without liability from any claims, costs, or damages of any nature against the City of Laramie, including cost of defense arising from improper use of data, or use by other party. Acceptance or use of this data is done without any expressed or implied warranties.

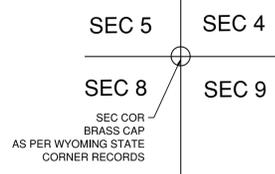
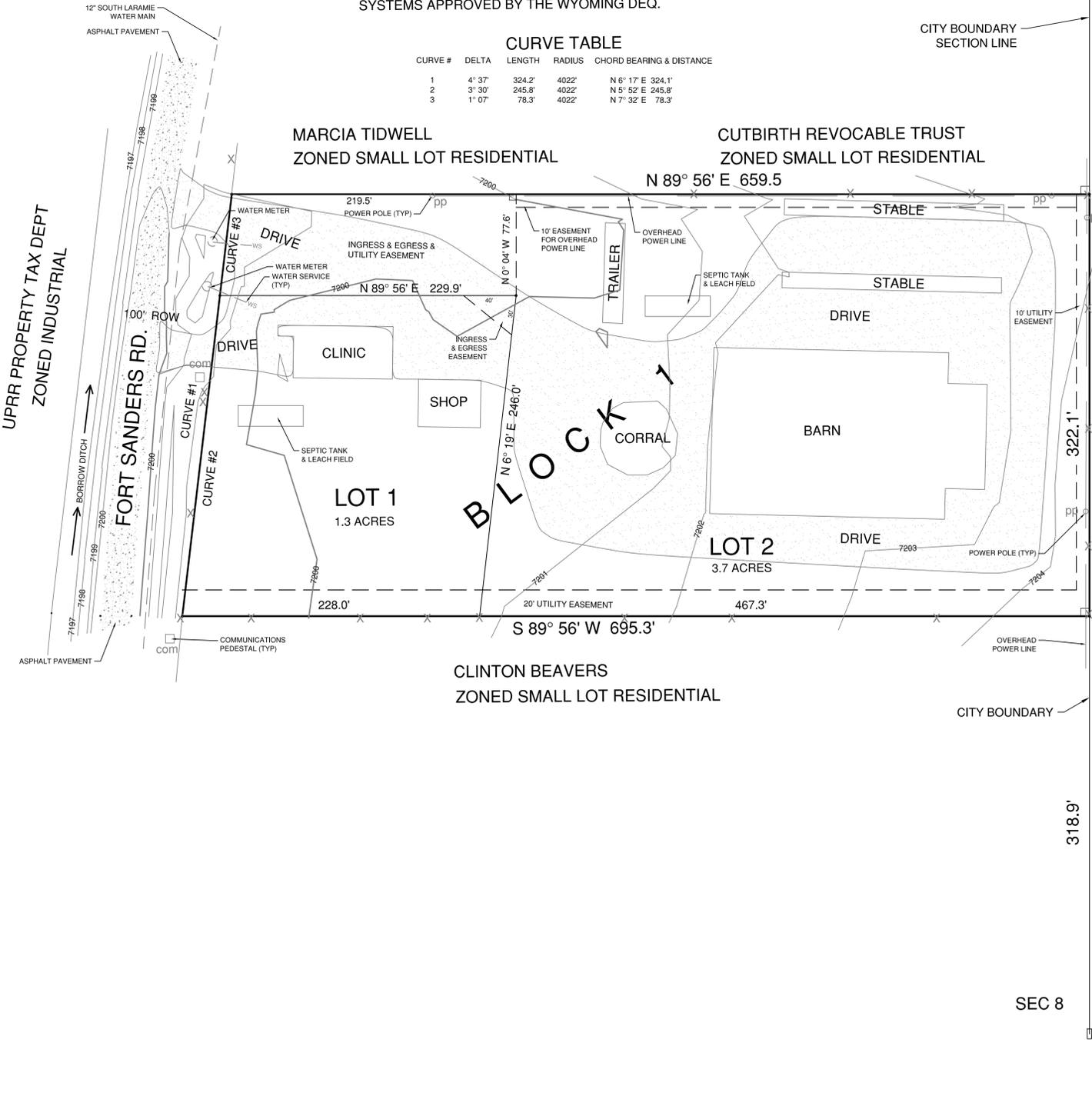
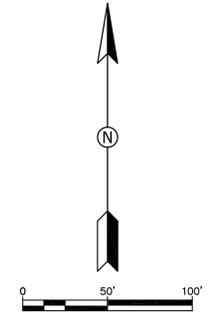
SECTION 8, T15N, R73W

LEGEND

- SUBDIVISION BOUNDARY
- LOT BOUNDARY
- EASEMENT LINE
- FOUND GLO STONE
- FOUND MONUMENT AS NOTED

- NOTES:
- CONTOUR INTERVAL IS ONE FOOT
 - ANY FUTURE SEPTIC SYSTEM IMPROVEMENTS WILL REQUIRE ENHANCED SYSTEMS APPROVED BY THE WYOMING DEQ.

CURVE #	DELTA	LENGTH	RADIUS	CHORD BEARING & DISTANCE
1	4° 37'	324.2'	4022'	N 6° 17' E 324.1'
2	3° 30'	245.8'	4022'	N 5° 52' E 245.8'
3	1° 07'	78.3'	4022'	N 7° 32' E 78.3'



DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNER AND PROPRIETOR OF THE LAND SHOWN ON THIS PLAT CERTIFY THAT THE LOTS TO BE KNOWN AS LOTS 1 & 2, BLOCK 1, BRANCH TRACT 5 SUBDIVISION, ALBANY COUNTY, WYOMING LOCATED IN THE NE 1/4 OF SECTION 8, T15N, R73W OF THE 6TH P.M. AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST LINE OF SAID NE 1/4 OF SECTION 8 WHICH IS THE NE CORNER OF PLOT NO. 5 AS SHOWN ON THE MAP RECORDED APRIL 2, 1949 AS INSTRUMENT NO. 274244;

THENCE S 0° 04' E 322.1 FEET ALONG SAID EAST LINE TO THE SE CORNER OF SAID PLOT NO. 5;

THENCE S 89° 56' W 695.3 FEET ALONG THE SOUTH LINE OF SAID PLOT NO. 5 TO THE SW CORNER OF SAID PLOT NO. 5, SAID POINT ALSO BEING ON THE EAST RIGHT OF WAY OF FORT SANDERS ROAD;

THENCE 324.2 FEET ALONG SAID RIGHT OF WAY WHICH IS ALSO THE WEST LINE OF SAID PLOT NO. 5, A CURVE CONCAVE TO THE EAST WITH A RADIUS OF 4022 FEET AND CHORD BEARING N 6° 17' E 324.1 FEET TO THE NW CORNER OF SAID PLOT NO. 5;

THENCE N 89° 56' E 659.5 FEET ALONG THE NORTH LINE OF SAID PLOT NO. 5 TO THE POINT OF BEGINNING;

THENCE FEET;

SAID TRACT CONTAINS 5.12 ACRES MORE OR LESS.

BASIS OF BEARING FOR DESCRIPTION IS SAID EAST LINE OF THE NE 1/4 OF SECTION 8, I.E. S 0° 04' E

AND THAT THE SURVEYING AND LAYING OUT INTO BLOCK, & LOTS, AND EASEMENTS AS SHOWN ON THIS PLAT IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER AND PROPRIETOR AND THAT HE DOES HEREBY DEDICATE TO THE PUBLIC USE THE STREETS AND EASEMENTS AS SHOWN HEREON.

SURVEYOR'S STATEMENT

I, DAVID G. HAMMOND, STATE THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF WYOMING AND THAT THIS PLAT REPRESENTS A FIELD SURVEY PERFORMED BY ME AND UNDER MY DIRECT SUPERVISION. I FURTHER STATE THAT BASED UPON MY INFORMATION AND KNOWLEDGE, I BELIEVE THIS PLAT TO BE AN ACCURATE REPRESENTATION OF SAID FIELD SURVEY AS SHOWN HEREON.

DAVID HAMMOND, PLS 2337 _____ DATE _____

CERTIFICATE OF ENGINEER

I, CHRISTIE M. ROBERTS OF LARAMIE, WYOMING HEREBY CERTIFY THAT THE ENGINEERING DESIGN AND CALCULATIONS REQUIRED FOR THIS SUBDIVISION WERE MADE BY ME AND UNDER MY DIRECT SUPERVISION.

CHRISTIE M. ROBERTS, WY P.E. 12367 _____ DATE _____

APPROVALS:

- CITY OF LARAMIE PLANNING COMMISSION
- CHAIRMAN _____ DATE _____
- CITY OF LARAMIE
- MAYOR _____ DATE _____
- COMMUNITY DEVELOPMENT DIRECTOR _____ DATE _____
- CITY ENGINEER _____ DATE _____
- ATTEST:
- CITY OF LARAMIE CLERK _____ DATE _____

CERTIFICATE OF BOARD OF COUNTY COMMISSIONERS

THIS CERTIFIED SURVEY MAP HAS BEEN SUBMITTED TO AND APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF ALBANY COUNTY, WYOMING. SUCH APPROVAL DOES NOT OBLIGATE ALBANY COUNTY FOR THE CONSTRUCTION OR MAINTENANCE OF ANY STREETS OR ROADS UNLESS SPECIFICALLY ACCEPTED BY SEPARATE LEGAL RESOLUTION. NOTICE IS HEREBY GIVEN THAT BASIC ACCESS TO RURAL PROPERTIES AND RESPONSE BY EMERGENCY SERVICES MAY BE LIMITED OR UNAVAILABLE DUE TO FACTORS INCLUDING, BUT NOT LIMITED TO ADVERSE WEATHER CONDITIONS THAT MAY ARISE AT ANY TIME, OR THE REMOTENESS OF THE PROPERTY, OR A COMBINATION THEREOF.

APPROVED THIS _____ DAY OF _____, 2015

COMMISSION SIGNATURE _____

APPROVALS:

- ALBANY COUNTY PLANNING AND ZONING COMMISSION
- CHAIRMAN _____ DATE _____
- ALBANY COUNTY ENGINEER
- WILLIAM F. GORMAN, P.E. _____ DATE _____
- ATTEST:
- ALBANY COUNTY CLERK _____ DATE _____

CERTIFICATE OF OWNERSHIP

I, WILLIAM F. BRANCH AND I, CHRISTA S. BRANCH DO HEREBY CERTIFY THAT WE HAVE CAUSED TO BE SURVEYED, DIVIDED AND PLATTED THE LAND SHOWN ON THIS INSTRUMENT.

DATE _____

DATE _____

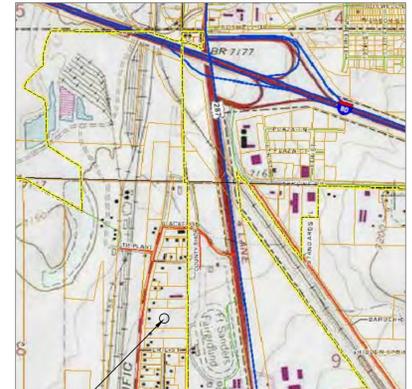
ACKNOWLEDGEMENT

STATE OF WYOMING)
) SS
COUNTY OF ALBANY

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY WILLIAM F. BRANCH AND CHRISTA S. BRANCH THIS _____ DAY OF 2015.

WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC _____ MY COMMISSION EXPIRES _____



LOCATION VICINITY MAP

Preliminary Plat Approved (subject to conditions) December 1, 2015

GERTSCH-BAKER ENGINEERING & DESIGN inc.
 Architects - Engineers
 phone: 307.742.6516 fax: 307.742.4048
 104 S. 4th Street Suite 100 Laramie, Wyoming 82070

drawn by: ERICKSON
date: 10/23/15

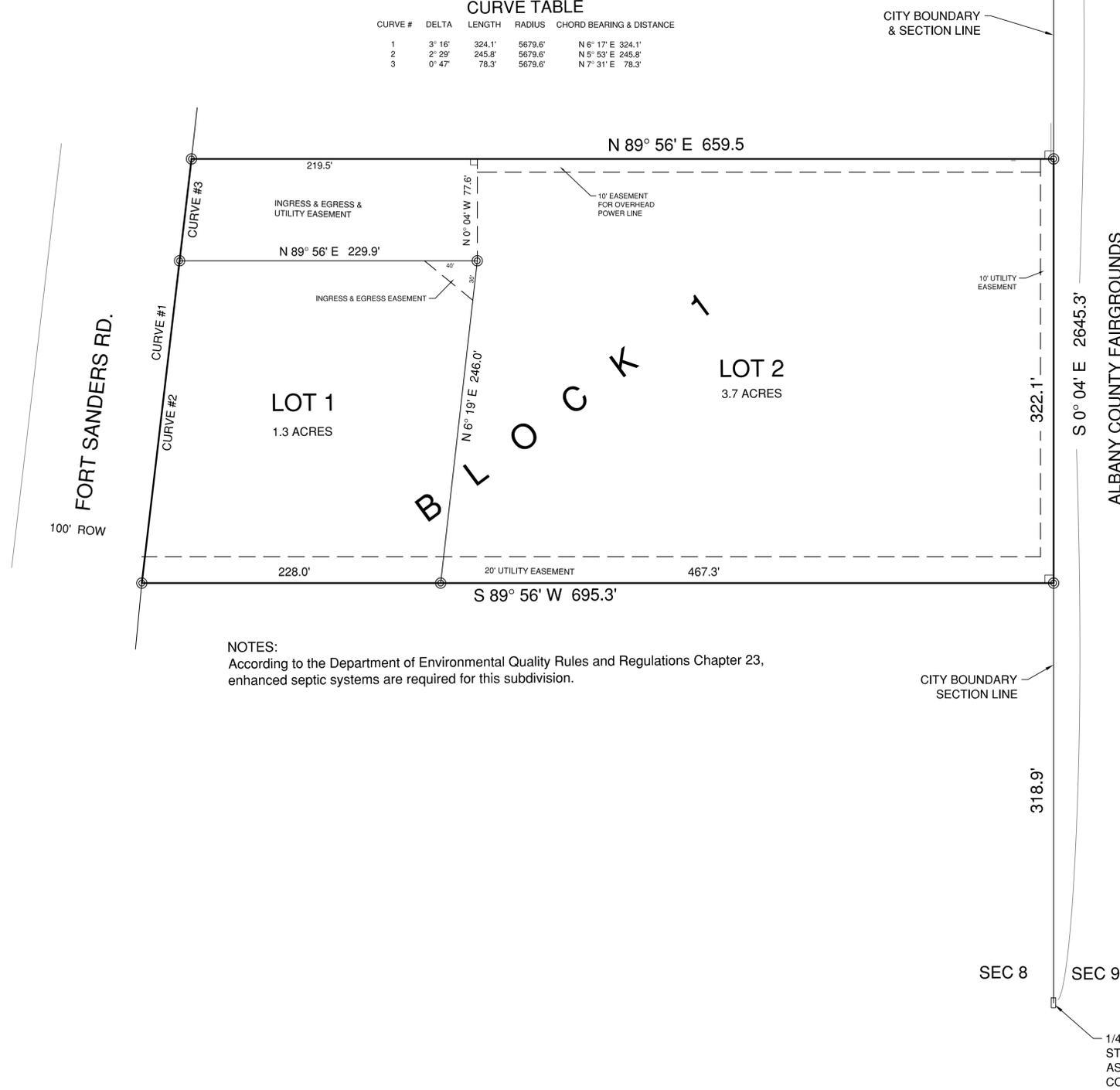
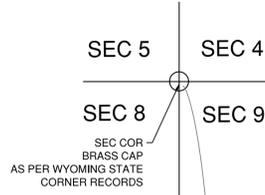
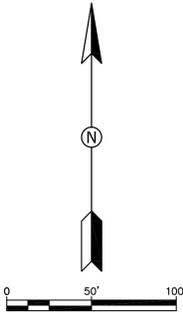
PRELIMINARY PLAT
 BRANCH SUBDIVISION
 SNOWY RANGE VET CLINIC ALBANY COUNTY, WYOMING
 3025 & 3027 FORT SANDERS ROAD

SECTION 8, T15N, R73W

LEGEND

-  SUBDIVISION BOUNDARY
-  LOT BOUNDARY
-  EASEMENT LINE
-  FOUND GLO STONE
-  FOUND MONUMENT AS NOTED
-  SET 5/8" REBAR WITH CAP STAMPED "PLS 2337"

CURVE #	DELTA	LENGTH	RADIUS	CHORD BEARING & DISTANCE
1	3° 16'	324.1'	5679.6'	N 6° 17' E 324.1'
2	2° 29'	245.8'	5679.6'	N 5° 53' E 245.8'
3	0° 47'	78.3'	5679.6'	N 7° 31' E 78.3'



NOTES:
According to the Department of Environmental Quality Rules and Regulations Chapter 23, enhanced septic systems are required for this subdivision.

DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNER AND PROPRIETOR OF THE LAND SHOWN ON THIS PLAT CERTIFY THAT THE LOTS TO BE KNOWN AS LOTS 1 & 2, BLOCK 1, BRANCH SUBDIVISION, ALBANY COUNTY, WYOMING LOCATED IN THE NE 1/4 OF SECTION 8, T15N, R73W OF THE 6TH P.M., ALBANY COUNTY, WYOMING AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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THENCE S 0° 04' E 322.1 FEET ALONG SAID EAST LINE TO THE SE CORNER OF SAID PLOT NO. 5;

THENCE S 89° 56' W 695.3 FEET ALONG THE SOUTH LINE AND TO THE SW CORNER OF SAID PLOT NO. 5, SAID POINT ALSO BEING ON THE EAST RIGHT OF WAY OF FORT SANDERS ROAD;

THENCE 324.1 FEET ALONG SAID RIGHT OF WAY, A CURVE CONCAVE TO THE EAST WITH A RADIUS OF 5679.6 FEET AND CHORD BEARING N 6° 17' E 324.1 FEET TO THE NW CORNER OF SAID PLOT NO. 5;

THENCE N 89° 56' E 695.5 FEET ALONG THE NORTH LINE OF SAID PLOT NO. 5 TO THE POINT OF BEGINNING;

THENCE FEET;

SAID TRACT CONTAINS 5.03 ACRES MORE OR LESS.

BASIS OF BEARING FOR DESCRIPTION IS SAID EAST LINE OF THE NE 1/4 OF SECTION 8, i.e. S 0° 04' E

AND THAT THE SURVEYING AND LAYING OUT INTO BLOCK, & LOTS, AND EASEMENTS AS SHOWN ON THIS PLAT IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER AND PROPRIETOR AND THAT HE DOES HEREBY DEDICATE TO THE PUBLIC USE THE STREETS AND EASEMENTS AS SHOWN HEREON.

SURVEYOR'S STATEMENT

I, DAVID G. HAMMOND, OF LARAMIE, WYOMING DO HEREBY CERTIFY THAT THIS PLAT WAS MADE FROM NOTES TAKEN DURING AN ACTUAL SURVEY MADE UNDER MY DIRECTION IN SEPTEMBER OF 2015 AND THAT IT SHOWS THE RESULTS OF THAT SURVEY TO MY BEST KNOWLEDGE, INFORMATION AND BELIEF.

DAVID HAMMOND, PLS 2337 _____ DATE _____

CERTIFICATE OF BOARD OF COUNTY COMMISSIONERS

THIS CERTIFIED SURVEY MAP HAS BEEN SUBMITTED TO AND APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF ALBANY COUNTY, WYOMING. SUCH APPROVAL DOES NOT OBLIGATE ALBANY COUNTY FOR THE CONSTRUCTION OR MAINTENANCE OF ANY STREETS OR ROADS UNLESS SPECIFICALLY ACCEPTED BY SEPARATE LEGAL RESOLUTION. NOTICE IS HEREBY GIVEN THAT BASIC ACCESS TO RURAL PROPERTIES AND RESPONSE BY EMERGENCY SERVICES MAY BE LIMITED OR UNAVAILABLE DUE TO FACTORS INCLUDING, BUT NOT LIMITED TO ADVERSE WEATHER CONDITIONS THAT MAY ARISE AT ANY TIME, OR THE REMOTENESS OF THE PROPERTY, OR A COMBINATION THEREOF.

APPROVED THIS _____ DAY OF _____, 2016

COMMISSION SIGNATURE _____

APPROVALS:

CITY OF LARAMIE PLANNING COMMISSION

CHAIRMAN _____ DATE _____

CITY OF LARAMIE _____

MAYOR _____ DATE _____

COMMUNITY DEVELOPMENT DIRECTOR _____ DATE _____

CITY ENGINEER _____ DATE _____

ATTEST:

CITY OF LARAMIE CLERK _____ DATE _____

APPROVALS:

ALBANY COUNTY PLANNING AND ZONING COMMISSION

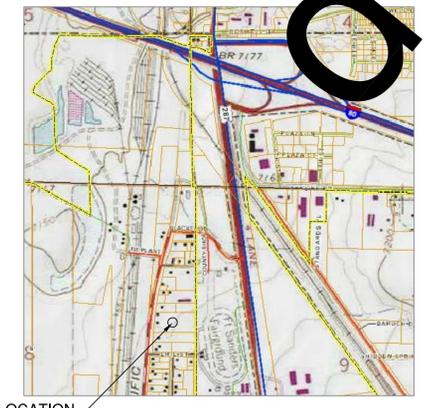
CHAIRMAN _____ DATE _____

ALBANY COUNTY ENGINEER _____

WILLIAM F. GORMAN, P.E. _____ DATE _____

ATTORNEY _____ DATE _____

ALBANY COUNTY CLERK _____ DATE _____



LOCATION VICINITY MAP

CERTIFICATE OF OWNERSHIP

I, WILLIAM F. BRANCH AND I, CHRISTA S. BRANCH DO HEREBY CERTIFY THAT WE HAVE CAUSED TO BE SURVEYED, DIVIDED AND PLATTED THE LAND SHOWN ON THIS INSTRUMENT.

DATE _____

DATE _____

ACKNOWLEDGEMENT

STATE OF WYOMING)
) SS
COUNTY OF ALBANY)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY WILLIAM F. BRANCH AND CHRISTA S. BRANCH THIS _____ DAY OF 2016.

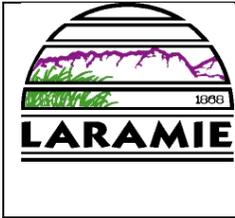
WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC _____ MY COMMISSION EXPIRES _____

drawn by: ERICKSON
date: 12/7/15

12/21/2015 8:05 AM John Erickson g:\survey-dw\branch range well\branch range.vet

CITY OF LARAMIE COUNCIL REGULAR MEETING March 1, 2016



Agenda Item: Orig. Ordinance - 3rd Reading

Title: Original Ordinance No. 1922A amending Title 8 of the Laramie Municipal Code for the purposes of creating health and safety standards for mobile homes, manufactured homes, recreational vehicles and tents.

Recommended Council MOTION:

1. Move to **approve** Original Ordinance No. 1922A on third and final reading, based on findings of fact and conclusions of law, and authorize the Mayor and Clerk to sign the ordinance.
2. Move to **postpone** Original Ordinance No. 1922A to May 19, 2016.

Administrative or Policy Goal:

“... this code should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law. All city or citizen initiated amendments must be adequately vetted through the public hearing processes identified in the code.” (Sec. 15.02.050, LMC)

March 1, 2016 Update:

On December 1, 2016 this item was postponed to March 1, 2016 for staff to gather additional public comment. On February 17, 2016 staff hosted a listening session at Fire Station #2 to take comments from citizens and residents and owners of Manufactured Home Communities and Recreational Vehicle Parks. Notice was mailed to all park owners, posted in public buildings and on digital platforms. In total, nine people attended the meeting and several telephone inquiries were generated. The nine people consisted of one citizen, a park resident / employee, and representatives for 7 of the 26 Manufactured Home Communities in the City.

The City Council may approve the Ordinance as presented to not further delay the licensing process. If the City Council wishes to consider changes to the Ordinance due to feedback received at the February 17th listening session, which is summarized below, staff recommends the Ordinance be continued to May 19, 2016 and specific direction be provided to staff for drafting of amendments.

A summary of comments received include:

- Enforcement needs to be consistently done so all parks are maintained equally. Skirting requirements should be kept in place so park owners and City representatives have laws to enforce. Skirting requirements should not hinder a license renewal.
- Setback requirements between Manufactured Homes should be reduced to allow for smaller spaces to accommodate modern Manufactured Homes.
- Why license only this housing sector? Some apartments and rental housing is in worse condition than Manufactured Homes.

- Overwhelming support of the removing the prohibition of change of occupancy or sale of non-HUD certified Manufactured Homes.
- Allow Recreational Vehicles in Manufactured Home Communities. Reasons cited were that older parks cannot accommodate newer Manufactured Homes due to small space size but can accommodate Recreational Vehicles and Campers. Changes should set minimum standards for a Recreational Vehicles and Campers so poor quality units cannot be brought in.
- Allow intermingling of Recreational Vehicles in Manufactured Home Communities.
- Tiny Homes should be allowed in Manufactured Home Communities.
- Tiny Homes, Recreational Vehicles, and Campers, should be allowed as accessory dwelling units on private property in multi-family zone districts (R2, R2M, R3, ROB overlay Districts)
- Processes should be amended to allow for easier re-development / new development. For example, mostly mobile home parks are non-confirming and require Rezoning and Conditional Use Permit approval prior to construction or modification. Site perimeter bufferyards should be reduced.
- Third party inspection programs should be investigated to determine if units are safe for habitation.

Prior Updates:

This Ordinance is related to the following three proposed Ordinances amending portions of the regulations regarding manufactured homes and mobile homes that are also on the City Council agenda:

1. Amendments to Title 8 relocating licensing provisions to Title 8 (Health and Safety) **(This item)**
2. Amendments to LMC Section 15.22 (Non-conforming Mobile Homes) which is also on this agenda
3. Amendments to LMC Chapter 15 (Unified Development Code) regarding definitions, deletion of licensing procedures and development standards which is also on this agenda

The purpose of this amendment is to address the licensing procedures so staff can begin re-issuing licenses which has been stalled since 2011. The intent of the amendments is remove antiquated code elements, create a bi-annual (once every two years) license review process. Companion Ordinances, 1923A and 1924 are also related and have been amended as necessary to parallel these changes.

At second reading the Ordinance was amended by substitution. Attached to this staff report is the amended Ordinance 1922A. At second reading Councilor Hanson provided City Council and staff a summary of typographical corrections that were needed. The attached Ordinance reflects those corrections.

The Ordinance was approved on second reading by the City Council (5 yes, 3 no, 1 absent). Staff recommends approval of the Ordinance and that any other changes be addressed independently to not further delay the licensing process any further.

Items not proposed for amendment with this Ordinance:

- No changes to allow intermingling of Recreational Vehicles within Manufactured Home Communities

- No changes in the 180-day/calendar year limit for recreational vehicles in RV Parks or the 14-day/calendar year limit on private residential property, or the exemption for parking of RVs in retail parking lots with over 200 spaces.

Summary of notable changes between Original Ordinance 1922 and Original Ordinance 1922A:

- Two year licenses (8.68.100.C). The two year license period allows the City to either review all communities/parks bi-annually or gives the City to establish to review cycles (half one year, half the next). Establishment of individual review cycles can be accomplished outside of Ordinance by separate Resolution.
- Modification to definition to allow for the terms mobile home and manufactured home to be used interchangeably. They are all collectively referred to as manufactured homes.
- New subsection (8.68.050) added clarifying that manufactured homes constructed prior to June 15, 1976, and to standards other than the National Manufactured Home Construction and Safety Standards cannot be brought into the City or relocated within the City. This follows current City regulations and will replace language presently in Chapter 15.22, Nonconformities. This subsection does not prohibit change in occupancy of already existing manufactured homes that constructed prior to June 15, 1976, or to standards other than the National Manufactured Home Construction and Safety Standards, which in the related amendments to chapter 15.22 are proposed for deletion.
- A new subsection (8.68.060) has been added clarifying that a manufactured home can be used for non-residential on a temporary basis (as a construction office) during construction or remodeling connected with a use permitted on the lot.
- A new subsection (8.68.070) has been added regarding accessory structure placement within a park. Elements are straightforward, grandfather existing accessory structures, and identify spacing requirements from structures and ventilation and utility appurtenances.
- A new subsection (8.68.120.C.2) has been added expanding license renewal criteria to require that internal streets within the manufactured home park be labeled consistently and be clearly visible within the manufactured home community.

For the purposes of reducing paper, staff has attached the June 22, 2015 Planning Commission Staff Report to this packet. The June 22nd Staff report discusses this proposed Ordinance as well as the other two companion Ordinances on the Agenda.

The Planning Commission held a public hearing and reviewed this item on June 22nd and recommended approval (4 yes, 1 no, 2 absent).

Legal/Statutory Authority:

Per UDC adoption stipulation (see quoted section above); also per W.S. 15-1-5 (Cities – Planning), W.S. 15-1-6 (Cities – Zoning), and related statutes.

Responsible Staff:

Randy Hunt, AICP, Community
Development Director: 721-5288

Charles Bloom, AICP, Senior Planner:
721-5232

Attachments:

Future dates are subject to change

Advertised	
Public Hearing (PH) Held	September 8, 2015
PH Advertised	August 16, 2015
Introduction/1 st Reading	July 21, 2015
2 nd Reading	November 17, 2015
3 rd Reading	March 1, 2016

Original Ordinance 1922A

June 22, 2015 Planning Commission Staff Report

_____ City Manager _____ City Attorney _____ **Community Development**

ORIGINAL ORDINANCE NO.: 1922A
ENROLLED ORDINANCE NO.: _____

INTRODUCED BY: Henry

AN ORDINANCE AMENDING TITLE 8 OF LARAMIE MUNICIPAL CODE FOR THE PURPOSES OF CREATING HEALTH AND SAFETY STANDARDS FOR MOBILE HOMES, MANUFACTURED HOMES, RECREATIONAL VEHICLES AND TENTS.

WHEREAS, on August 21, 2007, the City Council adopted the Laramie Comprehensive Plan which lists as one of its recommendations to create a unified development code that would combine the zoning and subdivision ordinances in into a single, unified document consisting of multiple parts or sections, including administrative procedures, zoning, subdivision regulations and improvement standards;

WHEREAS, on June 22, 2009 the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of the Unified Development Code subject to modifications;

WHEREAS, on March 2, 2010, the City Council adopted the unified development code with an effective date of July 1, 2010;

WHEREAS, 15.02.050 of the Laramie Municipal Code (LMC) calls for the Unified Development Code to be amended from time to time so as to become or remain consistent with the Comprehensive Plan, and should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law;

WHEREAS, City staff recommends that health and safety standards for mobile homes, manufactured homes, recreational vehicles and tents are more approximately addressed in Laramie Municipal Code Title 8 (Health and Safety);

WHEREAS, on June 22, 2015, the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of amendments to Laramie Municipal Code as shown in this ordinance; and

WHEREAS, the Laramie City Council held a public hearing on _____ to take and consider public comments;

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

Section 1. That LMC Section 8.68 is **created** to read as follows:

“Mobile homes, manufactured homes, recreational vehicles and tents”

8.68.010 – Purpose.

It is found that in order to protect and promote the public health, morale, convenience,

safety and welfare and to preserve the appropriate character of each area within the sound principles of the comprehensive plan, it is necessary to provide for the licensing, regulation, permits and fees for the locations and operation of manufactured home communities, recreational vehicle parks and campgrounds within the city.

8.68.020 – Compliance with Title.

It is unlawful for any person to occupy a mobile home, manufactured home, recreational vehicle, or tent except in compliance with the provisions of this chapter.

8.68.030 – Definitions.

- A. “Mobile home” and “Manufactured home” are used interchangeably and shall mean a transportable, single-family dwelling unit, suitable for year-round occupancy that contains the same water supply, waste disposal and electrical conveniences as immobile housing, that has no foundation other than wheels or removable jacks for conveyance on highways, and that may be transported to a site as one or more modules, but the term does not include "travel trailers," "campers," "camper buses," or "motor homes," or modular homes designed to be placed on a foundation.
- B. “Manufactured home community” shall mean a site containing spaces, improvements and utilities that are leased for the long-term placement of manufactured homes or mobile homes.
- C. “Recreational vehicle” shall mean any of the following:
 - 1. "Travel trailer" means a vehicular, portable structure built on a chassis designed to be used as a temporary dwelling for travel, recreation and vacation, and manufactured or built to be towed behind a vehicle.
 - 2. "Pick-up coach" means a structure designed to be mounted on a truck for use as a temporary dwelling for travel, recreation and vacation.
 - 3. "Motor home" means a portable, temporary dwelling to be used for travel, recreation and vacation, constructed as an integral part of a self-propelled vehicle.
 - 4. “Camping trailer” means a portable, folding or collapsible structure, mounted on wheels and designed for travel, recreation and vacation.
- D. “Recreational vehicle park” shall mean a development on a lot or parcel of land in which one or more spaces are occupied or intended for occupancy by recreational vehicles for or camping trailers for transient dwelling purposes.

8.68.040 Residential manufactured homes required to be in a manufactured home park or land zoned for manufactured homes.

- A. Except as provided in this section, no person shall park or locate any manufactured home or use a manufactured home as a dwelling permanently, temporarily or for indefinite periods of time, unless the manufactured home is located in a manufactured home park or land zoned for manufactured homes.
- B. A person may park a manufactured home for transportation or inspection on a manufactured home sales lot if the manufactured home is ~~property~~ properly secured.

8.68.050 Installation and Relocation of Manufactured Homes – Certification required.

- A. Installation and relocation of any manufactured home built before June 15, 1976, to standards other than the National Manufactured Home Construction and Safety Standards

Act, 42 U.S.C. Section 5400 et seq., within the City of Laramie shall be prohibited except as provided in LMC 8.68.050.B below.

- B. Pre-existing manufactured homes built before June 15, 1976, to standards other than the National Manufactured Home Construction and Safety Standards Act, 42 U.S.C. Section 5400 et seq. may be relocated within a licensed Manufactured Home Community provided they are relocated in conjunction with an application to convert a portion of the Manufactured Home Community to a Recreational Vehicle Park ~~pursuant~~ in accordance with the provisions of LMC 15.14.140.D

8.68.060 - Nonresidential use of manufactured home.

- A. A person may use a manufactured home as an office or other nonresidential use on a temporary basis during construction or remodeling connected with a use permitted on the lot, if the use and location of the manufactured home comply with all applicable zoning and building provisions of this code and other ordinances of the city, but only if the manufactured home is removed from the site upon completion of the construction or remodeling and only if the home is adequately secured against damage and overturning by winds while on the premises.
- B. A person may use a manufactured home for nonresidential purposes outside of a manufactured home park for other than construction or remodeling if the person requests a special exception for such use from the board of adjustment. The board may grant a special exception if it finds that:
 - 1. The use of the manufactured home is a temporary and accessory use necessary to enhance the principal use of the property;
 - 2. The use is limited to no more than twenty-four months, unless the board finds good cause for a longer use;
 - 3. The manufactured home installation meets all of the requirements of this chapter relating to tie-down and wind security;
 - 4. The applicant has demonstrated an undue hardship and the need for the temporary use pending permanent construction of other facilities; and
 - 5. If granted, the special exception will not adversely affect the character of the neighborhood in which the manufactured home is proposed to be located nor substantially impair the appropriate use and development of adjacent property.

8.68.070 - Accessory Structures.

- A. The following accessory structures to an individual manufactured home are permitted if they comply with all applicable provisions of this code and other ordinances of the city: unenclosed carports and porches; awnings; and detached storage cabinets that do not exceed one hundred fifty square feet in floor area. Such structures:
 - 1. Shall not obstruct required openings for light and ventilation of the manufactured home or prevent inspection of manufactured home equipment and utility connections; and
 - 2. Shall be located at least ten feet from any adjacent manufactured home.
 - 3. Existing accessory structures not in compliance with the requirements of this section may remain in place only until the manufactured home to which the

structures are accessory to is removed or replaced. When such manufactured home is replaced, ~~no~~ a person owning or occupying the manufactured home or using the accessory structure shall not fail to remove all such accessory structures or bring them into compliance with the applicable provisions of this chapter.

8.68.080 – Recreational Vehicles, and Tents.

A. Occupation Outside of Licensed Parks or Campgrounds.

It is unlawful for any person to occupy or inhabit a recreational vehicle or tent upon any premises or tract of land located within the city which is outside a licensed recreational vehicle park or campground, except that one visiting travel trailer or recreational vehicle may be parked on privately owned, residential property, and may be inhabited for a period not to exceed fourteen days in any one calendar-year period.

B. Any property owner desiring to furnish temporary facilities for a group of trailers, recreational vehicles or tents may be granted permission pursuant to LMC 15.10.030.B, Temporary Uses.

C. It is unlawful for any person to occupy or inhabit a recreational vehicle or tent within a licensed recreational vehicle park or campground within the City for a period exceeding 180 calendar days.

D. Subsections ~~a-A~~ and ~~b-B~~ of this section do not apply to temporary parking of recreational vehicles when parked in a privately owned lighted and paved parking lot (plant-mix bituminous or concrete paving) which has at least two hundred lined parking stalls and is appurtenant and adjacent to an occupied retail business. Parking is limited to one day for each recreational vehicle. Such parking shall be without charge. Utility hookups shall not be provided. The business owner's permission shall be required. No sewage disposal shall be permitted unless the business owner provides a dump station designed and operated according to law.

E. License Required.

It is unlawful for a person to operate a recreational vehicle park or campground in the city without securing and maintaining a valid license as required by LMC section 8.68.100, Licenses.

8.68.090 – Safety Standards.

The intent of this section is to provide for basic life safety provisions related to Recreational Vehicle Parks, Campgrounds Manufactured Home Communities.

A. Storage and Location of Liquefied Petroleum Gas.

1. Liquefied petroleum gas containers installed on a manufactured home, travel trailer, recreational vehicle or campground space shall be securely but not permanently fastened to prevent accidental overturning. Such containers shall not be more than sixty (60) U.S. gallons gross capacity.
2. No liquefied petroleum gas vessel shall be stored or located inside or beneath any storage cabinet, carport, trailer or any other structure, unless such installations are approved by the fire department. (Prior code § 37A-47).

B. Storage of Fuel Oil.

1. All fuel oil storage tanks or cylinders shall be securely fastened in place and shall not be located inside or beneath any manufactured home or less than five feet from

any manufactured home exit.

2. Storage tanks located in areas subject to traffic shall be protected against physical damage. (Prior code § 37A-48).

C. Fire Protection.

1. Generally.

Each manufactured home, travel trailer, recreational vehicle or campground shall be subject to compliance with NFPA Standard 1194 and relevant development standards of the International Fire Code as adopted by the city. All plans and specifications therefore will be approved by the office of the city fire marshal.

2. Recreational Fires.

No recreational fire shall be permitted on an individual travel trailer, recreational vehicle or campground site except in facilities approved by the city fire inspector and in conformance with applicable NFPA standards. No open fire shall be left unattended. No fuel shall be used and no material burned which emits dense smoke or objectionable odors. (Prior code § 37A-53).

D. Maintenance.

Each manufactured home community, recreational vehicle park or campground to ~~whom~~ ~~which~~ a license is issued, shall at all times operate the facility in compliance with this code and shall provide adequate supervision to maintain its facilities and equipment in good repair and in a safe, clean and sanitary condition at all times. This shall include lighting of common areas, snow removal, lawn maintenance, maintenance of drive aisles and parking lots, maintenance of recreational equipment and community facilities.

E. Recreational Facilities.

Recreational facilities, including playgrounds, basketball courts and picnic areas shall not be abandoned or neglected to the point of abandonment without approval from the City.

8.68.100 – Licenses.

A. Required.

It is unlawful for any person to establish, maintain, operate or permit to be established, any manufactured home community, recreational vehicle park, or campground within the city without first obtaining a license. The license shall be renewed once every two years and may be transferred to another entity provided the license is for the same property and the City is provided in writing of the new entity's name and contact information within 30-days of transfer.

B. Fees.

The initial and ~~biennial~~ ~~annual~~ license fee for a manufactured home community, recreational vehicle park, and campground is non-refundable and is required at the time of application. Fees shall be paid in accordance with fee schedules adopted by the City.

C. Term.

All manufactured home community, recreational vehicle park, and campground licenses shall be valid for a period of two years, shall not be prorated and shall expire on June 30th of the second year. A complete renewal application shall be filed with the city manager or designated representative prior to license expiration.

8.68.110 – Initial License:

- A. Application for manufactured home community, recreational vehicle park or campground license shall be filed with the city manager or designated representative.
- B. At minimum, the following information shall be provided with the license application:
 - 1. The name and address of the applicant.
 - 2. The location, street address and legal description of the community/park,
 - 3. A site plan drawn to scale of the community, park or campground. The site plan shall show: the boundaries of the community; the park or campground's individual spaces; space numbers; common open space and recreation facilities; the locations of common facilities; mailbox location(s); parking spaces and drive aisles; fences and walls and a description of their construction;
 - 4. A landscaping plan showing the location of trees, bushes, grasses, hardscaped areas and any landscape features;
 - 5. Locations of all site lighting features with reference to type; signage location, dimensions and illumination; refuse areas and facilities; storage sheds; fire lanes and fire hydrants; adjacent rights-of-way and property owners; scale and north arrow.
- C. Multiple licenses shall be allowed for individual properties with a mixture of uses provided that licenses should be limited to contiguous areas of the community, park or campground and shall not overlap.

8.68.120 – License Renewal Criteria:

- A. Manufactured Home Community, Recreational Vehicle Park and Campground Licenses.

Upon application in writing by a licensee for renewal of a license required by this chapter ~~and after re-inspection by~~ the city manager or designated representative shall inspect the manufactured home community, recreational vehicle park and/or campground for compliance with the regulations of this code and upon payment of the license fee, shall issue a certificate renewing such license for another two years.
- B. Application Contents.

At minimum, the following information shall be provided with the license renewal application: the name and address of the applicant; the name and contact information of property manager; the location, street address and legal description of the community, park or campground; total number of spaces; total number of occupied spaces; number of sites and specific site numbers of abandoned manufactured homes or vehicles; a summary of prior years' improvements; any proposed improvements/major maintenance or scheduled maintenance; and any modifications proposed to recreational amenities on the property.

C. City Review of Application for License Renewal.

The city manager or designated representative shall review each application and, as ~~deemed~~-necessary, distribute the application to other reviewers. Taking into account results of those reviews, city manager or designated representative shall take final action on the application and approve or deny, based on the applicable renewal criteria in this section. The city manager or designated representative review and decision, including referral to other agencies and bodies, shall be completed within 30 calendar days of receipt of a complete application. Failure to complete such review in 30 calendar days shall not constitute deemed approval of the application; however if the city manager or designated representative does not act on the application within 30 calendar days, the applicant may request the City Manager or designated representative move the application to the City Council agenda for review, which the City Manager or designated representative shall do upon such request. No license shall be deemed to have lapsed pending final action on a timely filed renewal application.

D. Requirements for Renewal.

All Manufactured Home Communities, Recreational Vehicle Parks and/or Campgrounds shall meet or exceed the following requirements to be eligible for an annual license:

1. Site Numbering.

All individual site numbers shall be consistently labeled pursuant to the following standards:

- a. Site numbers shall be consistently displayed on a mailbox, mailbox post or post, unit, or similar mechanism, and shall be easily visible from internal access roads ~~when traveling~~ in either direction. The site number display shall be minimum height of three feet and maximum height of five feet above the road grade as measured from the midpoint of the sign. Alternatively, if displayed on the mailbox post, the site number display may be mounted directly below the mailbox so long as the midpoint of the sign is no less than two and one-half feet above road grade.
- b. All site numbers shall be white reflective lettering on a color contrasting or nearly contrasting with the background. All site number identification signs shall be consistently designed and consistently located on each space within a manufactured home community. There shall be no obstructions to preclude the site numbers from being visible from access drives.
- c. All address numbers shall be a minimum of three (3) inches in height and one and one-half (1 & 1/2) inches in width.

2. Street Labeling.

- a. For communities with multiple internal streets, all internal streets shall be labeled. All signage shall be white reflective lettering on a color contrasting or nearly contrasting with the background. All signage shall be consistently designed and consistently located at each intersection within a manufactured home community. There shall be no obstructions to preclude the signage from being visible from interior roadways. All sign letters and numbers shall be a minimum of three (3) inches in height and one and one-half (1 & 1/2) inches in width.

3. Safety.
The property shall conform to the safety standards of LMC section 8.68.090.
4. Nuisances.
The property shall not constitute a nuisance violation as defined in LMC Title 8.
5. Site Occupation.
Sites within a manufactured home community shall only be occupied by manufactured homes. Sites within a recreational vehicle park shall only be occupied by recreational vehicles and travel trailers. Sites within a campground shall only be occupied by recreational vehicles, tents or cabins (as approved on a site plan).

8.68.130 – Enforcement.

Violations of the provisions of this section shall be subject to the enforcement provisions of Chapter 15.26 of this code, including but not limited to civil penalties and abatement of said violations.

Section 2. That if any section, subsection, sentence, clause, phrase, graphic, or portion of this ordinance is for any reason held invalid or deemed unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate distinct and independent provision and such holding shall be deemed a separate and distinct and independent provision and such holding shall not affect the validity of the remaining provisions of this ordinance; and

Section 3. That this ordinance shall become effective after its passage, approval and its publication.

Passed and approved this _____ day of _____, ~~2015~~2016.

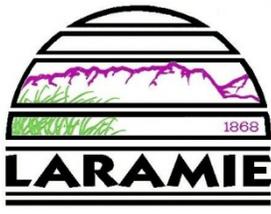
David A. Paulekas, Mayor and President of the
City Council

Attest: _____

~~Angie Johnson~~ ~~Sue Morris-Jones, MMC~~
City Clerk

First Reading: July 21, 2015
Public Hearing: August 11, 2015
Second Reading: November 17, 2015
Third Reading and Final Action: March 1, 2016

Duly published in the Laramie Boomerang this _____ day of _____, ~~2015~~2016.



City of Laramie

Community Development Department
P.O. Box C
Laramie, WY 82073

Planning: (307) 721-5207
Code Administration: (307) 721-5271
Fax: (307) 721-5248
Engineering: (307) 721-5250
Fax: (307) 721-5216
TTD: (307) 721-5207

LARAMIE PLANNING COMMISSION JUNE 22, 2015 STAFF REPORT

FILE: TA-15-02 Amendments to Code regarding Manufactured Homes, Mobile Homes, Manufactured Home Communities, Recreational Vehicle Parks, Campgrounds and Nonconforming Mobile Homes.

REQUEST: Text amendments to the Unified Development Code and other Titles regarding licensing requirements for Manufactured Home Communities, Recreational Vehicle Parks and Campgrounds; and amendments to Nonconforming Mobile Homes, and Recreational Vehicle Park development standards.

APPLICANT: City of Laramie

PURPOSE: Amendments to various sections of Code amending and relocating Manufactured Home Community, Mobile Home Park, Travel Trailer Park, Recreational Vehicle Park and campground licensing requirements to LMC Title 8, allowing for change of occupancy and annexation of mobile homes constructed prior to June 15, 1976, clarifying development standards for Recreational Vehicle Parks when part of a Manufactured Home Community, and amending the definition of Manufactured Home Community.

PREPARED BY: Charles W. Bloom, AICP, Senior Planner

RECOMMENDED MOTION:

Move to recommend that the City Council **approve:** 1) amendments to Title 15 (Unified Development Code) of the Laramie Municipal Code as shown in Attachments 1, 2 and 3 for the purposes of amending and relocating Manufactured Home Community, Mobile Home Park, Travel Trailer Park, Recreational Vehicle Park and Campground licensing requirements to LMC Title 8; 2) allowing for change of occupancy and annexation of mobile homes constructed prior to June 15, 1976; 3) clarifying development standards for recreational vehicle parks when part of a Manufactured Home Community; and amending the definition of Manufactured Home Community.

APPLICABLE CODE SECTION(S):

Text Amendments must be reviewed by the Planning Commission and City Council. Planning Commission action is forwarded to the City Council as a recommendation.

- Laramie Municipal Code Title 8, Health and Safety
- Laramie Municipal Code Title 15, Unified Development Code
- Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
- Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning
- Laramie Comprehensive Plan
- Laramie Housing Study 2030

BACKGROUND:

With adoption of the Unified Development Code (UDC) in 2010 regulations were adopted regarding the licensing of Mobile Home Communities, Manufactured Home Communities, Travel Trailer Parks, Recreational Vehicle Parks and Campgrounds. The UDC sets specific renewal criteria for all licensed parks to be implemented with the 2011-2012 and 2012-2013 licenses. Park renewals required that specific information such as site plans and an inventory of units within the park be provided concurrently with the 2011-2012 license, and that concurrently with the 2012-2013 licensing each unit be skirted; all units to be marked with a space number; all mobile home facilities (including stairs, decks, porches and other facilities and equipment) be brought into good repair and in a safe, clean and sanitary condition; and all nuisances be abated. Staff has been unable to issue any individual park license renewals due to the tremendous amount of staff time required to administer the items required with the 2012-2013 license procedures.

On December 4, 2012 the City Council extended all active mobile home park and recreational vehicle park licenses through June 30, 2013 and directed staff to reevaluate the existing process and propose changes for Planning Commission recommendation and City Council consideration. During this time staff drafted Original Ordinance 1874. On June 4, 2013 the Ordinance was postponed to August 20, 2013, to allow time for citizens to provide additional input and for staff to develop potential amendments.

On May 20, 2014, at staff's request, the City Council denied without prejudice Original Ordinance No. 1874 on second reading and directed staff to draft a new ordinance following completion of the Housing Study.

After denial staff became aware that not all manufactured home parks renewed their 2011 – 2012 licenses. On June 17, 2014 the City Council approved Resolution 2014-40 retroactively extending 2010-2011 licenses through June 30, 2015 so all parks are licensed and will have a common baseline when, and if, new rules and procedures are adopted after completion of the Housing Study. At the time of writing of this staff report, a similar resolution extending 2010-2011 licenses through June 30, 2016 was scheduled for City Council Consideration on June 16, 2015.

The fundamental concept of licensing of Manufactured Home Communities itself is something of an antiquated policy and was in need of review. Park licensing in Laramie began in the 1950s –well

before zoning existed in Laramie - and eventually found its way into the zoning code where it has remained, mostly unchanged, for over a half-century.

Review of the existing Ordinance, earlier draft Ordinance, Laramie Housing Study 2030 and Comprehensive Plan have indicated that there is merit to keeping annual tabs on our parks' quality and this segment of our housing inventory. Maintaining a licensing program will ensure that common areas within this segment of our housing inventory are inspected and routinely licensed. It should be noted that this licensing provision is only for the Manufactured Home Community and its common areas and in no way will result in the interior inspection or licensing of individual units.

Types of Manufactured Dwelling Units:

Nationwide and in Laramie there are several types of "manufactured" homes. These types are easily confused or mistaken; however there are notable objective differences.

Below are summaries and Unified Development Code definitions of three housing types that are often referred to as mobile homes.

1. Mobile Home:



LMC 15.28.030.A

133. Dwelling, Mobile Home

"Dwelling, mobile home" means a factory-built dwelling built before June 15, 1976, to standards other than the National Manufactured Home Construction and Safety Standards Act, 42 U.S.C. Section 5400 et seq., and acceptable under applicable state codes in effect at the time of construction of introduction of the home into the state. Mobile homes have not been built since introduction of the National Manufactured Home Construction and Safety Standards Act, 42 U.S.C. Section 5400 et seq.

Mobile homes are dwellings that were built prior to establishment of June 15, 1976 National Manufactured Home Construction and Safety Standards act. No standardized inspection program existed when these dwellings were constructed. These homes were built in a factory off-site to unknown standards. Pre-1976-Act mobile home dwellings are not permitted to be brought into the City Limits. Existing mobile homes are non-conforming and primarily located in either a manufactured home community or on private lots.

2. Manufactured Home (HUD-compliant Homes) (LMC 15.28.030.A.132):



LMC 15.28.030.A

132. Dwelling, Manufactured Home

"Dwelling, manufactured home" means a single-family dwelling unit constructed after June 15, 1976, built in accordance with National Manufactured Home Construction and Safety Standards Act, 42 U.S.C. Section 5400 et seq.

Manufactured homes are dwellings constructed after June 15, 1976 and are constructed to conform to the National Manufactured Home Construction and Safety Standards act. These homes were built in a factory off-site to adopted standards adopted by the federal government. Inspection by federal officers during manufacturing ensures quality control. These dwellings are permitted to be brought into the City Limits and may be placed within a manufactured home community or on individual lots zoned either R2M or RR (Rural Residential) provided proper permits are obtained.

3. Modular Home (Compliant with International Building Code) (LMC 15.28.030.A.134):



LMC 15.28.030.A

134. Dwelling, Modular Home

"Dwelling, modular home" means a factory assembled residence built in units or sections, transported to a permanent site and erected on a foundation.

Modular homes are dwellings constructed after 1976 and are constructed to conform to the International Residential Code. Component sections of these homes were built in a factory off-site to the same or greater standards of the City. These dwellings are permitted to be brought into the City Limits and may be placed on a permanent foundation within a manufactured home community or on individual lots residentially zoned. Many of these dwellings look like what is commonly referred to as a manufactured home; however, the key difference is these are constructed to residential building code and not constructed on a chassis.

RELATIONSHIP TO APPLICABLE PLANS:

- **Laramie Housing Study 2030:** “Enhance the quality of mobile home parks in Laramie.” “Support, only, the use of HUD-approved mobile homes in designated mobile home parks, while prohibiting recreational vehicles and non-HUD-approved mobile homes from using vacated mobile home lots for residency. The City should develop new ordinances and implement existing regulations to insure the health, safety and well-being of mobile home park residents;” “The conversion of portions of mobile home parks to support recreational vehicles, or the acquisition of existing mobile home parks for recreational purposes or additional housing development should be considered by the City;” and “Support housing and lot improvements programs, including aesthetic improvements, landscaping, gateway entrance enhancements in existing mobile home parks.” (p 2.26-27)
- **Comprehensive Plan:** Housing Goals and Action Statements “17. Develop site design standards for manufactured housing communities that are similar in nature to subdivision requirements, including street and sidewalk requirements, setbacks, lot configuration, minimum yards, landscaping, parking, and other variables.” (p 5-22)
- **Unified Development Code:** “... this code should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law. All city or citizen initiated amendments must be adequately vetted through the public hearing processes identified in the code.” (Sec. 15.02.050, LMC)

PROPOSED AMENDMENTS:

Staff has presented the changes in an Ordinance form – instead of in the UDC format - partly because a substantial piece of the Amendment is outside of the UDC in LMC Title 8 and to avoid paper production and the confusion of multiple copies as this item moves forward to Council. The draft ordinances have been attached and they will be presented to the City Council as three separate agenda items. The reason for the separate ordinances is because amendments within different titles (Titles 8 and 15) require different ordinances. Additionally the issue of non-conforming mobile home occupation is a substantially different topic than that of Manufactured Home Community licensing and may need to be discussed independently.

Summary of Proposed Ordinance 1: Licensing

This Ordinance relocates the licensing requirements and occupation for residing in mobile homes, manufactured homes, recreational vehicles and tents from Title 15 (Unified Development Code) to Title 8 (Health and Safety).

For the most part, the licensing requirements remain the same. The renewal criteria has been slightly changed, notably making the skirting requirement a use standard for mobile and manufactured home owners instead of the responsibility of the Manufactured Home Community owner. This is more in line with the overall concept of ownership where one is required to maintain

their own dwelling. Under present regulations a Manufactured Home Community could not be licensed if a manufactured home is not properly skirted.

Safety Standards –Liquid Propane (LP) Storage, Common Areas, Recreational Amenities, Junk
Renewal standards require that the park be in compliance with safety standards such as storage of liquid petroleum gas (common in Laramie) and fuel oil (rare in Laramie); common areas, including recreational amenities, are required to be maintained and in safe operable condition; the property has to be free of junk nuisances; and individual spaces are required to be occupied by permissible units (manufactured or mobile homes).

Over time several of our Manufactured Home Communities have let common areas fall into disrepair which will require correction prior to issuance of a new license. Comprehensive Plan Chapter 5, Housing and Neighborhoods, indicates Community recreational amenities such as parks, recreation areas, and community centers “play a very large role in the quality of life” and further identifies “that manufactured housing communities, apartment complexes, and other types of affordable housing tend to have fewer amenities, but these are the areas with the most need” (p 5-9). The maintenance of common areas was not clearly addressed with the prior licensing provisions, however with this amendment communities will be required to repair existing facilities in disrepair such as broken swing sets or missing basketball hoops. Ideally, this requirement would result in repair or replacement of the amenities; however, since the development standards of LMC Chapter 15.14 don’t require recreational amenities, this may result in the removal of the abandoned recreational amenities.

Living in Recreational Vehicles

Presently, occupation of spaces within a Manufactured Home Community by a recreational vehicle, travel trailer, or van is prohibited. These units are regulated as motor vehicles, which is a fundamentally different concept from housing unit regulation. Presently occupation of these spaces is not allowed because the facility is not appropriately licensed for those vehicles. LMC 8.68.100.C.4 has been added clarifying that lawful site occupation by appropriate housing units is required for renewal of a Manufactured Home Community license. An amendment to LMC Chapter 15.14 is proposed detailing the process to convert a Manufactured Home Community (in whole or in part) to Recreational Vehicle Park which is discussed later on in this staff report (Ordinance 3 changes).

Occupation of an individual space by a recreational vehicle, travel trailer, camper or similar vehicle is presently unlawful. Approval, or even denial, of this ordinance will not allow any recreational vehicles, travel trailers, campers or similar vehicles to claim a non-conforming status within a Manufactured Home Community. Unless amendments are made to allow recreational vehicles, travel trailers, campers or similar vehicles to occupy individual spaces in a Manufactured Home Community; their removal is required. Upon conclusion of this Ordinance adoption, enforcement will commence to ensure compliance with applicable regulations.

Penalty

Different from the current regulations, staff is proposing an amendment addressing remedies in the event a Mobile Home Community owner fails to renew a license. Manufactured Home Community owners will be subject to the enforcement provisions of LMC 15.26 (up to \$750 daily fine). Failure to renew a license would penalize the community owner and not the occupant. The issuance of daily fines is envisioned to compel the owner to bring the community up to code. At present, City remedies could result in Manufactured Home Community license revocation, potential closure and

removal of individual units after hearings in front of the City Council. Under the current rules, and proposed to continue, is a provision that allows any license revocation to be appealed to the City Council.

The amendments will continue to allow violations to be served to individual space occupants in the event they are in violation of specific sections of Code (nuisance, skirting, junk). Individual violations would not necessarily jeopardize a community's license renewal ability.

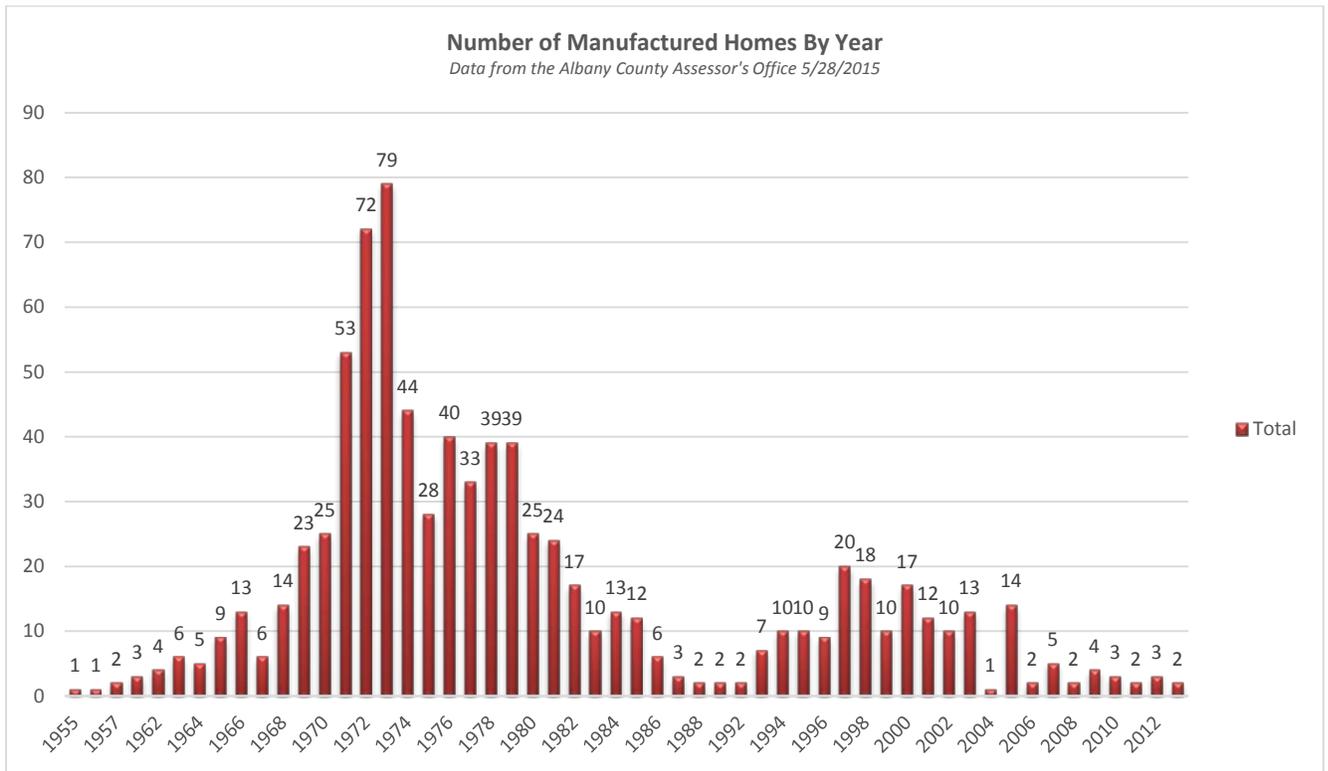
Ordinance 2: Nonconforming Mobile Homes

Present code prohibits installation pre-1976 manufactured homes (referred to in present code as a nonconforming mobile home), on leased or private property, within the City Limits and prohibits their annexation. Code also prohibits the sale or rental of a pre-1976 manufactured homes. A 1989 Ordinance legislates that after January 1, 2000 pre-1976 manufactured homes may only be occupied by the person who occupied the home on January 1, 2000 (Enrolled Ordinance 954 § 3, 1989).

In practice, this ordinance resulted in the reduction of pre-1976 manufactured homes outside of licensed communities. Primarily this was due to the fact that at the time of sale real estate agents were required to disclose this provision to potential buyers. This typically resulted in the sale of the property requiring removal of the pre-1976 manufactured home from the lot. In Manufactured Home Communities where pre-1976 manufactured homes were sold on a cash or credit basis, or in cases where an owner chose to rent out a pre-1976 manufactured home, properties frequently changed ownership and occupancy. In several cases it is believed that Manufactured Home Community owners ended up acquiring title of units that could not be sold, possibly due to sale or abandonment, and converted these into monthly rentals while other in disrepair had been removed in compliance with abandoned vehicle statutes.

This proposed ordinance reverses the present trend and amends the present prohibition of changes of occupancy for manufactured homes constructed prior to June 15, 1976 (mobile homes) and allows for the annexation of pre-1976 mobile homes. Additionally, the term "non-conforming mobile homes" is being changed to "mobile homes" which are defined as manufactured homes constructed prior to June 15, 1976. The word "non-conforming" is redundant and already assumed, since mobile homes are not permitted by right as conforming uses within the City. Any "mobile home" is automatically "non-conforming" by virtue of its definition.

According to Albany County Assessor's data provided there are presently 829 manufactured homes within the City. This includes both pre-1976 and post 1976 manufactured homes. 46.8%, (388) of those manufactured homes were constructed in 1975 or prior. 92% of the pre-1976 are located within Manufactured Home Communities while 32 are located on individual lots. 40 manufactured homes have construction dates of 1976, we can't exactly be certain if they were built before or after adoption of the June 15, 1976 HUD standards which, at glance, we can't be sure. Just over half of Laramie's manufactured housing was constructed in the 1970s (436 units / 53%).



Summary of Manufactured Housing Construction date within the City

According to the Albany County Assessor’s Office, 82 Manufactured Homes (both HUD and non-HUD compliant) in total exist outside of parks. 32 of these units are considered non-conforming due to age (constructed 1975 or earlier), and the remainder may be conforming if situated on a lot and on a foundation in a zone district allowing HUD-certified homes, Rural Residential (RR) and Limited Multi-family with Independent Mobile Homes (R2M).

Approval of the Ordinance as presented would allow between 388 and 428 (since it is unknown how many built in 1976 were constructed to HUD standards) manufactured homes to sell or rent their homes. Essentially the argument for lifting the restriction is that these dwelling units will ultimately correct themselves as they are replaced with newer units or move out of the park. Eventually the pre-HUD manufactured home will get to a point where repairs are not feasible and the home will have to be removed. Additionally, some manufactured homes could be in better condition than similar aged single-family homes. Changes of occupancy for single-family homes is not restricted, so in fairness pre-1976 manufactured housing should not have a restriction. Another practical aspect is that the City has no mechanism to track the homes and their ownership status.

Ordinance 3: Removal of Licensing from UDC and Amendments to 15.14, 15.28.

This ordinance proposes very minimal changes to the existing Development Standards of Manufactured Home Communities. Existing Manufactured Home Communities will remain as they are unless a qualifying change is made. Qualifying changes include items such as the addition of spaces, relocation of interior driveways, construction of new buildings and conversion into a

Recreational Vehicle Park. Changes such as repainting or re-roofing a manufactured home, bringing a new manufactured home into a previously occupied or vacant space or replacing a units water heater would not trigger compliance with any of the development standards of Chapter 15.14.

The term Mobile Home Park will be deleted from the Use Table because by definition they will no longer exist (incorporated in the Manufactured Home Community). The definition of "Manufactured Home Community" is proposed to be modified to clarify that it allows for the placement of Manufactured Homes (post 6/15/76) and continued use of Mobile Homes (pre 6/15/76).

A provision has been added in the Manufactured Home Community section detailing criteria for when all or a geographically contiguous portion of the community is converted to a Recreational Vehicle Park. This provision can be found in Section 4 of the Ordinance creating LMC 15.14.140.D which requires that the Recreational Vehicle Park area be created in compliance with the Development Standards of Chapter 15.14 and the land area contiguity requirements of the (proposed) Title 8, Licensing requirements be met.

As proposed in the draft Ordinances, portions of a Manufactured Home Community may be converted to Recreational Vehicle Parks provided they meet the present Recreational Vehicle Park development standards of LMC 15.14.160.A which includes a minimum contiguous land area of at least one acre, screening and buffering from the existing Manufactured Home Community (if any remains), appropriate zoning, and appropriate licensing as a Recreational Vehicle Park. Recreational Vehicle Parks cannot be checker-boarded across existing Manufactured Home Communities. In most cases conversion of a portion of a community into a Recreational Vehicle Park will require rezoning to B2 (General Business) District.

SUMMARY:

Staff has been reviewing the Manufactured Home Community licensing standards for over two years. The first draft was withdrawn without prejudice and sought guidance from the Housing Study. With guidance from the Housing Study, feedback from the community with the prior attempted revisions and additional research; staff believes this proposal package best meets the goals of community, the expectations of Manufactured Home Community residents and addresses problems and concerns brought up in the earlier proposal.

PUBLIC COMMENTS:

Staff has received several comments throughout this process. To date, no one has spoken in opposition of removing the licensing provisions. Early on in the process staff was asked to evaluate the allowance of recreational vehicles (motor homes) and travel trailers (camper trailers) within Manufactured Home Communities. In part, staff has supported the allowance of Recreational Vehicles and campers in the Manufactured Home Communities, however only in contiguous areas converted into Recreational Vehicle and Travel Trailer Parks.

STAFF RECOMMENDATION:

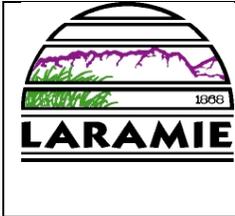
Move to recommend the City Council **approve** : 1) amendments to Title 15 (Unified Development Code) of the Laramie Municipal Code as shown in Attachments 1, 2 and 3 for the purposes of

amending and relocating Manufactured Home Community, Mobile Home Park, Travel Trailer Park, Recreational Vehicle Park and Campground licensing requirements to LMC Title 8; 2) allowing for change of occupancy and annexation of mobile homes constructed prior to June 15, 1976; 3) clarifying development standards for recreational vehicle parks when part of a Manufactured Home Community; and amending the definition of Manufactured Home Community.

ATTACHMENTS:

1. Ordinance 1 (Relocating Licensing Provisions to Title 8, Health and Safety)
2. Ordinance 2 (Nonconforming Mobile Homes)
3. Ordinance 3 (Amendments to Chapter 15.14)

CITY OF LARAMIE COUNCIL REGULAR MEETING March 1, 2016



Agenda Item: Orig. Ordinance - 3rd Reading

Title: Original Ordinance No. 1923A amending Title 15 of Laramie Municipal Code for the purposes of amending Section 15.22.050, Nonconforming Mobile Homes.

Recommended Council MOTION:

1. Move to **approve** Original Ordinance No. 1923A on third and final reading, based on findings of fact and conclusions of law, and authorize the Mayor and Clerk to sign the Ordinance.
2. Move to **postpone** Original Ordinance No. 1923A to May 19, 2016.

Administrative or Policy Goal:

“... this code should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law. All city or citizen initiated amendments must be adequately vetted through the public hearing processes identified in the code.” (Sec. 15.02.050, LMC)

March 1, 2016 Update:

On December 1, 2016 this item was postponed to March 1, 2016 for staff to gather additional public comment. On February 17, 2016 staff hosted a listening session at Fire Station #2 to take comments from citizens and residents and owners of Manufactured Home Communities and Recreational Vehicle Parks. Please see the related agenda item for a summary of the comments received at the listening sessions.

The City Council may approve the Ordinance as presented to not further delay the licensing process any further. If the City Council wishes to consider changes to the Ordinance due to feedback received at the February 17th listening session, staff recommends the Ordinance be continued to May 19, 2016 and specific direction be provided to staff for drafting of amendments.

Original Ordinance 1923A proposes deletion all references to “nonconforming mobile homes” from the Chapter 15 of Laramie Municipal Code, clarifies change of ownership and tenancy, and deletes and unnecessary cross reference to another Code section. LMC 8.68.050 is proposed for creation with the related Ordinance (1722A) and continues the prohibition of manufactured homes constructed prior to June 15, 1976, and to standards other than the National Manufactured Home Construction and Safety Standards from being brought into the City or relocated within the City. The regulations prohibiting annexation and change of occupancy of manufactured homes constructed prior to June 15, 1976 or constructed to standards other than the National Manufactured Home Construction and Safety Standards manufactured homes are proposed for deletion.

The Ordinance was approved on second reading by the City Council (6 yes, 2 no, 1 absent). Staff recommends approval of the Ordinance.

Background:

This Ordinance is related to the following three proposed Ordinances amending portions of the regulations regarding manufactured homes and mobile homes that are also on the City Council agenda:

1. Amendments to Title 8 relocating licensing provisions to Title 8 (Health and Safety) which is also on this agenda
2. Amendments to LMC Section 15.22 (Non-conforming Mobile Homes) (**This item**)
3. Amendments to LMC Chapter 15 (Unified Development Code) regarding definitions, deletion of licensing procedures and development standards which is also on this agenda

Present code prohibits installation of pre-1976 manufactured homes (referred to in present code as a nonconforming mobile home), on leased or private property, within the City Limits and prohibits their annexation. Code also prohibits the sale or rental of a pre-1976 manufactured homes. A 1989 Ordinance legislates that after January 1, 2000 pre-1976 manufactured homes may only be occupied by the person who occupied the home on January 1, 2000 (Enrolled Ordinance 954 § 3, 1989).

In practice, this ordinance resulted in the reduction of pre-1976 manufactured homes outside of licensed communities. Primarily this was due to the fact that at the time of sale real estate agents were required to disclose this provision to potential buyers. This typically resulted in the sale of the property requiring removal of the pre-1976 manufactured home from the lot. In Manufactured Home Communities where pre-1976 manufactured homes were sold on a cash or credit basis, or in cases where an owner chose to rent out a pre-1976 manufactured home, properties frequently changed ownership and occupancy. In several cases it is believed that Manufactured Home Community owners ended up acquiring title of units that could not be sold, possibly due to sale or abandonment, and converted these into monthly rentals while other in disrepair had been removed in compliance with abandoned vehicle statutes.

This proposed ordinance reverses the present trend and amends the present prohibition of changes of occupancy for manufactured homes constructed prior to June 15, 1976 (mobile homes) and allows for the annexation of pre-1976 mobile homes. Additionally, the term “non-conforming mobile homes” is being changed to “mobile homes” which are defined as manufactured homes constructed prior to June 15, 1976. The word “non-conforming” is redundant and already assumed, since mobile homes are not permitted by right as conforming uses within the City. Any “mobile home” is automatically “non-conforming” by virtue of its definition.

Approval of the Ordinance as presented would allow between 388 and 428 (since it is unknown how many built in 1976 were constructed to HUD standards) manufactured homes to sell or rent their homes. Essentially the argument for lifting the restriction is that these dwelling units will ultimately correct themselves as they are replaced with newer units or move out of the park. Eventually the pre-HUD manufactured home will get to a point where repairs are not feasible and the home will have to be removed. Additionally, some manufactured homes could be in better condition than similar aged single-family homes. Changes of occupancy for single-family homes is not restricted, so in fairness pre-1976 manufactured housing should not have a restriction. Another practical aspect is that the City has no mechanism to track the homes and their ownership status.

For the purposes of reducing paper, staff has attached the June 22, 2015 Planning Commission Staff Report to the first item packet. The June 22nd Staff report discusses this proposed Ordinance as well as the other two companion Ordinances on the Agenda.

The Planning Commission held a public hearing and reviewed this item on June 22nd and recommended approval (4 yes, 1 no, 2 absent).

Legal/Statutory Authority:

Per UDC adoption stipulation (see quoted section above); also per W.S. 15-1-5 (Cities – Planning), W.S. 15-1-6 (Cities – Zoning), and related statutes.

Responsible Staff:

Randy Hunt, AICP, Community
Development Director: 721-5288

Charles Bloom, AICP, Senior Planner:
721-5232

Attachments:

Original Ordinance 1723A

Future dates are subject to change

Advertised	
Public Hearing (PH) Held	September 8, 2015
PH Advertised	August 16, 2015
Introduction/1 st Reading	July 21, 2015
2 nd Reading	November 17, 2015
3 rd Reading	March 1, 2016

_____ City Manager _____ City Attorney _____ **Community Development**

ORIGINAL ORDINANCE NO.: 1923A
ENROLLED ORDINANCE NO.: _____

INTRODUCED BY: Henry

AN ORDINANCE AMENDING TITLE 15 OF LARAMIE MUNICIPAL CODE FOR THE PURPOSES OF AMENDING SECTION 15.22.050, NONCONFORMING MOBILE HOMES.

WHEREAS, on August 21, 2007, the City Council adopted the Laramie Comprehensive Plan which lists as one of its recommendations to create a unified development code that would combine the zoning and subdivision ordinances in into a single, unified document consisting of multiple parts or sections, including administrative procedures, zoning, subdivision regulations and improvement standards;

WHEREAS, on June 22, 2009 the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of the Unified Development Code subject to modifications;

WHEREAS, on March 2, 2010, the City Council adopted the unified development code with an effective date of July 1, 2010;

WHEREAS, 15.02.050 of the Laramie Municipal Code (LMC) calls for the Unified Development Code to be amended from time to time so as to become or remain consistent with the Comprehensive Plan, and should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law;

WHEREAS, on June 22, 2015, the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of amendments to the Unified Development Code as shown in this ordinance; and

WHEREAS, the Laramie City Council held a public hearing on _____ to take and consider public comments;

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

Section 1. That LMC subsection 15.22.000.B.1 shall be amended to read as follows “Generally. Except as provided in this chapter, the lawful use and location of any structure, **dwelling** or land existing at the time of enactment of the ordinance codified in this chapter may be continued even though the use or location does not conform to the requirements of this chapter.”

Section 2. That LMC subsection 15.22.000.E shall be amended to read as follows “Change of Ownership or Tenancy. Changes of ownership, tenancy, or management of property with an existing nonconformity are permitted, but such nonconformities shall continue to be subject to the provisions of this chapter, ~~except for mobile homes as set forth in Section 15.18.050 of this chapter.~~”

Section 3. That LMC Section 15.22.050 is **deleted** in its entirety.

Section 4. That if any section, subsection, sentence, clause, phrase, graphic, or portion of this ordinance is for any reason held invalid or deemed unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate distinct and independent provision and such holding shall be deemed a separate and distinct and independent provision and such holding shall not affect the validity of the remaining provisions of this ordinance; and

Section 5. That this ordinance shall become effective after its passage, approval and its publication.

Passed and approved this _____ day of _____, ~~2015~~2016.

David A. Paulekas, Mayor and President of the
City Council

Attest: _____

~~Angie Johnson~~Sue Morris Jones, MMC
City Clerk

First Reading: July 21, 2015

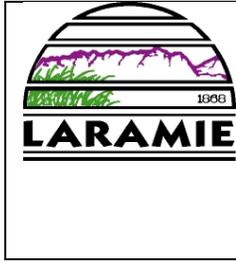
Public Hearing: September 8, 2015

Second Reading: November 17, 2015

Third Reading and Final Action: ~~December 1, 2015~~March 1, 2016

Duly published in the Laramie Boomerang this _____ day of _____, ~~2015~~2016.

CITY OF LARAMIE COUNCIL REGULAR MEETING March 1, 2016



Agenda Item: Orig. Ordinance - 3rd Reading

Title: Original Ordinance No. 1924 amending Title 15 of the Laramie Municipal Code for the purposes of amending LMC Chapters 15.14 and 15.28 regarding Mobile Home Parks, Manufactured Home Communities and Recreational Vehicle Parks.

Recommended Council MOTION:

1. Move to **approve** Original Ordinance No. 1924 on third and final reading, based on findings of fact and conclusions of law, and authorize the Mayor and Clerk to sign the Ordinance.
2. Move to **postpone** Original Ordinance No. 1924 to May 19, 2016.

Administrative or Policy Goal:

“... this code should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law. All city or citizen initiated amendments must be adequately vetted through the public hearing processes identified in the code.” (Sec. 15.02.050, LMC)

March 1, 2016 Update:

On December 1, 2016 this item was postponed to March 1, 2016 for staff to gather additional public comment. On February 17, 2016 staff hosted a listening session at Fire Station #2 to take comments from citizens and residents and owners of Manufactured Home Communities and Recreational Vehicle Parks. Please see the related agenda item for a summary of the comments received at the listening sessions.

The City Council may approve the Ordinance as presented to not further delay the licensing process any further. If the City Council wishes to consider changes to the Ordinance due to feedback received at the February 17th listening session, staff recommends the Ordinance be continued to May 19, 2016 and specific direction be provided to staff for drafting of amendments.

At second reading on November 17, 2015 the Ordinance was amended on to align the definition of “Manufactured Home Community” with the proposed new definition in Title 8.

The Ordinance was approved on second reading by the City Council (6 yes, 2 no, 1 absent). Staff recommends approval of the Ordinance.

Background:

This Ordinance is related to the following three proposed Ordinances amending portions of the regulations regarding manufactured homes and mobile homes that are also on the City Council agenda:

1. Amendments to Title 8 relocating licensing provisions to Title 8 (Health and Safety)
2. Amendments to LMC Section 15.22 (Non-conforming Mobile Homes) which is also on this agenda

3. Amendments to LMC Chapter 15 (Unified Development Code) regarding definitions, deletion of licensing procedures and development standards (**This item**)

This ordinance proposes very minimal changes to the existing Development Standards of Manufactured Home Communities. Existing Manufactured Home Communities will remain as they are unless a qualifying change is made. Qualifying changes include items such as the addition of spaces, relocation of interior driveways, construction of new buildings and conversion into a Recreational Vehicle Park. Lesser changes such as repainting or re-roofing a manufactured home, bringing a new manufactured home into a previously occupied or vacant space or replacing a unit's water heater would not trigger compliance with any of the development standards of Chapter 15.14.

The term Mobile Home Park will be deleted from the Use Table because by definition they will longer exist (incorporated in the Manufactured Home Community). The definition of "Manufactured Home Community" is proposed to be modified to clarify that it allows for the placement of Manufactured Homes (post 6/15/76) and continued use of Mobile Homes (pre 6/15/76).

A provision has been added in the Manufactured Home Community section detailing criteria for when all or a geographically contiguous portion of the community is converted to a Recreational Vehicle Park. This provision can be found in Section 5 of the Ordinance creating LMC 15.14.140.D which requires that the Recreational Vehicle Park area be created in compliance with the Development Standards of Chapter 15.14 and the land area contiguity requirements of the (proposed) Title 8, Licensing requirements be met.

As proposed in the draft Ordinances, portions of a Manufactured Home Community may be converted to Recreational Vehicle Parks provided they meet the present Recreational Vehicle Park development standards of LMC 15.14.160.A which includes a minimum contiguous land area of at least one acre, screening and buffering from the existing Manufactured Home Community (if any remains), appropriate zoning, and securing an appropriate license for a Recreational Vehicle Park. It is difficult to administer Recreational Vehicle Parks that are checker-boarded across existing Manufactured Home Communities. In most cases conversion of a portion of a community into a Recreational Vehicle Park will require rezoning to B2 (General Business) District.

For the purposes of reducing paper, staff has attached the June 22, 2015 Planning Commission Staff Report to the first item packet. The June 22nd Staff report discusses this proposed Ordinance as well as the other two companion Ordinances on the Agenda.

The Planning Commission held a public hearing and reviewed this item on June 22nd and recommended approval (4 yes, 1 no, 2 absent).

Legal/Statutory Authority:

Per UDC adoption stipulation (see quoted section above); also per W.S. 15-1-5 (Cities – Planning), W.S. 15-1-6 (Cities – Zoning), and related statutes.

Responsible Staff:

Randy Hunt, AICP, Community
Development Director: 721-5288

Charles Bloom, AICP, Senior Planner:
721-5232

Attachments:

Original Ordinance 1724

_____ City Manager _____ City Attorney _____ **Community Development**

Future dates are subject to change

Advertised	
Public Hearing (PH) Held	September 8, 2015
PH Advertised	August 16, 2015
Introduction/1 st Reading	July 21, 2015
2 nd Reading	November 17, 2015
3 rd Reading	March 1, 2016

ORIGINAL ORDINANCE NO.: 1924
ENROLLED ORDINANCE NO.: _____

INTRODUCED BY: Henry

AN ORDINANCE AMENDING TITLE 15 OF LARAMIE MUNICIPAL CODE FOR THE PURPOSES OF AMENDING LMC CHAPTERS 15.14 AND 15.28 REGARDING MOBILE HOME PARKS, MANUFACTURED HOME COMMUNITIES AND RECREATIONAL VEHICLE PARKS.

WHEREAS, on August 21, 2007, the City Council adopted the Laramie Comprehensive Plan which lists as one of its recommendations to create a unified development code that would combine the zoning and subdivision ordinances in into a single, unified document consisting of multiple parts or sections, including administrative procedures, zoning, subdivision regulations and improvement standards;

WHEREAS, on June 22, 2009 the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of the Unified Development Code subject to modifications;

WHEREAS, on March 2, 2010, the City Council adopted the unified development code with an effective date of July 1, 2010;

WHEREAS, 15.02.050 of the Laramie Municipal Code (LMC) calls for the Unified Development Code to be amended from time to time so as to become or remain consistent with the Comprehensive Plan, and should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law;

WHEREAS, on June 22, 2015, the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of amendments to the Unified Development Code as shown in this ordinance; and

WHEREAS, the Laramie City Council held a public hearing on _____ to take and consider public comments;

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

Section 1. That LMC Table 15.14.040-3 be **amended** to replace the term “mobile home” with “manufactured home” throughout the entirety of the table.

Section 2. LMC 15.14.060.E.4.b.(iv) shall be amended to read “The provisions of subsection (iii) above shall also apply to driveways serving manufactured home communities (LMC 15.14.140)and mobile home communities (LMC 15.14.150).”

Section 3. That LMC Section 15.14.150 is **amended** to read as follows “Reserved”.

Section 4. That LMC Section 15.14.140.D is **created** to read as follows “Conversion to Recreational Vehicle Park. Conversion of a Manufactured Home Community to a Recreational Vehicle Park, in whole or in part, shall require conformance with the development standards of LMC 15.14.160 and the licensing requirements of LMC 8.68.080-~~100~~**100**(Licenses).”

Section 5. That LMC Section 15.24.050 is **deleted** in its entirety.

Section 6. That LMC Section 15.28.030.A.228 is **amended** to read as follows: “Manufactured Home Community. “Manufactured home community” means ~~a site containing spaces with required improvements and utilities that are leased for the long-term placement of manufactured homes~~ **or mobile homes a site containing spaces, improvements and utilities that are leased for the long-term placement of manufactured homes or mobile homes.**”

Section 7. That LMC Section 15.28.030.A.239 is **amended** to read as follows “~~Mobile home community~~” means ~~a site containing spaces with required improvements and utilities that are leased for the long-term placement of mobile homes.~~ **See Manufactured Home Community.**”

Section 8. That if any section, subsection, sentence, clause, phrase, graphic, or portion of this ordinance is for any reason held invalid or deemed unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate distinct and independent provision and such holding shall be deemed a separate and distinct and independent provision and such holding shall not affect the validity of the remaining provisions of this ordinance; and

Section 9. That this ordinance shall become effective after its passage, approval and its publication.

Passed and approved this ____ day of _____, ~~2015~~**2016**.

David A. Paulekas, Mayor and President of the
City Council

Attest: _____
~~Sue Morris-Jones, MMC~~**Angie Johnson**
City Clerk

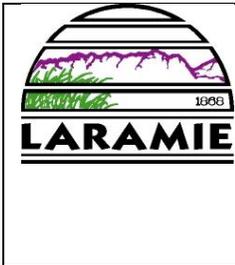
First Reading: July 21, 2015

Public Hearing: September 8, 2015

Second Reading: November 17, 2015

Third Reading and Final Action: ~~December 1, 2015~~**March 1, 2016**

Duly published in the *Laramie Boomerang* this ____ day of _____, ~~2015~~**2016**.



Agenda Item: Orig. Ordinance - 1st Reading

Title: Original Ordinance No. ____ annexing approximately 93 acres of property located in unincorporated Albany County, generally located on the northeast corner of I-80 and Curtis Street (Applicant: Turning Leaf Realty)

Recommended Council MOTION:

Move to **approve** Original Ordinance No. ____ on first reading, annexing approximately 93 acres of property located in unincorporated Albany County, generally located on the northeast corner of I-80 and Curtis Street; based on findings of fact and conclusions of law; set a public hearing for March 22, 2016; and delay 2nd reading until April 5, 2016.

Administrative or Policy Goal:

The Comprehensive Plan's Future Land Use (FLU) Map (Map 3.2) shows the area as Auto Urban Commercial and Agriculture. Two companion requests, (Z-15-07) proposes the establishment of B2 (Business) District zoning for the area and a Comprehensive Plan Amendment that will re-designate the Agriculture designated area to Auto Urban Commercial. The Comprehensive Plan's Urban Growth Area (Map 7.2) shows this property within the Urban Growth Area. Annexation of the area will be in conformance with the Comprehensive Plan FLU Map and Urban Growth Area Map and other elements.

Background:

This application is part one of a three-part application package:

1. Annexation (A-15-01) (**This Item**)
2. Comprehensive Plan Amendment (CPA-16-01)
3. Zoning Amendment (Z-15-07)

This ordinance annexes property approximately 93 acres in size on the northeast corner of I-80 and Curtis Street. The area is currently under review and consideration for an amendment of Laramie Comprehensive Plan (2007) to designate the entire lot Auto-Urban Commercial (AUC) within the Comprehensive Plan's Future Land Use Map (Map 3.2). The area is also being considered to establish the zoning designation of B2 (Business) to coincide with the surrounding area and uses.

The related zoning amendment and Comprehensive Plan Amendment are also on this agenda.

The Laramie Planning Commission unanimously recommended approval of the annexation at their February 8, 2016 meeting (5 yes, 0 no, 2 absent). The Planning Commission staff report is included. No changes have been made to the report subsequent to the Planning Commission action.

Legal/Statutory Authority:

- Laramie Municipal Code. Chapter 15 Unified Development Code
- Wyoming State Statutes Title 15 Article 1 Section 502
- Wyoming State Statutes Title 15 Cities and Towns, Article 4 Annexation
- Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
- Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning

BUDGET FISCAL INFORMATION:

REVENUE

Source	Amount	Type
Fees/Charges for Service	\$0.00	Application Fee (Pursuant to Resolution No. 2010-44 adopted May 18, 2010; no fees are required for Annexation Applications)
Grant		
Loan		
Other		
Total	\$0.00	

Responsible Staff:

Randy Hunt, AICP, Community
Development Director, 721-5288

Derek T. Teini, AICP, Principal Planner,
721-5245

Work Session	
Advertised	
Public Hearing (PH) Held	3/22/2016
PH Advertised	2/28/16, 3/1/2016
Introduction/1 st Reading	3/1/2016
2 nd Reading	4/5/2016
3 rd Reading	4/19/2016

Attachments:

Annexation Ordinance

Planning Commission Staff Report dated February 8, 2016

_____ City Manager _____ City Attorney _____ **Community Development**

ORIGINAL ORDINANCE NO.:
ENROLLED ORDINANCE NO.:

INTRODUCED BY:

AN ORDINANCE APPROVING AND AUTHORIZING THE ANNEXATION OF APPROXIMATELY 93 ACRES OF PROPERTY LOCATED IN UNINCORPORATED ALBANY COUNTY, GENERALLY LOCATED ON THE NORTHEAST CORNER OF INTERSTATE 80 AND CURTIS STREET INTO THE BOUNDARIES OF THE CITY OF LARAMIE, WYOMING

WHEREAS, on December 21, 2015 Turning Leaf Realty (Kristen Peterson) and owners Wyoming Central Land and Improvement Company (Amy King) and Albany County, filed with the City a petition for Annexation of property more specifically described in Section 2 of this Ordinance; and

WHEREAS, on February 8, 2016, the City Planning Commission reviewed the area to be annexed and by a majority vote of its members recommended the annexation of the Annexation Area to City and the establishment of B2 (Business) District for the Annexation Area;

WHEREAS, notice of a public hearing in compliance with Wyo. Stat. § 15-1-405 shall be published in the *Laramie Boomerang* on February 28, 2016 and March 1, 2016;

WHEREAS, a public hearing shall be held on March 22, 2016 which notice shall be given at least fifteen (15) business days prior to the public hearing in compliance with Wyo. Stat. § 15-1-405.

BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LARAMIE, WYOMING:

Section 1. That the foregoing recitals are incorporated in and made a part of this Ordinance by this reference.

Section 2. That the Annexation Area consists of property more particularly described below:

A parcel of land located in Section 29, Township 16 North, Range 73 West of the 6th P.M., Albany County Wyoming, being more particularly described as follows:

Beginning at the Northwest Corner of said Section 29 being an iron pipe found;

Thence along the North line of said Section 29, South 89°57'09" East, a distance of 1,573.14 feet and basis of bearings for this description;

Thence South 00°06'51" East, a distance of 1,459.26 feet along the West line of a parcel of land described in Warranty Deed from American National Bank, N.A., Trustee of the Howard T. Carroll Trust dated December 29, 1976, as amended, to 9H Ranch LLC, a Wyoming Limited Liability Company recorded October 19, 2007 as Document No. 2007 8178 to the Northwest

corner of the Plat of Lots 1 and 2, Block 4, River View First Addition, filed October 10, 1975 as Instrument No. 622944;

Thence North $89^{\circ}50'43''$ East, a distance of 10.00 feet along the North line of Lots 1 and 2, Block 4, River View First Addition, filed October 10, 1975 as Instrument No. 622944 to a point on the Corporate Limits of the City of Laramie, Wyoming as shown on the plat of Lots 1 and 2, Block 4, River View First Addition, filed October 10, 1975 as Instrument No. 622944;

Thence South $00^{\circ}09'17''$ East, a distance of 1119.46 feet along said Corporate Limits of the City of Laramie, Wyoming, to a point on the South right-of-way of Banner Road as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334;

Thence South $74^{\circ}24'43''$ West, a distance of 11.75 feet along said South right-of-way of Banner Road as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334, to a point on at the beginning of a curve to the left, having a radius of 80.32 feet;

Thence continuing along said curve to the left, also being the East right-of-way of McCue Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334, through a central angle of $79^{\circ}30'29''$, an arc distance of 111.46 feet, (chord bearing South $34^{\circ}39'29''$ West, a distance of 102.73 feet) to a point on a curve to the right, having a radius of 530.00 feet;

Thence continuing along said curve to the right, also being the East right-of-way of McCue Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334, through a central angle of $04^{\circ}26'14''$, an arc distance of 41.04 feet (chord bearing South $02^{\circ}52'39''$ West, a distance of 41.03 feet);

Thence South $00^{\circ}39'29''$ East, a distance of 62.44 feet along the East right-of-way of McCue Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334, to a point on the North right-of-way of a State of Wyoming Highway;

Thence North $80^{\circ}18'15''$ West, a distance of 505.10 feet along said highway right-of-way, to a right-of-way monument;

Thence North $76^{\circ}12'08''$ West, a distance of 478.21 feet, along said highway to a highway right-of-way monument also being a point on the beginning of a curve to the right, having a radius of 1,055.00 feet,

Thence continuing along said curve to the right, through a central angle of $42^{\circ}45'32''$, an arc length of 787.33 feet (chord bearing North $46^{\circ}42'00''$ West, a distance of 769.18 feet) to a point on the West line of said Section 29;

Thence along the West line of said Section 29, North 00°00'00" East, a distance of 2,044.42 feet to the point of beginning.

Said parcel contains 93.18 acres, more or less.

Section 3. That the foregoing described property contains approximately 93.18 acres more or less, together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, and all improvements thereon, as shown in Attachment A.

Section 4. All previous ordinances defining the boundaries of the said City, Wyoming shall be and the same are hereby amended to include the area as herein described; and all ordinances or parts of ordinances in conflict with this ordinance are hereby repealed to the extent of any inconsistency.

Section 5. That the municipal election precinct designated as follows shall be changed so as to include the Annexation Area within its boundaries:

Albany County Voting Precinct 45-1, City Council Ward 1

Section 6. City assumes no obligation, without the express consent of City Council, for the construction of such improvements and facilities as may be required by City for the extension of franchise, sanitary, and utility services as are required to be extended pursuant to Wyo. Stat. 15-1-410, or for the construction of streets, curb and gutter, sidewalk, storm sewer, or water mains.

Section 7. That the annexation of the Annexation Area, filing with the Albany County Clerk. The Mayor and Clerk are authorized and directed to record partial releases with the Albany County Clerk against each lot with a recorded annexation agreement within the Annexation Area once the annexation is effective and the appeal period has expired, or when the annexation ordinance is sustained after an appeal.

Passed and approved this _____ day of _____, 2016.

David A. Paulekas, Mayor and President of the
City Council

Attest: _____
Angie Johnson, City Clerk

First Reading: March 1, 2016
Public Hearing: March 22, 2016
Second Reading: April 5, 2016

Third Reading and Final Action: April 19, 2016

Duly published in the *Laramie Boomerang* this _____ day of _____, 2016.

ANNEXATION MAP FOR LOVE'S TRAVEL STOPS & COUNTRY STORES, INC

SEC. 29, T16N, R73W, 6TH P.M.
ALBANY COUNTY, WYOMING



VICINITY MAP -
SECTION 29, T.16N., R.73W., 6th P.M.,
ALBANY COUNTY, WYOMING

A parcel of land located in Section 29, Township 16 North, Range 73 West of the 6th P.M., Albany County Wyoming, being more particularly described as follows:

Beginning at the Northwest Corner of said Section 29 being an iron pipe found:

Thence along the North line of said Section 29, South 89°57'09" East, a distance of 1,573.14 feet and basis of bearings for this description;

Thence South 00°06'51" East, a distance of 1,459.26 feet along the West line of a parcel of land described in Warranty Deed from American National Bank, N.A., Trustee of the Howard T. Carroll Trust dated December 29, 1976, as amended, to 9H Ranch LLC, a Wyoming Limited Liability Company recorded October 19, 2007 as Document No. 2007-8178 to the Northwest corner of the Plat of Lots 1 and 2, Block 4, River View First Addition, filed October 10, 1975 as instrument No. 622944;

Thence North 89°50'43" East, a distance of 10.00 feet along the North line of Lots 1 and 2, Block 4, River View First Addition, filed October 10, 1975 as instrument No. 622944 to a point on the Corporate Limits of the City of Laramie, Wyoming as shown on the plat of Lots 1 and 2, Block 4, River View First Addition, filed October 10, 1975 as instrument No. 622944;

Thence South 00°09'17" East, a distance of 1119.46 feet along said Corporate Limits of the City of Laramie, Wyoming, to a point on the South right-of-way of Banner Road as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as instrument No. 613334;

Thence South 74°24'43" West, a distance of 117.75 feet along said South right-of-way of Banner Road as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as instrument No. 613334, to a point on at the beginning of a curve to the left, having a radius of 80.32 feet;

Thence continuing along said curve to the left, also being the East right-of-way of McCue Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as instrument No. 613334, through a central angle of 79°30'29", an arc distance of 111.46 feet, (chord bearing South 34°39'29" West, a distance of 102.73 feet) to a point on a curve to the right, having a radius of 530.00 feet;

Thence continuing along said curve to the right, also being the East right-of-way of McCue Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as instrument No. 613334, through a central angle of 04°26'14", an arc distance of 41.03 feet (chord bearing South 02°52'39" West, a distance of 41.03 feet);

Thence South 00°39'29" East, a distance of 62.44 feet along the East right-of-way of McCue Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as instrument No. 613334, to a point on the North right-of-way of a State of Wyoming Highway;

Thence North 80°18'15" West, a distance of 505.10 feet along said right-of-way of said highway, to a right-of-way monument;

Thence North 76°12'08" West, a distance of 478.21 feet, along said highway to a highway right-of-way monument also being a point on the beginning of a curve to the right, having a radius of 1,055.00 feet;

Thence continuing along said curve to the right, through a central angle of 42°45'32", an arc length of 787.33 feet (chord bearing North 46°42'00" West, a distance of 769.18 feet) to a point on the West line of said Section 29;

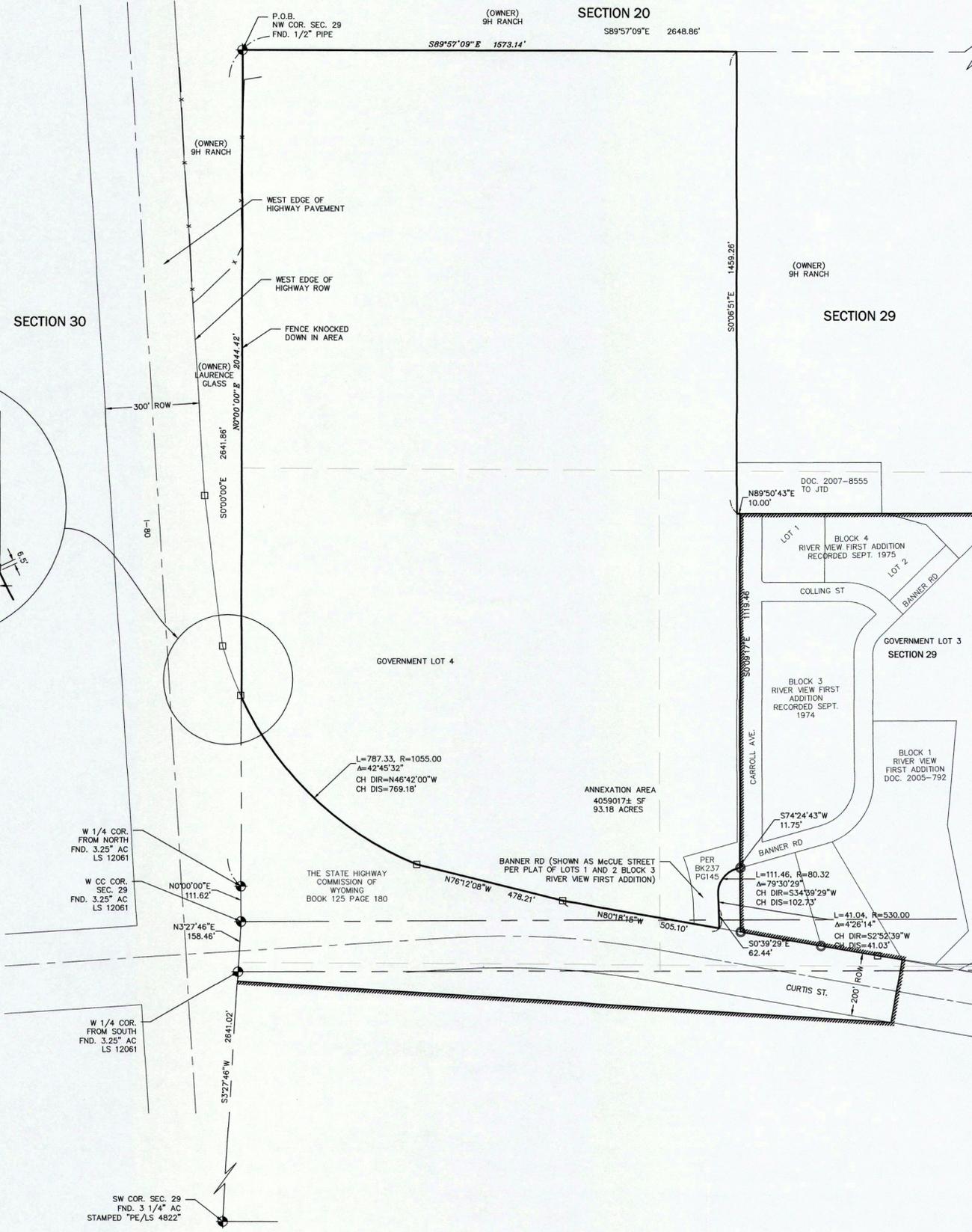
Thence along the West line of said Section 29, North 00°00'00" East, a distance of 2,044.42 feet to the point of beginning.

Said parcel contains 93.18 acres, more or less.

DATE	REVISION	REVISION BY	REVISION
1/15/16	1	PER DEREK TEINI	CHECK
			CHECK

Project: 2142.00
 Drawing: 2142.00/ANEX
 Drawn By: MAL
 Date: 12/17/15
 Rev. Date: 1/18/16
 Check By: DRC

**ANNEXATION MAP FOR
LOVE'S TRAVEL STOPS & COUNTRY STORES, INC**
 KRISTEN PETERSON
 TURNING LEAF REALTY
 208 E. GARFIELD SUITE 202
 LARAMIE, WY 82070
 OWNER
 WYOMING CENTRAL LAND AND
 IMPROVEMENT COMPANY
 ATTN: AMY K. MULLAMSON
 1221 CANBY ST.
 P.O. BOX 601
 LARAMIE, WY 82070
 SURVEYOR
 COFFEY ENGINEERING & SURVEYING, LLC
 902 SOUTH 3RD STREET
 LARAMIE, WY 82070
 (307)-742-7425

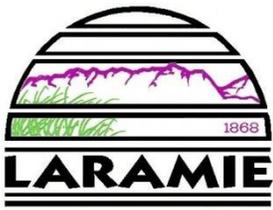


NOTE:
1. THE LAND IS CURRENTLY ZONED COUNTY AGRICULTURE. UPON ANNEXATION THE PROPOSED ZONE WOULD BE B2 - GENERAL BUSINESS.

CERTIFICATE OF SURVEYOR:

I, DAVID R. COFFEY, A REGISTERED PROFESSIONAL ENGINEER AND LAND SURVEYOR IN THE STATE OF WYOMING, HEREBY CERTIFY THAT THIS MAP WAS PREPARED FROM FIELD NOTES TAKEN DURING AN ACTUAL SURVEY, MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT THIS MAP CORRECTLY SHOWS THE RESULTS OF SAID SURVEY, TO THE BEST OF MY KNOWLEDGE.





City of Laramie

Community Development Department
P.O. Box C
Laramie, WY 82073

Code Administration: (307) 721-5271
Engineering: (307) 721-5250
Planning: (307) 721-5207
Fax: (307) 721-5248

LARAMIE PLANNING COMMISSION FEBRUARY 8, 2016 STAFF REPORT

FILE: A-15-01: Annexation: Northeast corner of I-80 and Curtis Street

REQUEST: Annexation of an area approximately 93 acres in size

LOCATION: Generally located on the northeast corner of I-80 and Curtis Street

APPLICANT(S)/AGENT: Turning Leaf Realty (Kristen Peterson)

OWNER: Wyoming Central Land and Improvement Company (Amy King Williamson)/Albany County

PURPOSE: Future zoning and development of Love's Travel Stop

CURRENT ZONING: County Rural Residential [Proposed B2 (Business) District]

PREPARED BY: Derek T. Teini, AICP, Principal Planner

RECOMMENDED MOTION:

Move to recommend **approval** to the City Council of the annexation of an approximate 93 acre area of land generally located on the northeast corner of I-80 and Curtis Street, based on findings of fact and conclusions of law.

APPLICABLE CITY CODE SECTION(S):

Laramie Comprehensive Plan
Laramie Municipal Code Title 15, Unified Development Code

Wyoming State Statutes Title 15 Cities and Towns, Article 4 Annexation
Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning

BACKGROUND:

This request would result in the annexation of an area of approximately 93 acres in size which is generally located on the northeast corner of I-80 and Curtis Street.

This project coincides with a proposed Comprehensive Plan Amendment (CPA-16-01) for the Future Land Use Plan, Map 3.2 of the 2007 Laramie Comprehensive Plan. The proposed amendment is for the northern portion of this site to be designated as AUC (Auto-Urban Commercial) within the Future

Land Use Plan. Currently, only the southern portion of this site has been designated by the Future Land Use Plan, and is designated as AUC (Auto-Urban Commercial).

A related zoning application (Z-15-07) requesting establishment of B2 (Business) District for the annexation area has also been submitted and will be reviewed concurrently with this annexation.

PROJECT DESIGN ANALYSIS:

Water and Sewer Service

The annexed property will be served by City water and sewer upon annexation and development of the site. Both water and sewer services exist within Banner Road and Carroll Drive directly adjacent and east of the site. Depending upon the location of the development, limited infrastructure improvements may be needed. The applicant will be responsible for any infrastructure improvements (service lines) to bring City services to the site. Services and lines have been identified in the annexation report and the City Engineering Division has returned with no comments.

Fire and Police Protection

The annexed property will be served by the City Fire Department. Currently this area is served by the City Fire Department through an agreement with the County. The Police Department does not provide service to the area at this time but does provide service to adjacent properties. Annexation would bring the annexed area within the City Police Department jurisdiction. It should be noted that annexation of County owned property is right-of-way for Banner Road. It was noted that annexation of this part of the road is potentially important for future development and access to this property, but also alleviates jurisdictional issues related to the police and sheriff's office when responding to calls on Banner Road. This annexation will assist in clearing this issue up.

Public and Private Infrastructure Improvements

The Annexation Report contains estimated costs to provide public utilities, City-standard streets, and other required infrastructure improvements to serve the property. These have been reviewed and determined to be appropriate by staff. Final review of any costs will be determined concurrently with review by staff of either the site plan, plats or other relevant applications.

Franchise utilities have been contacted regarding this project and are noted within the Annexation Report provided by the applicant. None have expressed concern regarding the proposal. The petitioner does not include private infrastructure estimates (electric, cable, etc.), except to state that they will be provided to the development at their connection fee rates.

ANNEXATION COST-BENEFITS ANALYSIS:

The applicant has provided staff with an annexation report detailing estimated costs for public sector improvements along with annual fee and service costs for water and sewer placement. The area proposed for annexation is ultimately intended to be developed with a Love's Travel Center within the next year to year and a half. It is possible other development may occur on the site; however, that has not been considered related to this Annexation. The current estimates provided by the applicant's consultant have been reviewed and deemed adequate by the relevant City departments.

Development plans may result in additional costs and/or benefits for the City; if so, they will be reviewed through the platting and building permit processes.

Building Permit / Development Revenue

There will be no immediate building permit and site plan application revenue for the area proposed for annexation. However, submittal and approval of a Site Plan application would allow for the development of a Love's Travel Center. The Site Plan application will generate revenue in the amount of \$420.00 related to the application fee. In addition, assuming the construction of a Travel Center and an estimated cost for the development at 8.5 Million dollars, \$32,983.75 of revenue would be generated from building permits and \$20,895.69 from Plan Review Fees. In total, \$54,299.44 would be collected as onetime fees for this project at current rates. This figure may vary if rates change during the overall buildout time frame or if the cost to construct the development varies. Finally, this development will result in an increase in tax revenue generated, with exact amounts dependent on increased traffic and customers using the development, as well as tax rates and levies.

Water and Sewer Service and Delivery

Buildout of the proposed development and any other future commercial development associated with this annexation would result in an increase in revenue generated by City utility tap fees, as well as water meters for the development, with exact amounts and timing dependent on the timetable for development. Each development located with the annexed area may require different needs associated with water service, depending upon the use or future uses. Considering just the potential Love's Travel Center, the revenue generated from the water meter could range from \$1,938.74 for a 2 inch tap up to \$7,776.36 for a 3 inch tap. In addition Plant Investment fees related to Water and Sewer Service will range as detailed below:

Size	Water	Sewer
2 inch	\$16,112.00	\$14,992.00
3 inch	\$30,210.00	\$28,110.00
4 inch	\$50,350.00	\$46,850.00

These figures may vary if rates change during the overall buildout time frame, if different sized lines are needed or if additional development is considered.

Water and sewer delivery rates are primarily based on water usage. Estimated income from water service at this time would be based on the development of a commercial development, specifically a Travel Center. Upon connection water delivery revenue would be based on the base rate of \$93.60 (2" line) plus average water usage income of \$3.73 per water-unit for water service. Similar uses use about 220 units of water per month. Based on these numbers, the development would generate \$914.20 per month and \$10,970.40 per year.

Sewer service will also be provided to the annexation area. Regarding sewer service, a flat rate monthly sewer fee of \$43.96 (2" line) is collected monthly and a user fee calculated at a

price of \$4.14 per sewer-unit is also collected. Based on these estimates, one travel center using on average 220 sewer-units per month, this proposal could generate \$954.76 per month and \$11,457.12 per year at current rates.

Solid Waste

Solid waste collection and disposal services will be available to the property. The current annexation will not by itself exceed the current landfill capacity, however the city continues to monitor the need for additional cells and space at all times. For all commercial sites the property owner can either request private service or city service. In the event private service is requested no revenue nor cost will be generated for the City, except for fees paid by the private hauler. In the event City trash services are requested, fees are determined by the size of container and number of times pick-ups per week. Solid waste revenue can vary greatly for commercial developments, ranging from \$62.75 for pick-up of one two yard container once a week up to \$642.99 for pick-up of one six yard container six times a week per month. This figure may vary if rates change during the overall buildout time frame or if additional containers are needed to serve the site.

Mosquito Control

Each single-family development in the annexation area will be charged \$2.57 monthly / \$30.84 annually for this service. Based on one anticipated commercial development, at a price of \$53.97 annually, \$53.97 will be generated at current rates. This figure may vary if rates change during the overall buildout time frame or if additional development occurs.

Park In Lieu Fee

No Park In-Lieu Fees will apply to this site due to the fact it is not a residential development. Only residential subdivisions require park land dedication or Park In-Lieu Fee payments based upon the number of units proposed.

Emergency Response Services (Police, Fire, Medical)

The City will provide police patrol, fire suppression, fire prevention, emergency medical services, and full city response (2 pumpers, platform, ambulance, and command vehicle) to the development. Funding for these services comes as a percentage of the City's general fund, and additional revenue from sources such as: contracts with the rural fire districts, intergovernmental agreements (IGAs) with neighboring communities, contracts with area hospitals, and grants. It is not feasible to project costs with any certainty, since services are provided on demand. The relevant departments have indicated that they expect to provide City-mandated services within anticipated budget parameters.

Snow Removal

This annexation is located adjacent to both Curtis Street which is a Minor Arterial and Banner Road & Carroll Drive which is a Collector street. Presently, the Public Works Department provides for snow removal on Curtis Street, however does not perform snow removal on Banner Road & Carroll Drive, even though they are a Collector, due to the limited traffic needs on these two roads.

According to the Public Works Department, snow removal occurs on Major Streets (Minor Arterials and Collectors) and will only occur on local streets and cul-de-sacs when they are

impassable. Local Streets and cul-de-sacs are the lowest priority during major snow events and costs are unpredictable. At this time there are minimal anticipated costs to the City for snow removal when it is needed along Banner Road & Carroll Drive as the area develops.

Infrastructure Improvements

No direct cost to the City will be incurred for construction of infrastructure such as sewer and water lines, roads, sidewalks, curb, gutter and detention ponds in conjunction with this annexation. The applicant will be responsible for these development improvements, which are estimated at \$147,650.

Infrastructure for this site will come under maintenance and ownership of the City once the improvements have been approved and accepted.

Property Taxes

Based on Albany County Assessor information provided by the applicant, the property is currently assessed a Mill Levy of \$0.068 per \$1,000 of assessed property value. The applicant has not indicated the current property valuation for the 92-acre site or a proposed valuation after development.

At the current undeveloped county rate, the taxes collected on this property would total \$589.97 per year with the property being valued at around \$91,000.00. Immediately following annexation, at the current undeveloped city rate, the taxes collected on this property would total \$2660.00 per year with the property being valued at around \$3.5 Million.

Finally, using assessed values based upon similar properties in the area such as the Pilot (11 acres, assessed at \$2.2 Million) and Petro (40 acres, assessed at \$4.1 Million) the property to be annexed is estimated to be assessed at a value of \$7 Million. Using this valuation it is estimated that a total of \$48,545 would be collected for the community (73 Mills) and of the total amount, \$5,320.00 going back directly to the City of Laramie (8 Mills).

Summary

In summary, this annexation may result in annual revenue to the City of approximately \$2,675.93 to \$30,197.37, based on sewer and water service, solid waste service and mosquito control and depending upon the sizes of water and sewer service and trash handling needs. Annual property tax revenue generated by the development of the annexed property based on the approved preliminary plat will provide an additional \$5,320.00 in direct revenue. In addition to the revenue generated, a total of \$147,650 in estimated infrastructure improvements will be invested in conjunction with the proposed development associated with this annexation, as well as \$53,879.99 in one-time building permit fees, and anywhere from \$31,104 to \$97,200 in water and sewer service connection fees depending upon the sizes needed for the site.

Based on these numbers, the total annual revenue generated would be approximately \$241,048.93 to \$334,666.37 altogether at buildout. Revenue and cost would be allocated among the various applicable City Enterprise and general funds, as defined by code.

PUBLIC COMMENTS:

Public notice of the request was provided by mail to property owners within 300' of the property on January 20, 2016 and legally advertised in the Laramie Boomerang on January 23, 2016. To date, staff has received two public comments related to this item. One comment was neutral in nature and was directly related to possible impacts the annexation may have on his future use of the property, and the second was neutral in nature and mostly consisted of an inquiry into the project for a nearby property owner.

ANNEXATION -STATUTORILY REQUIRED FINDINGS:

W.S. 15-1-402(a) - 15-1-402(e) requires that before any territory is eligible for annexation, the governing body of any city or town shall make the following findings:

Required Findings:

1. An annexation of the area is for the protection of the health, safety and welfare of the persons residing in the area and in the city or town;
2. The urban development of the area sought to be annexed would constitute a natural, geographical, economical and social part of the annexing city or town;
3. The area sought to be annexed is a logical and feasible addition to the annexing city or town and the extension of basic and other services customarily available to residents of the city or town shall, within reason, be available to the area proposed to be annexed;
4. The area sought to be annexed is contiguous with or adjacent to the annexing city or town, or the area meets the requirements of W.S. 15-1-407;
5. The city's governing body is prepared to issue one (1) or more franchises as necessary to serve the annexed area pursuant to W.S. 15-1-410; and
6. The city, not less than twenty (20) business days prior to the public hearing required by W.S. 15-1-405(a), has been sent by certified mail to all landowners and affected public utilities within the territory, a summary of the proposed annexation report as required under subsection (c) of this section and a notice of the time, date, and location of the public hearing required by W.S. 15-1-405(a).
7. Contiguity will not be adversely affected by the existence of the platted street or alley, a public or private right-of-way, a public or private transportation right-of-way, a lake, stream, reservoir or other natural or artificial waterway located between the annexing city or town and the land sought to be annexed.
8. The annexing municipality shall prepare a proposed annexation report as specified by W.S. 15-1-402(c) (i-vi).
9. The city shall prepare for each landowner and affected public utility, requesting in writing, the estimated cost of infrastructure improvements required of the landowner and affected public utility related to the annexation. The request shall be made to the city or town clerk not less than ten (10) days prior to the public hearing required by W.S. 15-1-405(a).

The statutorily required findings can be affirmed and the property and the petition for annexation substantially comply with the requirements set forth in Wyoming Statutes. Responses justifying the required findings are found in the Project Design Analysis and Annexation Cost-Benefits Analysis of this staff report and the annexation report provided by the petitioner.

FINDINGS OF FACT AND CONCLUSIONS OF LAW:

Findings of Fact:

- The application complies with Wyoming State Statutes Title 15 Cities and Towns, Article 4 Annexation
- The application complies with the requirements of Laramie Municipal Code, Title 15
- Approval of this petition will add approximately 93 acres to the corporate limits of the City of Laramie.
- No new County properties are being brought within ½ mile of the City limits as a result of this annexation.

Conclusions of Law:

- The annexation is being processed pursuant to Wyoming State Statutes Title 15 Cities and Towns, Article 4 Annexation
- Establishing City zoning for the property is consistent with the urban growth goals of the comprehensive plan.

ALTERNATIVES:

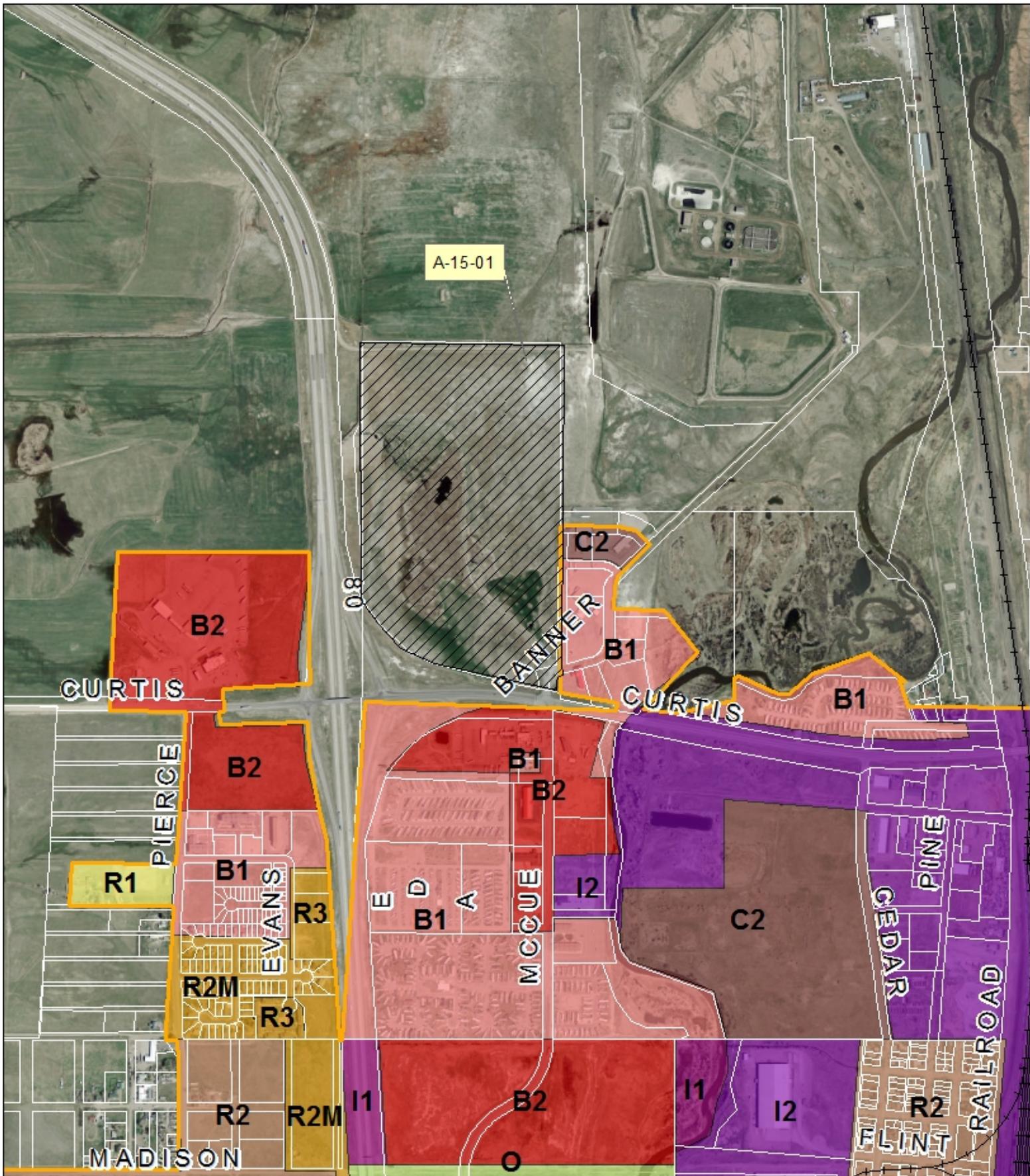
1. Approve the project as recommended by staff, based on findings of fact and conclusion of law, (staff's recommendation).
2. Approve the project with other modifications, based on findings of fact and conclusion of law.
3. Deny the project based on findings of denial. Since staff recommends approval, the Planning Commission must conclude that the entire project does not meet all of the findings. As part of the motion, findings for denial must be stated.
4. Postpone the project until issues identified during the meeting can be resolved with the applicant.

STAFF RECOMMENDATION:

Move to recommend **approval** to the City Council of the annexation of an approximate 93 acre area of land generally located on the northeast corner of I-80 and Curtis Street, based on findings of fact and conclusions of law.

ATTACHMENTS

1. Vicinity Map (1 pages)
2. Applicant Generated Annexation Report (10 pages)
3. Annexation Map (1 page)



A-15-01

08

BANNER

CURTIS

CURTIS

PIERCE

EVANS

MCCUE

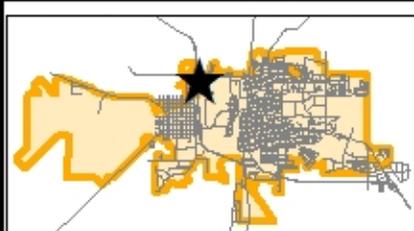
CEDAR

PINE

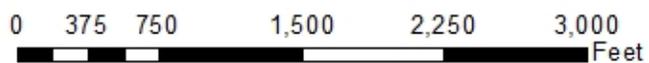
MADISON

FLINT

RAILROAD



A-15-01
Proposed Annexation



This data contained herein was compiled from various sources for the sole use of the City of Laramie. REVIEW OF THIS OUT-OF-DATE DOCUMENT AND ANY NECESSARY EDITING HAS NOT BEEN COMPLETED AT THIS TIME. Any use of the data by anyone other than the City of Laramie, and its members, is at the sole risk of the user, and by acceptance of this data, the user does hereby hold the City of Laramie, and its members, harmless and without liability from any claims, costs, or damages of any nature against the City of Laramie, including use of data arising from improper use of data, or use by other party. Acceptance or use of this data is done without any expressed or implied warranties.



ANNEXATION REPORT

PRESENTED FOR:

Love's Travel Stops & Country Stores, Inc

PREPARED FOR:

Kristen Peterson
Turning Leaf Realty
208 E. Garfield Suite 202
Laramie, WY 82070



PREPARED BY:

Coffey Engineering & Surveying, LLC
902 S. 3rd Street
Laramie, Wyoming 82070

307-742-7425 phone
307-742-7403 fax

www.WyoCoffey.com

December 17, 2015

Project No. 2159.00



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Appendix A

Annexation Map

Final Plat Lots 1 and 2 Block 3 River View First Addition

INTRODUCTION

In pursuit of annexation to the City of Laramie, this report contains the requirements described in State Statute 15-1-402(c):

An annexing municipality shall prepare a proposed annexation report as specified in this subsection. The report shall, at a minimum contain:

(i) A map of the area proposed to be annexed showing identifiable landmarks and boundaries and the area which will, as a result of the annexation then be brought within one-half (1/2) mile of the new corporate limits of the city, if it has exercised the authority granted under W.S. 15-3-202(b)(ii);

(ii) The total estimated cost of infrastructure improvements required of all landowners by the annexing municipality related to the annexation;

(iii) A list of basic and other services customarily available to residents of the city or town and a timetable when those services will reasonably be available to the area proposed to be annexed;

(iv) A projected annual fee or service cost for services described in paragraph (iii) of this subsection;

*(v) The current and projected property tax mill levies imposed by the municipality;
and*

(vi) The cost of infrastructure improvements required within the existing boundaries of the municipality to accommodate the proposed annexation.

GENERAL LOCATION AND DESCRIPTION

Location

The site is located in government lots 3 and 4, and the north half of the northwest quarter of Section 29 Township 16N Range 73W of the 6th Principal Meridian in the City of Laramie, Albany County Wyoming. The site is bounded to the north by the North line of Section 29 Township 16N Range 73W, to the East by River View First Addition Blocks 1 and 3, to the south by the North ROW of Curtis Street, to the west by the West line of Section 29 Township 16N Range 73W.

Description

The overall area of the site is approximately 92.32 acres. The owner of the property has proposed to develop it and is required to annex the adjoining county ROW as part of the development process according to the City of Laramie Unified Development Code.

ANNEXED LAND

Annexed Land Description

The land to be annexed into the City of Laramie consists of County owned Rights of Way (ROW) of McCue Street to the southeastern boundary of the site. McCue Street ROW is 80-foot wide according to the Final Plat of Lots 1 and 2 of Block 3 River View First Addition. The total area to be annexed is 93.13 acres.

Services available

The following services are available to this property either directly or will require extension from the closest available existing lines. Services provided by the City of Laramie will only be provided upon completion of the annexation into the City of Laramie. The developer of the property will be required to extend infrastructure to service the proposed development adjacent to the land to be annexed.

<u>Service</u>	<u>Service Provider</u>
Water Distribution	City of Laramie Utility Department
Wastewater Collection	City of Laramie Utility Department
Roads	City of Laramie Street Department
Phone	Century Link
Gas	Source Gas
Cable TV	Charter Communications
Electric	PacifiCorp / Rocky Mountain Electric
Fire Protection	City of Laramie Fire Department & Utility Department
Trash Removal	City of Laramie / Waste Disposal Services
Police Protection	City of Laramie Police Department
City Planning	City of Laramie Planning Department
City Animal Control	City of Laramie Animal Shelter
City Parks & Rec	City of Laramie Parks and Recreation Department
City Mosquito Control	City of Laramie Parks and Recreation Department
City Administration	City of Laramie

Estimated Cost of Improvements

The estimated timetable for completion of adding the improvement to the public sector and the services (as shown in Tables 1 & 2) is May of 2016 to June of 2017. There will be vacant land to the North of the Travel Center that will be designated as B2, General Use, and may develop further in 2017-2022. This further development would also require taps for water and sewer. Increased usage to the City's water and sanitary sewer system will be compensated by the plant investment fees and usage billing paid by the owner the Travel Center. Franchised utilities including Rocky Mountain Power, Source Gas and Century Link have indicated that services would be provided to this development at their connection fee rates. Charter Communications indicated that they would also provide services for this development.

Table 1 summarizes the estimated cost to extend public infrastructure to service the annexed land and adjoining property.

Item	Units	Quantity	Unit Cost*	Cost
Sidewalk along McCue & Carroll	LF	1100	\$ 25.00	\$ 27,500.00
Curb & Gutter (McCue)	LF	550	\$ 25.00	\$ 13,750.00
New Pavement (McCue)	SY	2000	\$ 48.00	\$ 96,000.00
HMA Overlay, 2" (Carroll)	SY	4400	\$ 16.00	\$ 70,400.00
Total				\$ 147,650.00

* New Pavement- assume 6" of base and 3" of asphalt

* Unit cost was gathered from internal database.

Service Fees

Service fees were obtained from City of Laramie Informational Bulletin # 26 dated February 1, 2010. Table 2 summarizes the expected annual fee or service costs for the available services described above.

Item	Units	Quantity	Unit Cost	Cost
2" Water Meter	EA	1	\$ 1,938.74	\$ 1,938.74
2" Water Service	EA	1	\$ 16,112.00	\$ 16,112.00
4" Sewer Service	EA	1	\$ 46,850.00	\$ 46,850.00
Total				\$ 64,900.74

Mill Levies

The current mill levy on the property owned by Wyoming Central Land and Improvement Company is \$0.068/\$1000 assessed property value. The property containing the west 10 feet of Carroll Avenue and McCue Street, is tax-exempt as it is owned by Albany County. The mill levy will remain the same for the developed land. This information was provided by the Albany County Assessor.

CONCLUSIONS

Compliance with Standards

The proposed annexation complies with the requirements of the City of Laramie and standards set forth in Wyoming Statutes 15-1-402(a.).

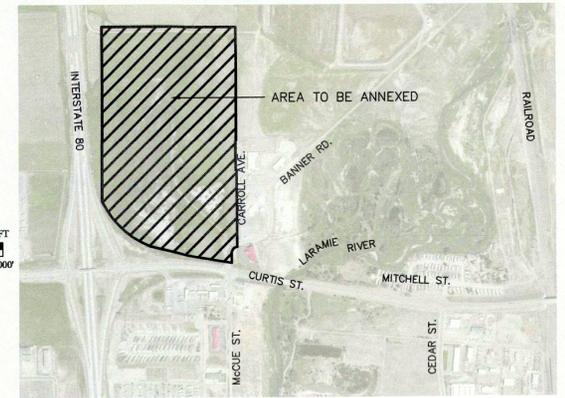
REFERENCES

City of Laramie Informational Bulletin # 26 dated February 1, 2010

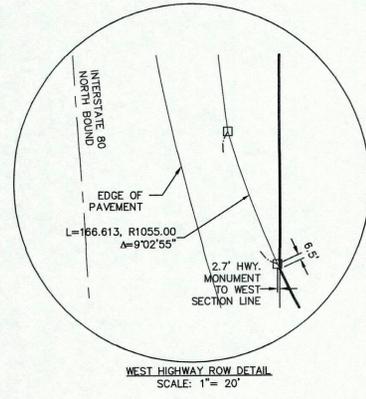
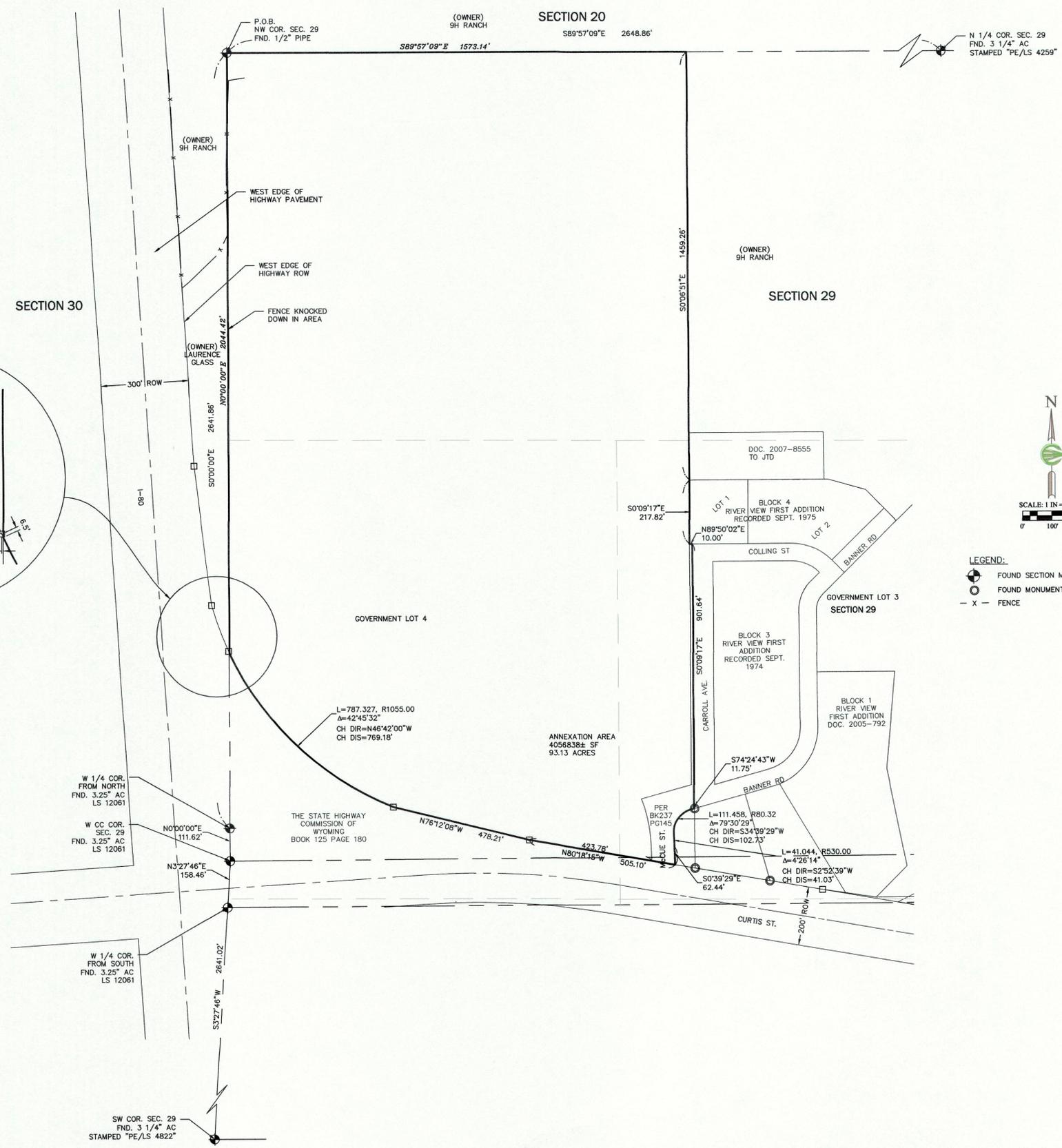
APPENDIX A

**ANNEXATION MAP FOR
LOVE'S TRAVEL STOPS & COUNTRY STORES, INC**

SEC. 29, T.16N, R.73W, 6TH P.M.
ALBANY COUNTY, WYOMING



VICINITY MAP -
SECTION 29, T.16N., R.73W., 6th P.M.,
ALBANY COUNTY, WYOMING



- LEGEND:**
- FOUND SECTION MONUMENT - AS DESCRIBED
 - FOUND MONUMENT - AS DESCRIBED
 - FENCE

A parcel of land located in Section 29, Township 16 North, Range 73 West of the 6th P.M., Albany County Wyoming, being more particularly described as follows:

Beginning at the Northwest Corner of said Section 29 being an iron pipe found:

Thence along the North line of said Section 29, South 89°57'09" East, a distance of 1,573.14 feet and basis of bearings for this description;

Thence South 00°06'51" East, a distance of 1,459.26 feet along the West line of a parcel of land described in Warranty Deed from American National Bank, N.A., Trustee of the Howard T. Carroll Trust dated December 29, 1976, as amended, to 9H Ranch LLC, a Wyoming Limited Liability Company recorded October 19, 2007 as Document No. 2007 8178 to the Northwest corner of the Plat of Lots 1 and 2, Block 4, River View First Addition, filed October 10, 1975 as Instrument No. 622944;

Thence South 00°09'17" East, a distance of 217.82 feet along the West right-of-way of Carroll Avenue, as shown on the Plat of Lots 1 and 2, Block 4, River View First Addition filed October 10, 1975 as Instrument No. 522944, to a point on the North line of Colling Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334;

Thence North 89°50'02" East, a distance of 10.00 feet along said North line of Colling Street to a point on the Corporate Limits of the City of Laramie, Wyoming as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334;

Thence South 00°09'17" East, a distance of 901.64 feet along said Corporate Limits of the City of Laramie, Wyoming, to a point on the South right-of-way of Banner Road as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334;

Thence South 74°24'43" West, a distance of 11.75 feet along said South right-of-way of Banner Road as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334, to a point on at the beginning of a curve to the left, having a radius of 80.32 feet;

Thence continuing along said curve to the left, also being the East right-of-way of McCue Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334, through a central angle of 79°30'29", an arc distance of 111.458 feet, (chord bearing South 34°39'29" West, a distance of 102.73 feet) to a point on a curve to the right, having a radius of 530.00 feet;

Thence continuing along said curve to the right, also being the East right-of-way of McCue Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334, through a central angle of 04°26'14", an arc distance of 41.044 feet (chord bearing South 02°52'39" West, a distance of 41.03 feet);

Thence South 00°39'29" East, a distance of 62.44 feet along the East right-of-way of McCue Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334, to a point on the North right-of-way of a State of Wyoming Highway;

Thence North 80°18'15" West, a distance of 505.10 feet along said right-of-way of said highway, to a right-of-way monument;

Thence North 76°12'08" West, a distance of 478.21 feet, along said highway to a highway right-of-way monument also being a point on the beginning of a curve to the right, having a radius of 1,055.00 feet.

Thence continuing along said curve to the right, through a central angle of 42°45'32", an arc length of 787.327 feet (chord bearing North 46°42'00" West, a distance of 769.18 feet) to a point on the West line of said Section 29;

Thence along the West line of said Section 29, North 00°00'00" East, a distance of 2,044.42 feet to the point of beginning.

Said parcel contains 93.13 acres, more or less.

APPLICANT
KRISTEN PETERSON
TURNING LEAF REALTY
208 E. GARFIELD SUITE 202
LARAMIE, WY 82070

OWNER
WYOMING CENTRAL LAND AND
IMPROVEMENT COMPANY
ATTN: AMY K. WILLIAMSON

SURVEYOR
COFFEY ENGINEERING & SURVEYING, LLC
902 SOUTH 3RD STREET
LARAMIE, WY 82070
(307)-742-7425

NOTE:
1. THE LAND IS CURRENTLY ZONED COUNTY AGRICULTURE. UPON ANNEXATION THE PROPOSED ZONE WOULD BE B2 - GENERAL BUSINESS.

CERTIFICATE OF SURVEYOR:
I, DAVID R. COFFEY, A REGISTERED PROFESSIONAL ENGINEER AND LAND SURVEYOR IN THE STATE OF WYOMING, HEREBY CERTIFY, THAT THIS MAP WAS PREPARED FROM FIELD NOTES TAKEN DURING AN ACTUAL SURVEY, MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT THIS MAP CORRECTLY SHOWS THE RESULTS OF SAID SURVEY, TO THE BEST OF MY KNOWLEDGE.



Project:	2142.00	DATE	REVISION
Drawing:	2142.00/ANEX	CHECK	REQUEST BY
Drafted By:	MAJ	DATE	
Date:	12/17/15		
Rev. Date:			
Check By:	DRC		

**ANNEXATION MAP FOR
LOVE'S TRAVEL STOPS & COUNTRY STORES, INC**
SEC. 29, T.16N, R.73W, 6TH P.M.
ALBANY COUNTY, WYOMING

COFFEY
ENGINEERING & SURVEYING
P: 307.742.7425 | F: 307.742.7403

Sheet: 1 / 1

Know all men by these presents that the undersigned owners and proprietors of the land shown on this plat hereby certify that the foregoing LOTS ONE AND TWO OF BLOCK THREE, are in Section 29, T16N, R73W, of the 6th P.M. and are more particularly described as follows:

Beginning at a point which lies N30°56'10"E, 3382.79 feet from the SW corner of said Section 29, (said point of beginning also lying N28°59'26"E, 2051.2 feet from the intersection of the north right of way line of Curtis Street and the center line of McCue Street (Extended), said point of intersection being Wyoming Highway Department Station 26+53.0);
 Thence N 1°03'00"E a distance of 904.59 feet;
 Thence S 88°57'41"E a distance of 349.73 feet;
 Thence S 43°21'45"E a distance of 105.03 feet;
 Thence S 43°21'45"E a distance of 6000 feet;
 Thence S 46°39'50"W a distance of 105.03 feet;
 Thence S 43°21'45"E a distance of 105.03 feet;
 Thence S 0°36'30"W a distance of 394.91 feet;
 Thence 274.19 feet along a 27°21'24" curve to the right (radius 2094.4 feet, chord S 38°06'45"W, 255.02 feet);
 Thence S 75°37'00"W a distance of 291.95 feet to the point of beginning;
 Said tract of land contains 8.496 acres more or less, and

that the survey and laying out into blocks, lots, streets, and easements to be known as LOTS ONE AND TWO OF BLOCK THREE, RIVER VIEW FIRST ADDITION, is with the free consent and in accordance with the desires of the undersigned owners and proprietors; that they are owners in fee simple thereof; and that they do hereby dedicate to the public use said streets and easements as shown on the foregoing plat. This dedication is subject to the existing power line easement as recorded in book 122 (Photo Records) page 43 in the office of the Albany County Clerk.

OWNERS

WYOTEL, INC

Leo P. McCue, Jr.
 Leo P. McCue, Jr., President
 Thomas S. Smith, Secretary

ACKNOWLEDGEMENTS

STATE OF WYOMING
 COUNTY OF ALBANY

The foregoing instrument was acknowledged before me by Leo P. McCue, Jr., as an individual and as President of Wyotel, Inc., this 23rd day of May, A.D. 1974.

Witness my hand and official seal
 My commission expires May 2, 1978
 STATE OF WYOMING
 COUNTY OF ALBANY

The foregoing instrument was acknowledged before me by David N. Hitchcock as an individual and as President of Wyoming Central Land & Improvement Company, this 23rd day of May, A.D. 1974.

Witness my hand and official seal
 My commission expires August 12, 1977
 STATE OF WYOMING
 COUNTY OF ALBANY

CERTIFICATE OF ENGINEER

I, Forrest M. Kepler, Jr., of Laramie, Wyoming hereby certify that this plat was made from notes taken during an actual survey made under my direction during June, 1973 and that it correctly delineates the tract of land described herein.

Date *May 21, 1974*
 Forrest M. Kepler, Jr.
 WYO. P.E. & L.S. 649

WYOMING CENTRAL LAND & IMPROVEMENT CO.

David N. Hitchcock
 David N. Hitchcock
 President

APPROVED

LARAMIE PLANNING COMMISSION

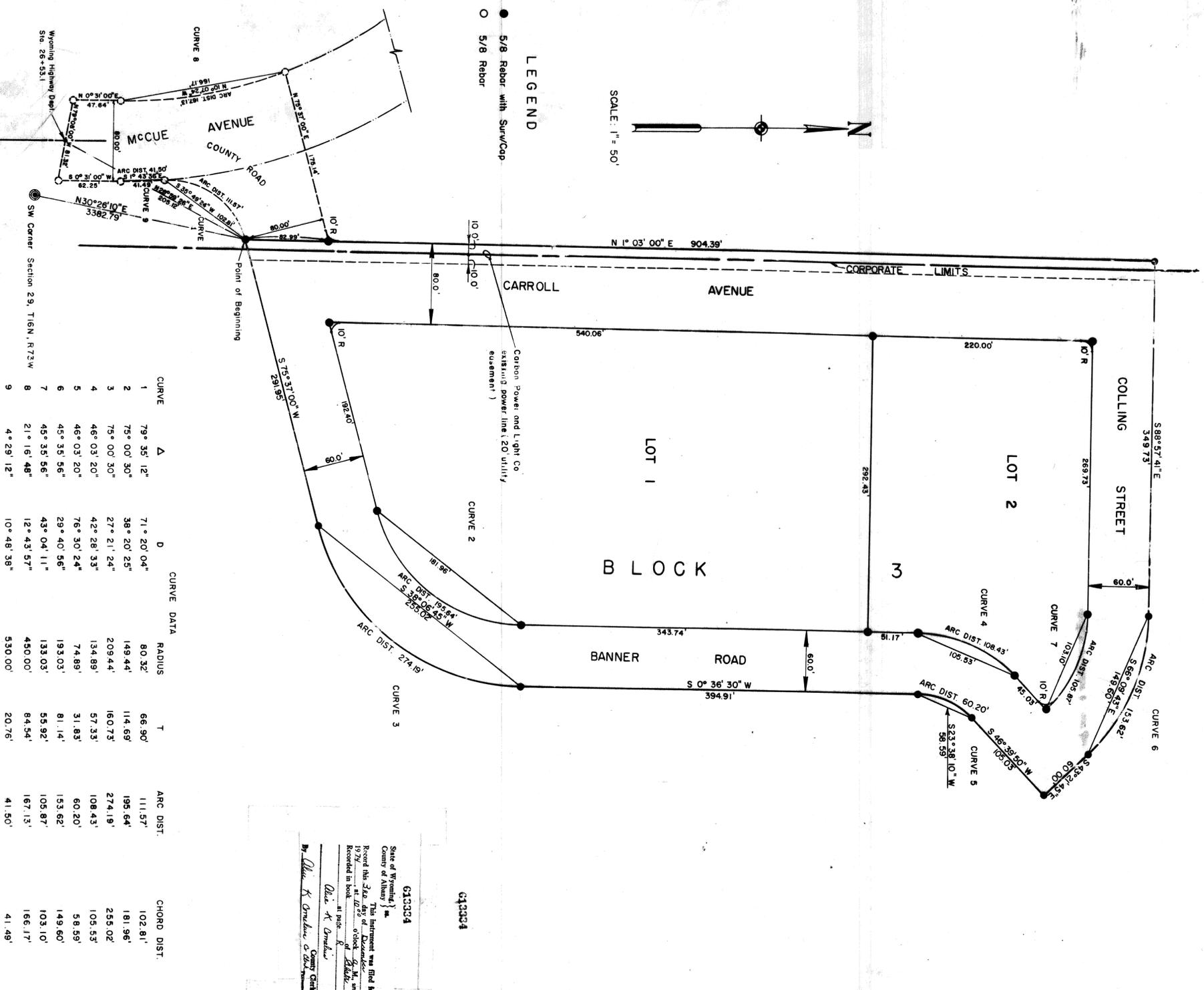
Mouie B. Snow
 Mouie B. Snow
 Chairman

CITY OF LARAMIE, WYOMING

Richard W. Walker
 Richard W. Walker
 Mayor

ATTEST

Josephine J. Fay
 Josephine J. Fay
 City Clerk



Center Line of McCue County Road (Extended)

J. J. BANNER & ASSOC., INC.
 ENGINEERS
 LARAMIE, WYOMING
 MAY, 1974

RIVER VIEW FIRST ADDITION
 LOTS ONE AND TWO
 OF BLOCK THREE

ANNEXATION MAP FOR LOVE'S TRAVEL STOPS & COUNTRY STORES, INC

SEC. 29, T16N, R73W, 6TH P.M.
ALBANY COUNTY, WYOMING



VICINITY MAP -
SECTION 29, T.16N., R.73W., 6th P.M.,
ALBANY COUNTY, WYOMING

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Thence South 00°06'51" East, a distance of 1,459.26 feet along the West line of a parcel of land described in Warranty Deed from American National Bank, N.A., Trustee of the Howard T. Carroll Trust dated December 29, 1976, as amended, to 9H Ranch LLC, a Wyoming Limited Liability Company recorded October 19, 2007 as Document No. 2007-8178 to the Northwest corner of the Plat of Lots 1 and 2, Block 4, River View First Addition, filed October 10, 1975 as instrument No. 622944;

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Thence South 74°24'43" West, a distance of 11.75 feet along said South right-of-way of Banner Road as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as instrument No. 613334, to a point on at the beginning of a curve to the left, having a radius of 80.32 feet;

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Thence North 76°12'08" West, a distance of 478.21 feet, along said highway to a highway right-of-way monument also being a point on the beginning of a curve to the right, having a radius of 1,055.00 feet;

Thence continuing along said curve to the right, through a central angle of 42°45'32", an arc length of 787.33 feet (chord bearing North 46°42'00" West, a distance of 769.18 feet) to a point on the West line of said Section 29;

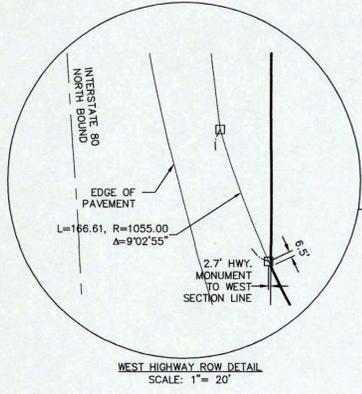
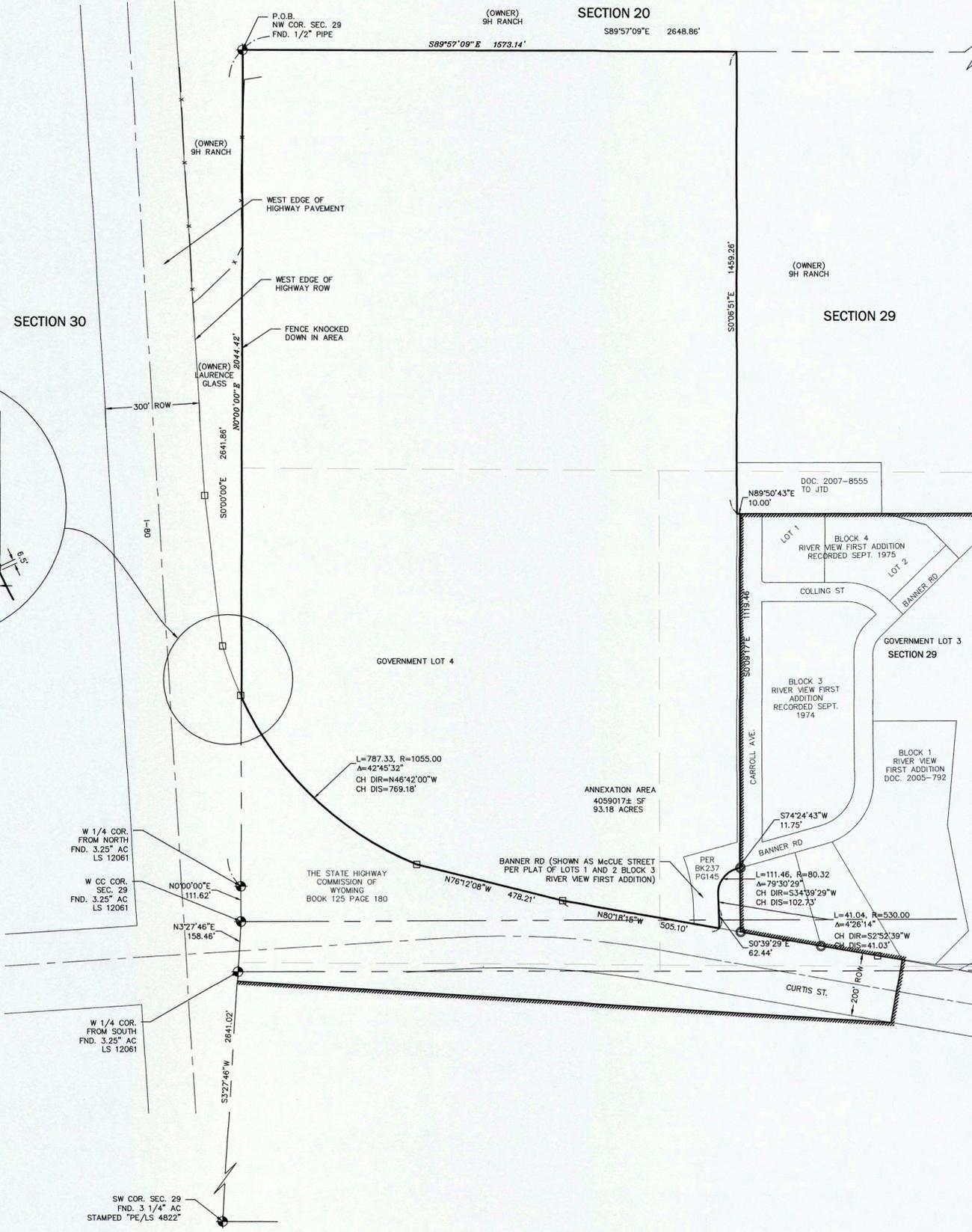
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Said parcel contains 93.18 acres, more or less.

DATE	REVISION	REVISION BY	REVISION
1/15/16	1	PER DEREK TEINI	CHECK
			CHECK

**ANNEXATION MAP FOR
LOVE'S TRAVEL STOPS & COUNTRY STORES, INC**
 Project: 2142.00
 Drawing: 2142.00/ANEX
 Drawn By: MAL
 Date: 12/17/15
 Rev. Date: 1/18/16
 Check By: DRC

**ANNEXATION MAP FOR
LOVE'S TRAVEL STOPS & COUNTRY STORES, INC**
 SEC. 29, T16N, R73W, 6TH P.M.
 ALBANY COUNTY, WYOMING
 Sheet: 1 / 1



- LEGEND:**
- FOUND SECTION MONUMENT - AS DESCRIBED
 - FOUND MONUMENT - AS DESCRIBED
 - PROPOSED CORPORATE LIMITS TO BE ANNEXED INTO THE CITY
 - EXISTING CORPORATE LIMITS

NOTE:
1. THE LAND IS CURRENTLY ZONED COUNTY AGRICULTURE. UPON ANNEXATION THE PROPOSED ZONE WOULD BE B2 - GENERAL BUSINESS.

CERTIFICATE OF SURVEYOR:
I, DAVID R. COFFEY, A REGISTERED PROFESSIONAL ENGINEER AND LAND SURVEYOR IN THE STATE OF WYOMING, HEREBY CERTIFY THAT THIS MAP WAS PREPARED FROM FIELD NOTES TAKEN DURING AN ACTUAL SURVEY, MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT THIS MAP CORRECTLY SHOWS THE RESULTS OF SAID SURVEY, TO THE BEST OF MY KNOWLEDGE.

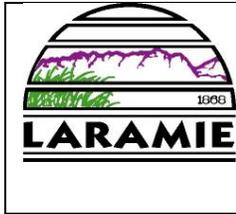


APPLICANT
KRISTEN PETERSON
TURNING LEAF REALTY
208 E. GARFIELD SUITE 202
LARAMIE, WY 82070

OWNER
WYOMING CENTRAL LAND AND IMPROVEMENT COMPANY
ATTN: AMY K. MULLAMSON
1221 CANBY ST.
P.O. BOX 601
LARAMIE, WY 82070

SURVEYOR
COFFEY ENGINEERING & SURVEYING, LLC
902 SOUTH 3RD STREET
LARAMIE, WY 82070
(307)-742-7425

CITY OF LARAMIE COUNCIL REGULAR MEETING March 1, 2016



Agenda Item: Resolution

Title: Resolution 2016-___, certifying Planning Commission action, regarding amendments to the Future Land Use Map (Map 3.2) of the 2007 Laramie Comprehensive Plan.

Recommended Council MOTION:

- a. Move to **introduce** consideration of City Council Resolution 2016-___ certifying Planning Commission action amending the Future Land Use Map (Map 3.2) of the 2007 Laramie Comprehensive Plan, for the property described in the Resolution, generally located on the northern portion of a property located on the northeast corner of Interstate 80 and Curtis Street for an area approximately 60 acres in size, by changing the Future Land Use Designation from the Agriculture (AG) categories to Auto-Urban Commercial categories, based on findings of fact and conclusions of law.
- b. Move to **postpone** consideration until April 19, 2016 of City Council Resolution 2016-___ certifying Planning Commission action amending the Future Land Use Map (Map 3.2) of the 2007 Laramie Comprehensive Plan, for the property described in the Resolution, generally located on the northern portion of a property located on the northeast corner of Interstate 80 and Curtis Street for an area approximately 60 acres in size, by changing the Future Land Use Designation from the Agriculture (AG) categories to Auto-Urban Commercial categories, based on findings of fact and conclusions of law and set a public hearing for March 22, 2016.

Administrative or Policy Goal:

Granting this request will certify the Planning Commission's approval amending the Future Land Use Plan (Map 3.2) of the 2007 Laramie Comprehensive Plan.

Wyoming State Statutes (WSS) Section 15-1-502 authorizes cities to form a Planning Commission and pursuant to WSS 15-1-503, the Planning Commission, after holding public hearings, can adopt a master plan for the physical development of the city. The Laramie City Council certified the 2007 Laramie Comprehensive Plan on August 21, 2007. The City of Laramie Comprehensive Plan recommends opportunities for the public, staff or commissions to request amendments to the Comprehensive Plan.

Background:

This application is part three of a three-part application package:

1. Annexation (A-15-01)
2. Comprehensive Plan Amendment (CPA-16-01) (**This Item**)
3. Zoning Amendment (Z-15-07)

The applicant wishes to amend the Future Land Use Plan to designate this area as Auto-Urban Commercial (AUC) (60 acres) to match with the southern portion of the same site (93 acres total). It is

the intent of the applicant to then request rezoning of the whole property for a use (B2 Zoning) compatible with the Auto-Urban Commercial designation.

The Comprehensive Plan's Community Character Chapter (Chapter 3) describes the Auto-Urban Commercial designation as: "Fast food restaurants, gas stations, and strip shopping centers like those found along Grand Avenue and 3rd Street" (3-20), as well as needing large sites with proximity to high-volume arterial roadways.

Zoning districts associated with Auto-Urban Commercial designations are NB (Neighborhood Business), B1 (Limited Business) and C2 (Limited Commercial). The B2 zone district technically is not a compatible zone district for AUC as noted in the Comprehensive Plan. However, staff has concluded in numerous previous cases that this is an error in the Comprehensive Plan and should be included as compatible. This correction is being recommended in the forthcoming Comprehensive Plan updates. Staff, Planning Commission, and City Council have been consistent over the past 7 years in interpreting AUC to authorize B2 Zoning. By requesting this Comprehensive Plan Amendment the applicant could request, at the time of annexation any of the above zoning districts or combination of them.

The Laramie Planning Commission approved (5 yes, 0 no, 2 absent) the Comprehensive Plan Amendment at their February 8, 2016 meeting.

The Planning Commission staff report and approved Planning Commission resolution is included. No changes have been made to the report subsequent to the Planning Commission action. However it should be noted that the Planning Commission Report incorrectly states the size of the property as 40 acres instead of the correct 60 acres, which has been stated in the Council coversheet and ordinance correctly.

Note: The applicant is in the process of having the 93 acre site annexed into the city of Laramie and has requested the zoning of this property as B2 through a zoning request.

Note: Following introduction of the Comprehensive Plan Amendment (CPA-16-01) at their March 1, 2016 City Council meeting, staff will recommend that this item be postponed until after the Annexation has concluded.

Legal/Statutory Authority:

- Laramie Municipal Code. Chapter 15 Unified Development Code
- Comprehensive Plan Amendment Approval Criteria LMC § 15.06.060.e.X.4.(i).(2)
- Wyoming State Statutes Title 15 Article 1 Section 502
- Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
- Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning
- Laramie Comprehensive Plan 2007
- Major Street Plan

BUDGET FISCAL INFORMATION:

REVENUE

Amount	Type	
\$0.00	Application Fee (Pursuant to Resolution No. 2010-44 adopted May 18, 2010)	
\$0.00		

Responsible Staff:

Randy Hunt, AICP, Community Development Director, 721-5288

Derek T. Teini, Principal Planner, 721-5245

Work Session	
Advertised	
Public Hearing (PH) Held	3/22/2016
PH Advertised	2/28/2016
Introduction/1 st Reading	3/1/2016; 4/19/2016
2 nd Reading	
3 rd Reading	

Attachments: City Council Resolution
 Planning Commission Staff Report dated February 8, 2016
 Approved Planning Commission Resolution

_____ City Manager _____ City Attorney _____ **Community Development**

CITY COUNCIL RESOLUTION NO: CC 2016-__

RESOLUTION OF THE CITY OF LARAMIE CITY COUNCIL CERTIFYING A PLANNING COMMISSION RESOLUTION TO APPROVED A REQUEST TO AMEND THE FUTURE LAND USE MAP (MAP 3.2) OF THE 2007 LARAMIE COMPREHENSIVE PLAN

WHEREAS, the Laramie Planning Commission approved Planning Commission Resolution PC 2007-01, adopting the 2007 Laramie Comprehensive Plan in its entirety including the reservation of a subsequent chapter addressing conservation issues, replacing the 1995 Land Use Element and certifying the 2007 Laramie Comprehensive Plan to the City Council;

WHEREAS, on June 26, 2007, the City Council received the 2007 Laramie Comprehensive Plan as adopted and certified by the Planning Commission;

WHEREAS, on August 21, 2007 the Laramie City Council approved the 2007 Laramie Comprehensive Plan in its entirety for the physical development of the City of Laramie;

WHEREAS, on January 19, 2016, an application was received requesting an amendment to the Future Land Use Map (Map 3.2) of the 2007 Laramie Comprehensive Plan for an area approximately 60 acres in size and generally located north of Curtis Street, east of Interstate 80 and west of Carroll Drive, by changing the designation of the area described from Agriculture to Auto-Urban Commercial;

WHEREAS, the 2007 Comprehensive Plan and applicable existing and anticipated future conditions contain rationale supporting the amendment of the property's Future Land Use designation shown in Attachment 1;

WHEREAS, the City of Laramie Planning Commission acknowledged the aforesaid petition on February 8, 2016, took public comments, and after duly considering evidence presented as it applies to the adopted Comprehensive Plan, voted to approve Resolution 2016-01 (5 yes, 0 no, 2 absent) which amends the land use designation to Auto Urban Commercial;

THEREFORE THE LARAMIE CITY COUNCIL RESOLVES:

Section 1. That the Laramie City Council hereby certifies Planning Commission Resolution 2016-01, granting a request to amend the Future Land Use Map (Map 3.2) of the 2007 Laramie Comprehensive Plan, pursuant to Laramie Municipal Code 15.06.060.X and Wyoming Statutes § 15-1-503 and § 15-1-505, for a property approximately 60 acres in size and generally located north of Curtis Street, east of Interstate 80 and west of Carroll Drive, by changing the designation of the area described from Agriculture to Auto-Urban Commercial;

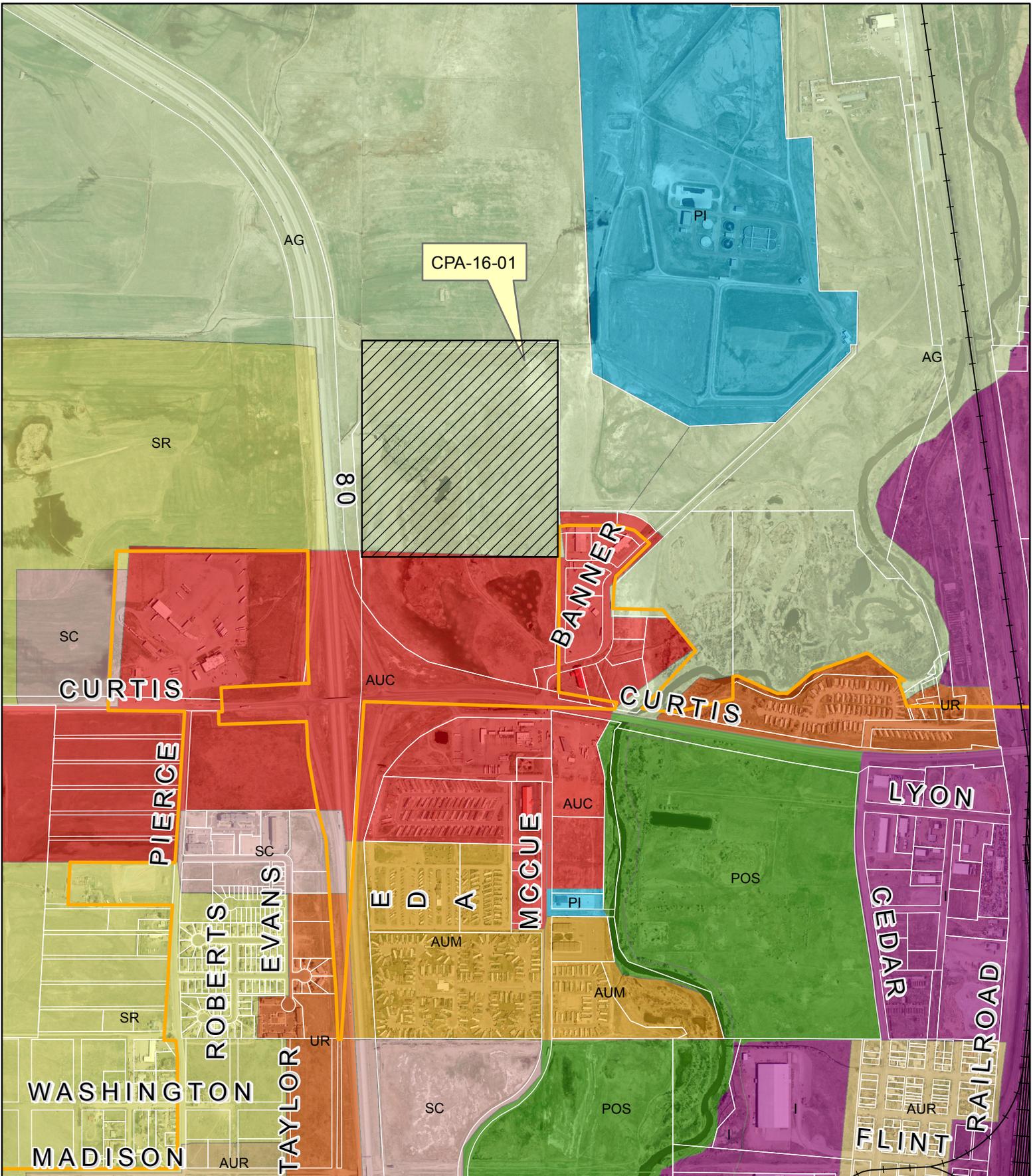
Section 2. That this resolution shall become effective after its passage, approval and publication.

PASSED, APPROVED AND ADOPTED the 19th day of April, 2016.

David A Paulekas
Mayor and President of the City Council

ATTEST:

Angie Johnson
City Clerk



CPA-16-01

08

CURTIS

BANNER

CURTIS

PIERCE

EDWARDS

MCCUE

LYON

CEDAR

RAILROAD

WASHINGTON

MADISON

ROBERTS

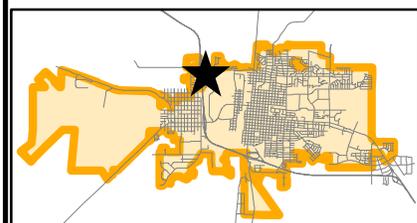
EVANS

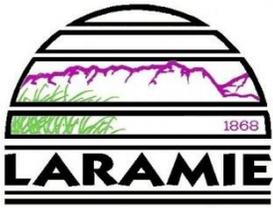
TAYLOR

0 375 750 1,500 2,250 3,000 Feet

CPA-16-01
Comprehensive Plan Amendment
County AG to AUC

This Data contained herein was compiled from various sources for the sole use of the City of Laramie. REVIEW OF THIS DATA FOR ACCURACY AND ANY NECESSARY EDITING HAS NOT BEEN COMPLETED AT THIS TIME. Any use of the data by anyone other than the City of Laramie, and its members, is at the sole risk of the user, and by acceptance of this data, the user does hereby hold the City of Laramie, and its members, harmless and without liability from any claims, costs, or damages of any nature against the City of Laramie, including cost of defense arising from improper use of data, or use by other party. Acceptance or use of this data is done without any expressed or implied warranties.





City of Laramie

Community Development Department
P.O. Box C
Laramie, WY 82073

Code Administration: (307) 721-5271
Engineering: (307) 721-5250
Planning: (307) 721-5207
Fax: (307) 721-5248

LARAMIE PLANNING COMMISSION FEBRUARY 8, 2016 STAFF REPORT

FILE: CPA-16-01 Amendment to the Laramie Comprehensive Plan 2007, Future Land Use Map (Map 3.2)

REQUEST: Land Use Plan Amendment from Agriculture to Auto-Urban Commercial for an area approximately 40 acres in size.

LOCATION: Generally located on the northeast corner of I-80 and Curtis Street.

APPLICANT(S)/AGENT: Turning Leaf Realty (Kristen Peterson)

OWNER(S): Wyoming Central Land and Improvement Company (Amy King Williamson)/Albany County

PURPOSE: To allow for uses and zoning compatible with the Auto Urban Commercial designation.

CURRENT ZONING: No City zoning designation (County Rural Residential)

PREPARED BY: Derek T. Teini, AICP, Principal Planner

RECOMMENDED MOTION:

Move to **approve** Planning Commission Resolution 2016-01, amending Future Land Use Map (Map 3.2) of the Comprehensive Plan for the property described in the Resolution, generally located on the northern portion of a site located on the northeast corner of I-80 and Curtis Street for an area approximately 40 acres in size, by changing the Future Land Use Designation from AG (Agriculture) to AUC (Auto-Urban Commercial) category, based on findings of fact and conclusions of law, and to forward the item to City Council for certification.

APPLICABLE CODE SECTION(S):

Wyoming Statutes (W.S.) §15-1-502 authorizes cities to adopt a master plan for the physical development of the city. The Laramie City Council certified the Laramie Comprehensive Plan on August 21, 2007.

The UDC (LMC §15.06.060.X – Comprehensive Plan Amendments) sets forth the procedure for amending the Comprehensive Plan. All Comprehensive Plan amendments must follow the same approval process as the approved Laramie Comprehensive Plan. All requests must receive approval from the Laramie Planning Commission in order to take effect. Planning Commission action will be forwarded to City Council for their certification.

BACKGROUND:

The applicant wishes to amend the Future Land Use Plan to re-designate this area from AG (Agriculture) to AUC (Auto-Urban Commercial) in order to rezone the property for uses compatible with the B2 (Business Zone) District

The Comprehensive Plan's Community Character Chapter (Chapter 3) describes the Auto-Urban Commercial designation as: "Fast food restaurants, gas stations, and strip shopping centers like those found along Grand Avenue and 3rd Street" (3-20), as well as needing large sites with proximity to high-volume arterial roadways.

The project site is located generally on the northeast corner of I-80 and Curtis Street on about 92 acres of property. This amendment focuses on the northern 40 acres of the project site which has a future land use designation of AG (Agriculture) while the southern portion of the project site is already designated as Auto-Urban Commercial.

Note: This comprehensive plan amendment has been submitted in coordination with an annexation and zoning request which will annex the site into the city limits, designate the remainder of the property Auto-Urban Commercial through the Comprehensive Plan Amendment and then zone the site to City B2 (Business) District zoning designation.

SURROUNDING LAND USE AND ZONING:Future Land Use:

	Future Land Use Designation (Map 3.2)	Zoning	Land Use
Subject Property	(AG) Agriculture	County Rural Residential	Vacant
North	(AG) Agriculture	County Rural Residential	Vacant
South	(AUC) Auto-Urban Commercial	County Rural Residential	Vacant
East	(AUC) Auto-Urban Commercial/ (AG) Agriculture	(C2) General Commercial/ (B1) Limited Business	Vacant
West	(SR) Suburban Residential	(B2) Business	I-80 Interstate/Fueling Station

Zoning districts associated with Auto-Urban Commercial designations are NB (Neighborhood Business), B1 (Limited Business) and C2 (Limited Commercial). The B2 zone district technically is not a compatible zone district for AUC as noted in the Comprehensive Plan. However, staff has concluded in numerous previous cases that this is an error in the Comprehensive Plan and should be included as compatible. This correction is being recommended in the forthcoming Comprehensive Plan updates. Staff, Planning Commission, and City Council have been consistent over the past 7 years in interpreting AUC to authorize B2 Zoning. By requesting this Comprehensive Plan Amendment the applicant could request, at the time of annexation any of the above zoning districts or combination of them.

Staff supports the Comprehensive Plan's designation of this area being Auto-Urban Commercial. Adjacent properties are zoned B1, B2 and C2 and are developed with auto-centric commercial uses. Designating this area as Auto-Urban Commercial is consistent with the development that is occurring and is compatible with the location of an existing Collector Street (Banner Road) and Minor Arterial Street (Curtis Street) and due to the fact that it is next to an Interstate highway interchange.

JUSTIFICATIONS REGARDING THE AMENDMENT AND ANALYSIS OF REQUIRED FINDINGS:

Pursuant to LMC § 15.06.060.X, the following findings must be considered and as applicable, made in the affirmative, in order to approve the amendment to the Comprehensive Plan:

1. The proposed amendment is based on a change in projections or assumptions from those on which the comprehensive plan is based;

Staff Response: The Comprehensive Plan's Land Use Plan was based on the examination of the community's past growth, the existing growth pattern and character of development, development permitted at that time, and development constraints such as government-owned lands, flood prone areas, and zoning. Additionally, the community's land use and future growth plans were evaluated and compared against the targeted future population of the City which is described in Chapter 2 (Conditions & Outlook). The Land Use Plan was formed by the concerns and ideas expressed by residents during public workshops, stakeholder interviews, and many community meetings.

At the time of Land Use Plan formation, it was recognized that areas in and around the interchange area would need to accommodate uses compatible with the Auto-Urban Commercial Zoning district, which is supported by half of the subject property already being designated Auto-Urban Commercial. By allowing this change the remainder of the property would be allowed to be zoned the same or similar district as the other half of the property. Furthermore, other factors such as location to the Interstate and Interstate Interchange areas, availability of services (water, sewer and roads) and size of the property all play a role in the supportability of this request.

Since the adoption of the Comprehensive Plan, commercial properties, especially those that could accommodate a larger user have been limited in supply. In an effort to provide lands suited for large user commercial growth this area was identified by the applicants due to many of the applicant was desiring for their future use, many of which are noted above.

2. The proposed amendment is based on identification of new issues, needs, or opportunities that are not adequately addressed in the comprehensive plan;

Staff Response: The proposed amendment allows the property owner the ability to develop this area with uses similar to those uses already existing in the area. With direct access to I-80, it makes for a logical location for this type of development as it will likely see a large amount of traffic. This amendment will allow for the whole property to request the same or similar zoning district, in order to accommodate a use that the applicant and City agree upon.

3. The proposed amendment is based on a change in the policies, objectives, principles, or standards governing the physical development of the city;

Staff Response: No major policies have changed regarding the physical development of the community; however, this area was identified as a potential location for growth as outlined in the Comprehensive Plan, with half this property already being designated as Auto-Urban Commercial. By allowing the change the remainder of the property would be allowed to be zoned the same or similar use as the remainder of the property and will simply be accommodating a larger user in this area. It should be noted that development standards such as landscaping, screening and commercial design standards will help ensure that any development is in character with the community. With this area being visible from Interstate 80 and the requirements that any commercially zoned property would be required to comply with, Laramie will benefit from the potential future commercial development under City standards, appropriately buffered, landscaped and developed.

4. The proposed amendment may result in unique development opportunities that will offer substantial benefits to the city; or

Staff Response: The proposed Future Land Use Plan Amendment allows more compatible land uses (Business) at this location. If approved, this proposed Future Land Use Plan Amendment, coupled with future rezoning, would result in a new business property with I-80 access and infrastructure (roads, water and sewer) that could adequately accommodate the development. New development would increase the future development potential in this part of Laramie and Laramie in general by providing a growth impetus to development of property along a major gateway into the community and providing for additional land that could be developed beyond just what the applicant is anticipating.

5. The proposed amendment is based on an identification of errors or omissions in the comprehensive plan.

Staff Response: Not applicable.

PUBLIC COMMENTS:

Public notice of the request was provided by mail to property owners within 300' of the property on January 20, 2016 and legally advertised in the Laramie Boomerang on January 23, 2016. To date, staff has received no public comments related to this item.

CONCLUSION OF FINAL COMPREHENSIVE PLAN AMENDMENT FINDINGS AND FINDINGS OF LAW:

Findings of Fact:

- The amendment complies with applicable approval criteria LMC §15.06.060.X.

Conclusions of Law:

- The applicant is proceeding in accordance with the requirements of Laramie Municipal Code Title 15.

ALTERNATIVES:

Following the public hearing and review of the testimony and staff report, the Planning Commission may choose to take one of the following actions:

1. Approve the amendments and resolution as submitted; (Staff's Recommendation)
2. Deny the amendments and resolution as submitted;
3. Modify the amendments and resolution as warranted by the Commission's consideration and discussion of evidence; or
4. Postpone the amendments and resolution until issues identified during the meeting can be resolved.

STAFF RECOMMENDATION:

Move to **approve** Planning Commission Resolution 2016-01, amending Future Land Use Map (Map 3.2) of the Comprehensive Plan for the property described in the Resolution, generally located on the northern portion of a site located on the northeast corner of I-80 and Curtis Street for an area approximately 40 acres in size, by changing the Future Land Use Designation from AG (Agriculture) to AUC (Auto-Urban Commercial) category, based on findings of fact and conclusions of law, and to forward the item to City Council for certification.

ATTACHMENTS:

1. Planning Commission Resolution 2016-01 & Attachment 1 (3 Pages)
2. Cover Letter (1 Pages)
3. Comprehensive Plan Designation Map (1 Page)

Staff supports the Comprehensive Plan's designation of this area being Auto-Urban Commercial. Adjacent properties are zoned B1, B2 and C2 and are developed with auto-centric commercial uses. Designating this area as Auto-Urban Commercial is consistent with the development that is occurring and is compatible with the location of an existing Collector Street (Banner Road) and Minor Arterial Street (Curtis Street) and due to the fact that it is next to an Interstate highway interchange.

JUSTIFICATIONS REGARDING THE AMENDMENT AND ANALYSIS OF REQUIRED FINDINGS:

Pursuant to LMC § 15.06.060.X, the following findings must be considered and as applicable, made in the affirmative, in order to approve the amendment to the Comprehensive Plan:

1. The proposed amendment is based on a change in projections or assumptions from those on which the comprehensive plan is based;

Staff Response: The Comprehensive Plan's Land Use Plan was based on the examination of the community's past growth, the existing growth pattern and character of development, development permitted at that time, and development constraints such as government-owned lands, flood prone areas, and zoning. Additionally, the community's land use and future growth plans were evaluated and compared against the targeted future population of the City which is described in Chapter 2 (Conditions & Outlook). The Land Use Plan was formed by the concerns and ideas expressed by residents during public workshops, stakeholder interviews, and many community meetings.

At the time of Land Use Plan formation, it was recognized that areas in and around the interchange area would need to accommodate uses compatible with the Auto-Urban Commercial Zoning district, which is supported by half of the subject property already being designated Auto-Urban Commercial. By allowing this change the remainder of the property would be allowed to be zoned the same or similar district as the other half of the property. Furthermore, other factors such as location to the Interstate and Interstate Interchange areas, availability of services (water, sewer and roads) and size of the property all play a role in the supportability of this request.

Since the adoption of the Comprehensive Plan, commercial properties, especially those that could accommodate a larger user have been limited in supply. In an effort to provide lands suited for large user commercial growth this area was identified by the applicants due to many of the applicant was desiring for their future use, many of which are noted above.

2. The proposed amendment is based on identification of new issues, needs, or opportunities that are not adequately addressed in the comprehensive plan;

Staff Response: The proposed amendment allows the property owner the ability to develop this area with uses similar to those uses already existing in the area. With direct access to I-80, it makes for a logical location for this type of development as it will likely see a large amount of traffic. This amendment will allow for the whole property to request the same or similar zoning district, in order to accommodate a use that the applicant and City agree upon.

3. The proposed amendment is based on a change in the policies, objectives, principles, or standards governing the physical development of the city;

Staff Response: No major policies have changed regarding the physical development of the community; however, this area was identified as a potential location for growth as outlined in the Comprehensive Plan, with half this property already being designated as Auto-Urban Commercial. By allowing the change the remainder of the property would be allowed to be zoned the same or similar use as the remainder of the property and will simply be accommodating a larger user in this area. It should be noted that development standards such as landscaping, screening and commercial design standards will help ensure that any development is in character with the community. With this area being visible from Interstate 80 and the requirements that any commercially zoned property would be required to comply with, Laramie will benefit from the potential future commercial development under City standards, appropriately buffered, landscaped and developed.

4. The proposed amendment may result in unique development opportunities that will offer substantial benefits to the city; or

Staff Response: The proposed Future Land Use Plan Amendment allows more compatible land uses (Business) at this location. If approved, this proposed Future Land Use Plan Amendment, coupled with future rezoning, would result in a new business property with I-80 access and infrastructure (roads, water and sewer) that could adequately accommodate the development. New development would increase the future development potential in this part of Laramie and Laramie in general by providing a growth impetus to development of property along a major gateway into the community and providing for additional land that could be developed beyond just what the applicant is anticipating.

5. The proposed amendment is based on an identification of errors or omissions in the comprehensive plan.

Staff Response: Not applicable.

PUBLIC COMMENTS:

Public notice of the request was provided by mail to property owners within 300' of the property on January 20, 2016 and legally advertised in the Laramie Boomerang on January 23, 2016. To date, staff has received no public comments related to this item.

CONCLUSION OF FINAL COMPREHENSIVE PLAN AMENDMENT FINDINGS AND FINDINGS OF LAW:

Findings of Fact:

- The amendment complies with applicable approval criteria LMC §15.06.060.X.

Conclusions of Law:

- The applicant is proceeding in accordance with the requirements of Laramie Municipal Code Title 15.

ALTERNATIVES:

Following the public hearing and review of the testimony and staff report, the Planning Commission may choose to take one of the following actions:

1. Approve the amendments and resolution as submitted; (Staff's Recommendation)
2. Deny the amendments and resolution as submitted;
3. Modify the amendments and resolution as warranted by the Commission's consideration and discussion of evidence; or
4. Postpone the amendments and resolution until issues identified during the meeting can be resolved.

STAFF RECOMMENDATION:

Move to **approve** Planning Commission Resolution 2016-01, amending Future Land Use Map (Map 3.2) of the Comprehensive Plan for the property described in the Resolution, generally located on the northern portion of a site located on the northeast corner of I-80 and Curtis Street for an area approximately 40 acres in size, by changing the Future Land Use Designation from AG (Agriculture) to AUC (Auto-Urban Commercial) category, based on findings of fact and conclusions of law, and to forward the item to City Council for certification.

ATTACHMENTS:

1. Planning Commission Resolution 2016-01 & Attachment 1 (3 Pages)
2. Cover Letter (1 Pages)
3. Comprehensive Plan Designation Map (1 Page)

PLANNING COMMISSION RESOLUTION NO: PC 2016-01

RESOLUTION OF THE CITY OF LARAMIE PLANNING COMMISSION APPROVING A REQUEST TO AMEND THE FUTURE LAND USE MAP (MAP 3.2) OF THE 2007 LARAMIE COMPREHENSIVE PLAN

WHEREAS, the Laramie Planning Commission approved Planning Commission Resolution PC 2007-01, adopting the 2007 Laramie Comprehensive Plan in its entirety including the reservation of a subsequent chapter addressing conservation issues, replacing the 1995 Land Use Element and certifying the 2007 Laramie Comprehensive Plan to the City Council;

WHEREAS, on June 26, 2007, the City Council received the 2007 Laramie Comprehensive Plan as adopted and certified by the Planning Commission;

WHEREAS, on August 21, 2007 the Laramie City Council approved the 2007 Laramie Comprehensive Plan in its entirety for the physical development of the City of Laramie;

WHEREAS, on January 19, 2016, an application was received requesting an amendment to the Future Land Use Map (Map 3.2) of the 2007 Laramie Comprehensive Plan for an area approximately 40 acres in size and generally located north of Curtis Street, east of Interstate 80 and west of Carroll Drive, by changing the designation of the area described from Agriculture to Auto-Urban Commercial;

WHEREAS, the 2007 Comprehensive Plan and applicable existing and anticipated future conditions contain rationale supporting the amendment of the property's Future Land Use designation shown in Attachment 1 – "Comprehensive Plan Map Love's Travel Stops & Country Stores, Inc.;

WHEREAS, the City of Laramie Planning Commission acknowledged the aforesaid petition on February 8, 2016, took public comments, and after duly considering evidence presented as it applies to the adopted Comprehensive Plan, voted to approve Resolution 2016-01 which amends the land use designation to Industrial;

THEREFORE THE LARAMIE PLANNING COMMISSION RESOLVES:

Section 1. That the Laramie Planning Commission hereby approves Planning Commission Resolution 2016-01, granting a request to amend the Future Land Use Map (Map 3.2) of the 2007 Laramie Comprehensive Plan, pursuant to Laramie Municipal Code 15.06.060.X and Wyoming Statutes § 15-1-503 and § 15-1-505, for a property approximately 40 acres in size and generally located north of Curtis Street, east of Interstate 80 and west of Carroll Drive, by changing the designation of the area described from Agriculture to Auto-Urban Commercial, shown in Attachment 1 – "Comprehensive Plan Map Love's Travel Stops & Country Stores, Inc.;

Section 2. That the petition and the approved and executed Planning Commission Resolution 2016-01 are hereby transmitted to the City of Laramie City Council, pursuant to Laramie Municipal Code 15.06.060.X and Wyoming Statutes § 15-1-505, for acknowledgement and disposition.

PASSED, APPROVED AND ADOPTED the 8th day of February, 2016.



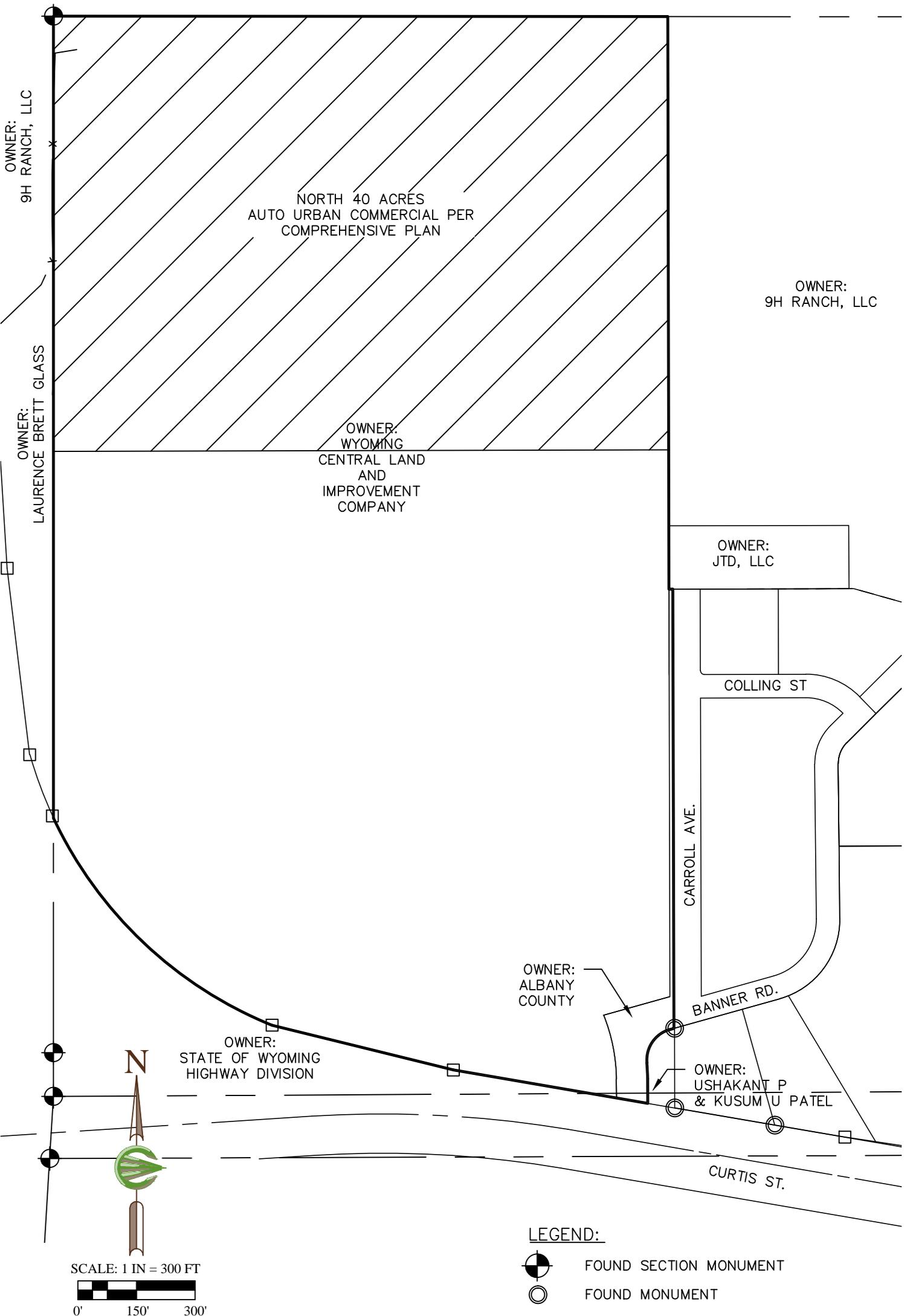
Kaye Willis
Chairman of the Laramie Planning Commission

ATTEST:



Kathleen Wickersham, Administrative Assistant
Laramie Planning Commission Secretary and Clerk

OWNER:
9H RANCH, LLC



SCALE: 1 IN = 300 FT
0' 150' 300'

LEGEND:

-  FOUND SECTION MONUMENT
-  FOUND MONUMENT



COFFEY
ENGINEERING & SURVEYING
902 S. 3rd St., Laramie, WY 82070
[P] 307-742-7425 [F] 307-742-7403

COMPREHENSIVE PLAN MAP
LOVE'S TRAVEL STOPS &
COUNTRY STORES, INC

SEC. 29, T16N, R73W, 6TH P.M.
ALBANY COUNTY, WYOMING

Project: 2159.00
Drawing: 2159.00AX
Drafted By: MAL
Date: 01/18/16
Revised: 01/18/16
Checked By: DRC

Sheet:
1 / 1



**TURNING
LEAFREALTY**
WHEN LIFE CHANGES SEASONS

Turning Leaf Realty
208 East Garfield Suite 202
Laramie WY 82070
(307)-460-3900

January 15, 2016

Wyoming Central Land and Improvement Company

PO Box 601

Laramie WY 82073

Re: Comprehensive Plan Amendment Application for Rezoning, and Annexation of the parcel of NE Corner 1-80 and Curtis Street (Love's Travel Stop).

Dear Mr. Teini,

We are respectfully requesting your approval of our Comprehensive Plan Amendment to change the remaining area as the N 40 acres located on the N half of the site. (See attached map). It would need to be designated as Auto-Urban Commercial. This would bring this piece of property on the NE Corner of 1-80 and Curtis Street inline with other commercial uses in the area. This request would facilitate the B2 zoning request.

The relationship to the Comprehensive Plan shows that this project lot is located within a designated Urban Growth Area, and follows growth management plans located within Chapter 7 of the Laramie Comprehensive Plan (2007).

We appreciate your consideration and your recommendation of approval.

All my best,

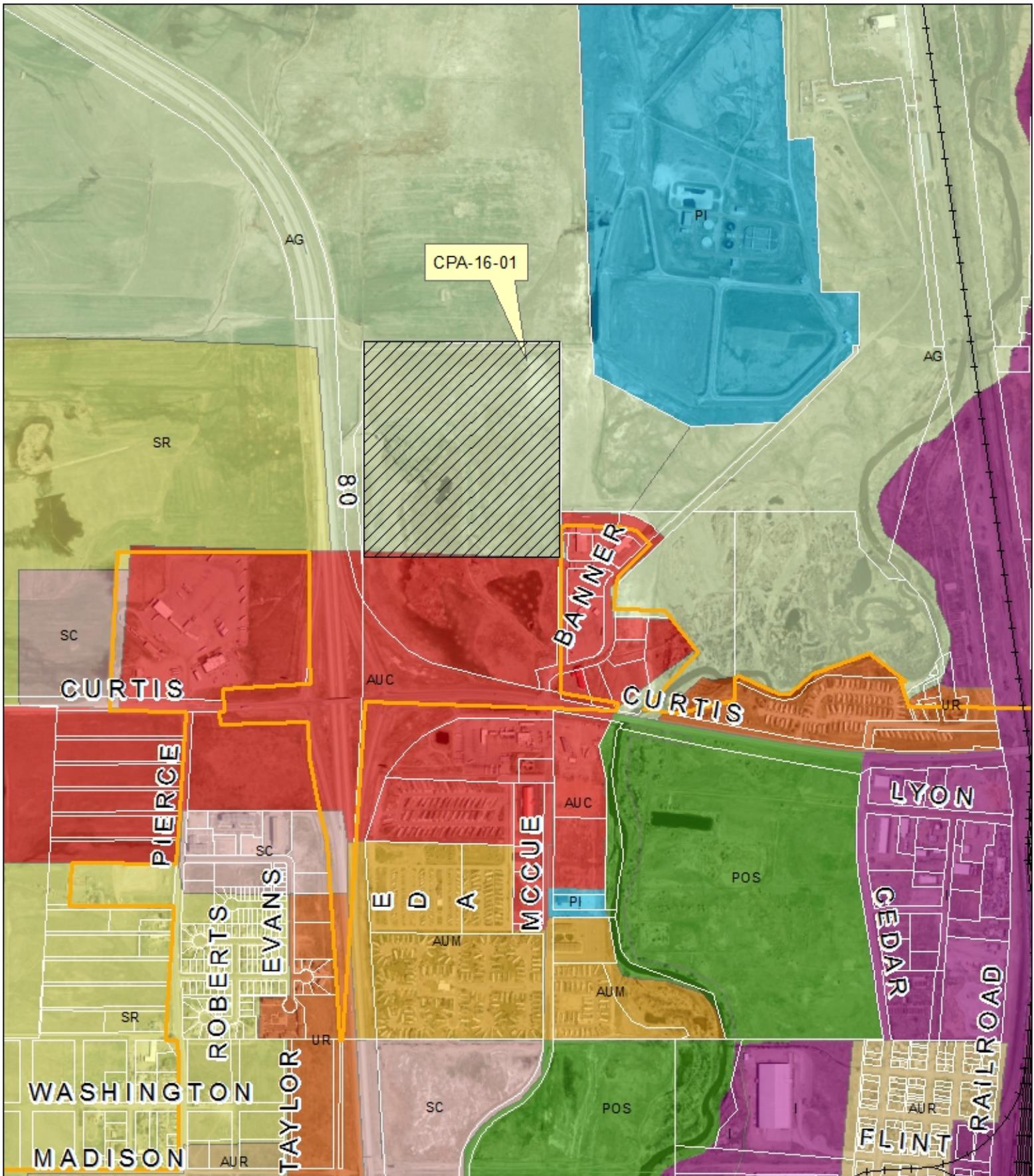
Kristen Peterson

Representative for: Wyoming Central Land and Improvement Company

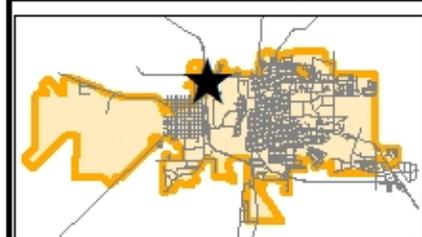


PAID
N/A

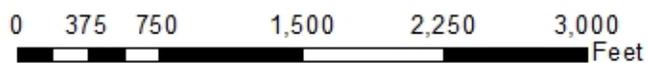
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BY



CPA-16-01



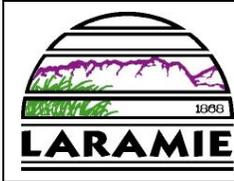
CPA-16-01
Proposed Comprehensive Plan Amendment



This data contained herein was compiled from various sources for the sole use of the City of Laramie. REVIEW OF THIS OUTLIP FOR ACCURACY AND ANY NECESSARY EDITING HAS NOT BEEN COMPLETED AT THIS TIME. Any use of the data by anyone other than the City of Laramie, and its members, is at the sole risk of the user, and by acceptance of this data, the user does hereby hold the City of Laramie, and its members, harmless and without liability from any claims, costs, or damages of any nature against the City of Laramie, including use of software arising from improper use of data, or use by other party. Acceptance or use of this data is done without any expressed or implied warranties.



CITY OF LARAMIE COUNCIL REGULAR MEETING March 1, 2016



Agenda Item: Orig. Ordinance - 1st Reading

Title: Original Ordinance No. ____, establishing zoning in an area approximately 93 acres in size to B2 (Business) District, generally located on the northeast corner of I-80 and Curtis Street.

Recommended Council MOTION:

Move to **approve** Original Ordinance No. ____ on first reading; establishing zoning in an area approximately 93 acres in size to B2 (Business) District generally located on the northeast corner of I-80 and Curtis Street; based on findings of fact and conclusions of law; set a public hearing for March 22, 2016; and delay second reading to April 5, 2016.

Administrative or Policy Goal:

The Comprehensive Plan's Future Land Use (FLU) Map (Map 3.2) designates part of this area as Auto-Urban Commercial (AUC). Establishment of B2 zoning on the property is consistent with the area Land Use Plan, which allows for NB (Neighborhood Business), B1 (Limited Business), B2 (Business) and C2 (Limited Commercial). Note: B2 zoning is not identified in the Comprehensive Plan, Table 3.1 as a compatible use, however staff has concluded in numerous previous cases that this is an error in the Comprehensive Plan and should be included as compatible. This correction is being recommended in the forthcoming Comprehensive Plan updates.

Background:

This application is part three of a three-part application package:

1. Annexation (A-15-01)
2. Comprehensive Plan Amendment (CPA-16-01)
3. Zoning Amendment (Z-15-07) (**This Item**)

This zoning amendment would establish B2 (Business) District zoning for an area approximately 93 acres in size on the northeast corner of I-80 and Curtis Street. The area is currently being considered for annexation of the same 93 acres as well as an amendment to the Laramie Comprehensive Plan (2007) to designate the entire site as Auto-Urban Commercial (AUC) within the Comprehensive Plan's Future Land Use Map (Map 3.2).

The Planning Commission unanimously recommended the Council approve the rezoning request at their February 8, 2016 meeting (5 yes, 0 no, 2 absent).

The Planning Commission staff report is included. No changes have been made to the report subsequent to the Planning Commission action.

Note: Following introduction of the Comprehensive Plan Amendment (CPA-16-01) at their March 1, 2016 City Council meeting, staff will recommend that this item be postponed until after the Annexation has concluded. It is anticipated that on April 19, 2016 the Laramie City Council will bring this item back and certify Planning Commission approval of the Comprehensive Plan Amendment, which will amend

the Future Land Use Plan, Map 3.2 of the 2007 Laramie Comprehensive Plan to designate this entire area as AUC (Auto-Urban Commercial) in order to accommodate this zoning request. Currently recommended zoning districts for the AUC (Auto-Urban Commercial) category include the NB, B1, B2, and C2 zoning districts.

Legal/Statutory Authority:

- Laramie Municipal Code. Chapter 15 Unified Development Code
- Wyoming State Statutes Title 15 Article 1 Section 502
- Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
- Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning

BUDGET FISCAL INFORMATION:

REVENUE

Source	Amount	Type
Fees/Charges for Service	\$635.00	Application and Sign Fees
Grant		
Loan		
Other		
Total	\$635.00	

Responsible Staff:

Randy Hunt, AICP, Community Development Director: 721-5288

Derek T. Teini, AICP, Principal Planner: 721-5245

Attachments:
 Proposed Ordinance
 February 8, 2016 Planning Commission Staff Report

Future dates are subject to change

Work Session	
Advertised	
Public Hearing (PH) Held	March 22, 2016
PH Advertised	February 28, 2016
Introduction/1 st Reading	March 1, 2016
2 nd Reading	April 5, 2016
3 rd Reading	April 19, 2016

_____ City Manager _____ City Attorney _____ **Community Development**

ORIGINAL ORDINANCE NO.:
ENROLLED ORDINANCE NO.:

INTRODUCED BY:

AN ORDINANCE AMENDING THE ZONING DISTRICT MAP OF THE CITY OF LARAMIE, WYOMING, BY DESIGNATING ZONING IN AN AREA APPROXIMATELY 93.18 ACRES IN SIZE, GENERALLY LOCATED ON THE NORTHEAST CORNER OF INTERSTATE 80 AND CURTIS STREET, TO B2 (BUSINESS) DISTRICT.

WHEREAS, on December 21, 2015 Turning Leaf Realty (Kristen Peterson) and owners Wyoming Central Land and Improvement Company (Amy King) and Albany County, filed with the City an application to establish zoning in an area approximately 93 acres in size, generally located on the northeast corner of Interstate 80 and Curtis Street, to B2 (Business) District; and

WHEREAS, on February 8, 2016 City staff presented the zoning application to the Planning Commission with a recommendation that the City Council approve the proposed amendment; and

WHEREAS, on February 8, 2016 City Planning Commission reviewed the rezoning application and by majority vote (5 yes, 0 no, 2 absent) of its members recommended approval of the zoning of the subject property; and

WHEREAS, notice of a public hearing in compliance with Wyo. Stat. §15-1-602 will be published in the *Laramie Boomerang* on February 28, 2016; and

WHEREAS, a public hearing shall be held on March 22, 2016 which notice shall be given at least fifteen (15) days prior to the public hearing in compliance with Wyo. Stat. § 15-1-602.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

Section 1. That the foregoing recitals are incorporated in and made a part of this Ordinance by this reference.

Section 2. That the Zoning District Map of City is hereby amended by establishing zoning on the subject property of B2 (Business) District, which is described as follows:

A parcel of land located in Section 29, Township 16 North, Range 73 West of the 6th P.M., Albany County Wyoming, being more particularly described as follows:

Beginning at the Northwest Corner of said Section 29 being an iron pipe found;

Thence along the North line of said Section 29, South 89°57'09" East, a distance of 1,573.14 feet and basis of bearings for this description;

Thence South 00°06'51" East, a distance of 1,459.26 feet along the West line of a parcel of land described in Warranty Deed from American National Bank, N.A., Trustee of the Howard T. Carroll Trust dated December 29, 1976, as amended, to 9H Ranch LLC, a Wyoming

Limited Liability Company recorded October 19, 2007 as Document No. 2007 8178 to the Northwest corner of the Plat of Lots 1 and 2, Block 4, River View First Addition, filed October 10, 1975 as Instrument No. 622944;

Thence North $89^{\circ}50'43''$ East, a distance of 10.00 feet along the North line of Lots 1 and 2, Block 4, River View First Addition, filed October 10, 1975 as Instrument No. 622944 to a point on the Corporate Limits of the City of Laramie, Wyoming as shown on the plat of Lots 1 and 2, Block 4, River View First Addition, filed October 10, 1975 as Instrument No. 622944;

Thence South $00^{\circ}09'17''$ East, a distance of 1119.46 feet along said Corporate Limits of the City of Laramie, Wyoming, to a point on the South right-of-way of Banner Road as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334;

Thence South $74^{\circ}24'43''$ West, a distance of 11.75 feet along said South right-of-way of Banner Road as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334, to a point on at the beginning of a curve to the left, having a radius of 80.32 feet;

Thence continuing along said curve to the left, also being the East right-of-way of McCue Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334, through a central angle of $79^{\circ}30'29''$, an arc distance of 111.46 feet, (chord bearing South $34^{\circ}39'29''$ West, a distance of 102.73 feet) to a point on a curve to the right, having a radius of 530.00 feet;

Thence continuing along said curve to the right, also being the East right-of-way of McCue Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334, through a central angle of $04^{\circ}26'14''$, an arc distance of 41.04 feet (chord bearing South $02^{\circ}52'39''$ West, a distance of 41.03 feet);

Thence South $00^{\circ}39'29''$ East, a distance of 62.44 feet along the East right-of-way of McCue Street as shown on the Plat of Lots 1 and 2, Block 3, River View First Addition filed December 3, 1974 as Instrument No. 613334, to a point on the North right-of-way of a State of Wyoming Highway;

Thence North $80^{\circ}18'15''$ West, a distance of 505.10 feet along said highway right-of-way, to a right-of-way monument;

Thence North $76^{\circ}12'08''$ West, a distance of 478.21 feet, along said highway to a highway right-of-way monument also being a point on the beginning of a curve to the right, having a radius of 1,055.00 feet,

Thence continuing along said curve to the right, through a central angle of $42^{\circ}45'32''$, an arc length of 787.33 feet (chord bearing North $46^{\circ}42'00''$ West, a distance of 769.18 feet) to a

Original Ordinance No. _____

point on the West line of said Section 29;

Thence along the West line of said Section 29, North 00°00'00" East, a distance of 2,044.42 feet to the point of beginning.

Said parcel contains 93.18 acres, more or less.

Section 3. That the foregoing described property contains 93.18 acres more or less, together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, and all improvements thereon, and as shown in Attachment A.

Section 4. That this ordinance shall become effective after its passage, approval and publication.

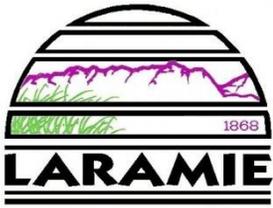
Passed and approved this ____ day of _____, 2016.

David A. Paulekas, Mayor and President of the
City Council

Attest: _____
Angie Johnson, City Clerk

First Reading: March 1, 2016
Public Hearing: March 22, 2016
Second Reading: April 5, 2016
Third Reading and Final Action: April 19, 2016

Duly published in the *Laramie Boomerang* this _____ day of _____, 2016.



City of Laramie

Community Development Department
P.O. Box C
Laramie, WY 82073

Code Administration: (307) 721-5271
Engineering: (307) 721-5250
Planning: (307) 721-5207
Fax: (307) 721-5248

LARAMIE PLANNING COMMISSION FEBRUARY 8, 2016 STAFF REPORT

FILE: Z-15-07 Northeast Corner of I-80 and Curtis Street (Loves Travel Center)

REQUEST: Establishment of B2 (Business) District zoning for a property approximately 93 acres in size, to coincide with a proposed Annexation and Comprehensive Plan Amendment.

LOCATION: Generally located on the northeast corner of I-80 and Curtis Street.

APPLICANT(S)/AGENT: Turning Leaf Realty (Kristen Peterson)

OWNER(S): Wyoming Central Land and Improvement Company (Amy King Williamson)/Albany County

PURPOSE: To allow for uses and zoning compatible with the (B2) Business designation.

CURRENT ZONING: No City zoning designation (County Rural Residential)

PREPARED BY: Derek T. Teini, AICP, Principal Planner

RECOMMENDED MOTION:

Move to recommend **approval** to the City Council of the establishment of B2 (Business) District zoning for an area of land approximately 93 acres in size located generally at the northeast corner of I-80 and Curtis Street, based on findings of fact and conclusions of law.

APPLICABLE CODE SECTION(S):

Laramie Comprehensive Plan
Laramie Municipal Code Title 15, Unified Development Code
Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning

BACKGROUND:

This zoning amendment would establish B2 (Business) District zoning for an area approximately 93 acres in size on the northeast corner of I-80 and Curtis Street. The rezoning request is in association with an Annexation (A-15-01) and Comprehensive Plan Amendment (CPA-16-01). The area is currently located outside of city limits and within Albany County and therefore has no current city zoning designation. The property will be annexed prior to the comprehensive plan designation and zoning.

The southern portion of this property is already designated as AUC (Auto-Urban Commercial) within the Future Land Use Plan, Map 3.2 of the 2007 Laramie Comprehensive Plan. Currently the applicant is in the process of amending the Future Land Use Plan through a Comprehensive Plan amendment (CPA-16-01) in order to designate the northern portion of this property as Auto-Urban Commercial to accommodate this rezoning request.

SURROUNDING LAND USE AND ZONING:

Future Land Use:

	Future Land Use Designation (Map 3.2)	Zoning	Land Use
Subject Property	(AUC) Auto-Urban Commercial/ (AG) Agriculture	County Rural Residential	Vacant
North	(AG) Agriculture	County Rural Residential	Vacant
South	(AUC) Auto-Urban Commercial	(B1) Limited Business/ (B2) Business	Gas station & Travel center
East	(AUC) Auto-Urban Commercial/ (AG) Agriculture	(B1) Limited Business/ (C2) General Commercial	Hotel/ Vacant/Gas Station
West	(AUC) Auto-Urban Commercial/ (SR) Suburban Residential	(B2) Business	Vacant

Zoning districts associated with Auto-Urban Commercial designations are NB (Neighborhood Business), B1 (Limited Business) and C2 (Limited Commercial). The B2 zone district technically is not a compatible zone district for AUC as noted in the Comprehensive Plan. However, staff has concluded in numerous previous cases that this is an error in the Comprehensive Plan and should be included as compatible. This correction is being recommended in the forthcoming Comprehensive Plan updates. Staff, Planning Commission, and City Council have been consistent over the past 7 years in interpreting AUC to authorize B2 Zoning. By requesting this Comprehensive Plan Amendment the applicant could request, at the time of annexation any of the above zoning districts or combination of them.

Staff supports the zoning request for this property due to the fact it is in conformance with the Comprehensive Plan's designation of this area being Auto-Urban Commercial. Adjacent properties are zoned B1, B2 and C2 and are developed with auto-centric commercial uses. Designating this area as B2 is consistent with the development occurring and is compatible with the location of an existing Collector Street (Banner Road) and Minor Arterial Street (Curtis Street) and due to the fact that it is next to an Interstate highway interchange.

LAND USE AND ZONING:

Properties in the area are zoned B1, B2 and C2 with the existing uses complying with the zoning district in which they are located. With this request, B2 zoning would allow a wide variety of commercial uses, generally more intense than those use found in the present B1 zoning district nearby, but somewhat less intense than the C2 uses directly adjacent. The B2 zoning request would provide for more property that would accommodate uses, typical of an interchange area and allow for

the whole property to be zoned into one zone district. With the property being located within City Limits all applicable development regulations will apply to the site as the property develops.

PUBLIC COMMENTS:

Public notice of the request was provided by mail to property owners within 300' of the property on January 20, 2016 and legally advertised in the Laramie Boomerang on January 23, 2016. To date, staff has received no public comments related to this item.

FINDINGS OF FACT AND CONCLUSIONS OF LAW:

Findings of Fact:

- The request complies with the applicable zoning requirements of Laramie Municipal Code, Title 15.
- Establishing B2 (Business) District zoning for the property is consistent with the Future Land Use Map (Map 3.2) and related goals and policies of the Comprehensive Plan (2007).

Conclusions of Law:

- The amendment to the zoning map is being processed pursuant to Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning.
- Establishing B2 (Business) District zoning for the property is consistent with the Comprehensive Plan's Future Land Use (FLU) Map (Map 3.2).

ALTERNATIVES:

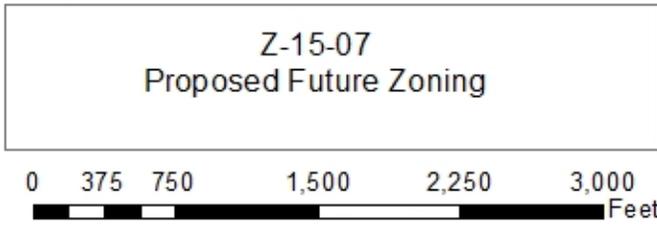
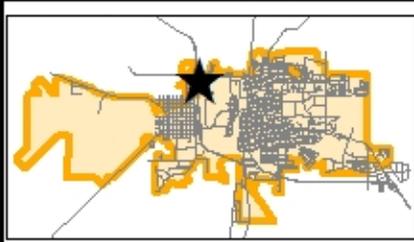
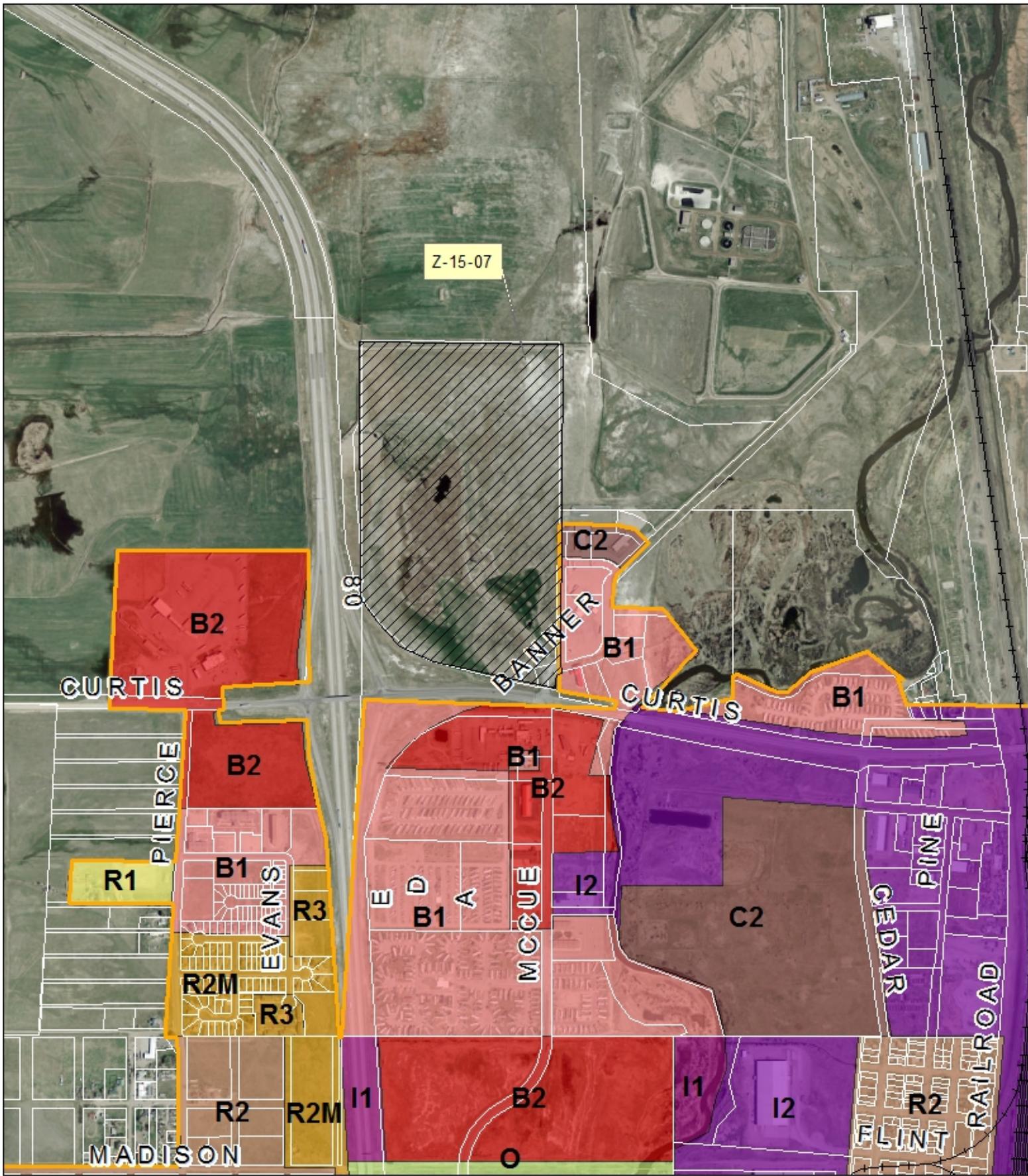
1. Approve the rezoning as recommended by staff, based on findings of fact and conclusion of law. (Staff's recommendation)
2. Approve the rezoning with other modifications, based on findings of fact and conclusion of law.
3. Deny the rezoning based on findings of denial. Since staff recommends approval, the Planning Commission must conclude that the rezoning does not meet all of the findings. As part of the motion, findings for denial must be stated.
4. Postpone the rezoning until issues identified during the meeting can be resolved with the applicant.

STAFF RECOMMENDATION:

Move to recommend **approval** to the City Council of the establishment of B2 (Business) District zoning for an area of land approximately 93 acres in size located generally at the northeast corner of I-80 and Curtis Street, based on findings of fact and conclusions of law.

ATTACHMENTS

1. Vicinity Map
2. Zoning Change Legal Description/Map
3. Applicant Cover Letter



N

This data contained herein was compiled from various sources for the sole use of the City of Laramie. REVIEW OF THIS OUTPUT FOR ACCURACY AND ANY NECESSARY EDITING HAS NOT BEEN COMPLETED AT THIS TIME. Any use of the data by anyone other than the City of Laramie, and its members, is at the sole risk of the user, and by acceptance of this data, the user does hereby hold the City of Laramie, and its members, harmless and without liability from any claims, costs, or damages of any nature against the City of Laramie, including those of attorneys arising from improper use of data, or use by other party. Acceptance or use of this data is done without any expressed or implied warranties.



**TURNING
LEAF REALTY**
WHEN LIFE CHANGES SEASONS

December 07, 2015

Wyoming Central Land and Improvement Company

PO Box 601

Laramie WY 82073

Re: Application for Rezoning, of the NW Corner of Curtis Street and Mc Cue Street (Approx. 87 acres +/-)

Dear Mr. Teini,

It is the intention of Wyoming Central Land and Improvement Company to request Rezoning for services and city development in order to accommodate uses consistent with the comprehensive plan, as Auto Urban Commercial. The proposed use is to Rezone from the present zoning of County and Agricultural to City B-2. The future intent of the use, is to be a Loves Travel Center.

A little about Loves:

"Tom and Judy Love opened a single gas station in far western Oklahoma back in 1964. A few short years later (1972), Love's opened its first convenience store in Guymon, Okla., and soon after (1981), its first travel stop in Amarillo, Texas.

Since that time, Love's chain of convenience stores and travel centers has expanded to more than 360 locations in 40 states nationwide. When we talk about family values at Love's, it's more than the family name. We value our employees, customers and the communities where they live.

We value all-things local. *Local* stores across the country contribute to *local* nonprofits each year, and the Love's corporate office in Oklahoma City gives at least two percent of its net profits to *local* charities.

Each September, we raise money for Children's Miracle Network Hospitals. This campaign has raised more than \$14 million over 17 years, helping 94 member hospitals across the country

RECEIVED
DEC 21 2015
BY: 

Clean Places, Friendly Faces. It's been a guiding principle at Love's for more than 50 years, and it's leading us into the future. We're passionate about serving drivers with clean, modern facilities stocked with plenty of fuel, food and supplies.

Love's has two primary kinds of stores. Our 'Country Stores' are fueling stations with a convenience store attached. The larger Love's Travel Stops are located on interstate highways and offer additional amenities such as food from restaurant chains such as Subway, Arby's and Carl's Jr., trucking supplies, showers and RV dump stations.

Love's has been at the forefront of the convenience store and travel center industry for half a century. We were among the first to offer self-serve gasoline and groceries at the same time. We led the way on fresh deli sandwiches, quick-service restaurants and gift and novelty items, too.

Love's is a family business, and the Love family is dedicated to treating others as one of their own. What makes Love's different is that the Love family is actively involved in the day-to-day operations of the company". This is a great fit for Laramie's hometown appetite for family and economic growth within our community.

We respectfully request your approval. Thank you again for your interest in helping us achieve our goal of rezoning this parcel to B-2. We appreciate your consideration and your recommendation of approval.

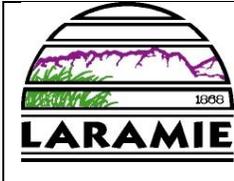
Regards,



Kristen Peterson

Representative for: Wyoming Central Land and Improvement Company

RECEIVED
DEC 21 2015
BY: 



Agenda Item: Minutes

Title: Traffic Commission Item: Approval of the North Campus Traffic Impact Study

Recommended Council MOTION:

Move to accept the North Campus Traffic Study, and to approve adoption and installation of the Study's improvements as recommended by the Traffic Commission.

Administrative or Policy Goal:

In general, the Traffic Commission provides the necessary framework for receiving, reviewing, and implementing valid concerns of City Residents that pertain to traffic safety and circulation within the Community.

Background:

On May 20, 2014, Council approved a contract with STS (Sustainable Traffic Solutions), Inc., to perform a traffic study for the area immediately north of UW's core campus, for a not-to-exceed cost of \$75,000. The Study was duly performed in consultation with City staff, submitted, and accepted by staff on August 16, 2014. Due to transitions in the Engineering division, staff was not able to formulate City implementation direction and budget until 2015.

On December 10, 2015, and (following a vote to postpone) on January 14, 2016, Traffic Commission considered the Study and staff's recommendations for implementation, and voted (4 yes, 1 no, 2 absent) to recommend approval of the Study and recommendations to City Council.

The seven (7) bullet-points on pp. 1-2 of the accompanying staff report summarize the recommendations from the Study. Approval of the motion above will authorize staff to proceed with installation of replacement signalization, painting/stripping, and the other improvements listed.

As called out in the Study, staff will continue to monitor forthcoming developments in the Study area vicinity. Ongoing construction of campus facilities (e.g., Enzi-STEM Building, Engineering, etc.) make this a good idea. It is also important to monitor the vicinity after the UPRR Overpass (Harney Street viaduct) opens and the Clark St. viaduct is removed, as this will undoubtedly change traffic patterns in the area.

A print copy of the Study is included as part of the staff report. The Study is also on the City's website at this link: <http://www.cityoflaramie.org/DocumentCenter/View/9569>

Legal/Statutory Authority:

LMC Title 10 (Vehicles and Traffic)

BUDGET/FISCAL INFORMATION:

REVENUE

Source	Amount	Type
Fees/Charges for Service		
Grants for Projects		
Loans on Project		
Other		
Total	\$0.00	

EXPENSE

Proposed Project Cost.

Project Budget	Amount	Funds
Project Cost	\$8,000.00	Street Division: 100-4025-431.43-64
Loans on Project		
Grants for Project		
Other/Outside Projects		
City's Amount	\$8,000.00	
Contingency 0%	\$0.00	
Total Amount	\$8,000.00	

Amount spent to date (approved and adopted by Council)

Budget	Amount	Funds
Total Budget Allocation		
Less Amount Spent to Date		
Remainder of Budget	\$0.00	

Proposed Cost (Approval of this item authorizes preparation of a budget revision for the proposed amount)

Expenditures	Amount	Fund
Proposed Expenditure		
Current Budget		
Additional Amount Requested		
Total Proposed Budget	\$0.00	

Responsible Staff:

Randy Hunt, Community Development
Director: 721-5288

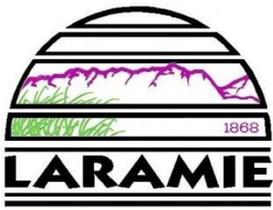
Eric Jaap, City Engineer: 721-5345

Future dates are subject to change

Work Session	
Advertised	
Public Hearing (PH) Held	
PH Advertised	
Introduction/1 st Reading	March 1, 2016
2 nd Reading	
3 rd Reading	

Attachments: Traffic Commission staff report [amended] (Dec. 10, 2015)
North Campus Traffic Impact Study (Aug. 16, 2014)

_____ City Manager _____ City Attorney _____ **Community Development**



City of Laramie

Community Development Department
P.O. Box C
Laramie, WY 82073

Code Administration: (307) 721-5271
Engineering: (307) 721-5250
Planning: (307) 721-5207
Fax: (307) 721-5248

TRAFFIC COMMISSION DECEMBER 10, 2015 AMENDED STAFF REPORT

REQUEST: Study the area outlined in the University of Wyoming Long Range Development Plan (LRDP) for anticipated expansion north from Lewis Street to Flint Street.

LOCATION: Lewis Street to Flint Street and 9th Street to 15th Street

APPLICANT(S)/AGENT: City of Laramie

OWNER: City of Laramie

PURPOSE: Provide benchmark traffic volumes, evaluate signal warrants and 9th Street and Lewis Street, and estimate traffic impacts resulting from future development.

PREPARED BY: William Winkler, EIT

RECOMMENDED MOTION:

[The recommendations that STS provided as a result of this study are found on pp. 7-8 of the accompanying study. Staff recommends that these be reconstituted as action items and recommend their approval in that form, along with a recommended timeline for implementation. The reconstituted recommendations are as follows:]

Move to **approve** the North Campus Impact Study completed on August 16th, 2014 by Sustainable Traffic Solutions (STS) along with the modifications to traffic control outlined in the analysis performed by City staff as recommended in the aforementioned study.

- With the addition of the Enzi STEM and Engineering North Expansion buildings, it is recommended that the City and University of Wyoming monitor the parking in the areas outside of the residential parking districts adjacent to campus.
- The traffic signal at 9th Street and Lewis Street is not warranted and shall be replaced by side street stop control.
- The City shall revise the laneage on the Lewis Street approaches from a single lane to a left turn lane and a through plus right turn lane. The left turn lanes shall be 60' long which will require elimination of approximately 110' of parking on Lewis Street east and west of 9th Street, as per the accompanying "9th and Lewis" exhibits.

- The City shall review the intersection sight distance on the Lewis Street approaches at 9th Street and shall adjust it as necessary to provide sufficient sight distance for motorists on the stop controlled approaches at Lewis Street. Parking shall be removed on 9th Street to improve the intersection sight distance as determined necessary. Ample sight distance will be necessary to allow pedestrians to judge gaps in 9th Street traffic.
- The City shall install a pedestrian actuated flasher on 9th Street at Lewis Street to aid pedestrians crossing 9th Street.
- It is recommended that the Urban System Advisory Committee (USAC) monitor the development in the north campus area and consider changes to the local and collector roads, as necessary.
- The timeline for implementing the action items in this motion shall be on or before October 31, 2016.

BACKGROUND:

The City contracted with STS to study the area north of the campus that will be effected by the University of Wyoming LRDP. The LRDP shows that the use of Lewis Street will be changed and will no longer connect 9th Street to 15th Street. The goal of this study to evaluate the existing traffic conditions and estimate the impacts that the future development will have on this area.

ADDITIONAL ANALYSIS:

North Campus Impact Study performed by Sustainable Traffic Solutions. Sight triangle analysis of stop control implementation at 9th Street and Lewis Street.

City staff has produced a new striping detail for Lewis Street that utilizes the existing right of way and implements left turn lanes and combined through plus right turn lanes. This is what is shown in the attached detail instead of the recommended 60 foot length. The typical section now consists of two 11 foot wide driving lanes with a 10 foot wide left turn lanes and a 7-8 foot parking lane on each side. To maintain parking along Lewis Street arrows will need to be placed starting at 8th Street heading east and 10th Street heading west.

As recommended by STS, City staff reviewed the intersection sight distance for the stop controlled approaches at Lewis Street. The sight triangle analysis was designed according to the American Association of State Highway and Transportation Officials (AASHTO), [A Policy on Geometric Design of Highways and Streets](#), Chapter 9 – Intersections. See attachment 2.

PUBLIC COMMENTS:

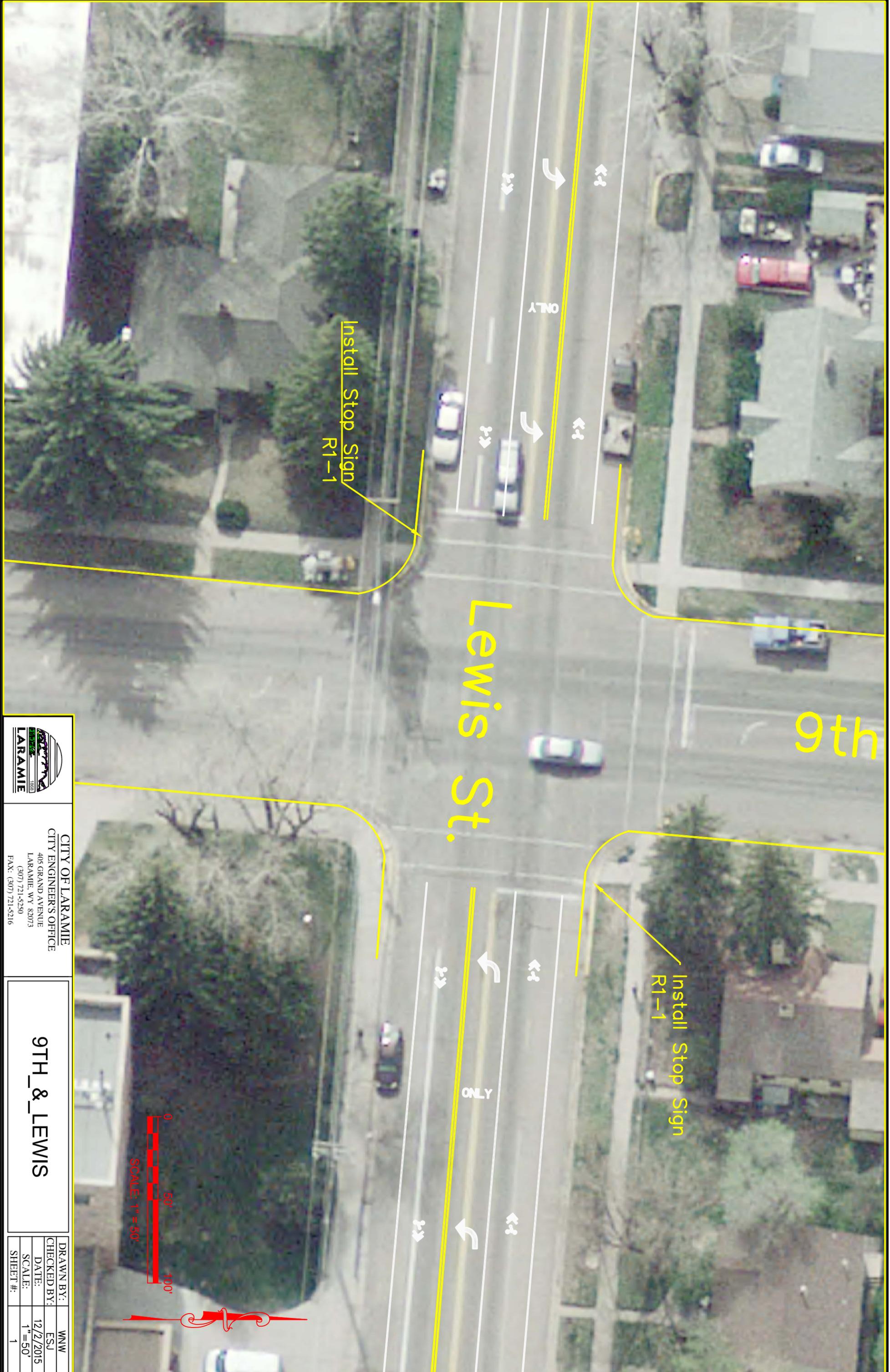
Staff has received no public comments regarding this application.

STAFF RECOMMENDATION:

It is the recommendation of staff to approve the 2014 North Campus Impact Study performed by Sustainable Traffic Solutions Inc. along with the modifications to traffic control set forth in the additional analysis performed by City staff.

ATTACHMENTS:

- 1 – Lewis Street Striping Detail dated November 25th, 2015
- 2 – Sight Triangle Analysis Detail November 25th, 2015
- 3 – North Campus Impact Study dated August 16th, 2014



Install Stop Sign
R1-1

Install Stop Sign
R1-1

Lewis St.

9th

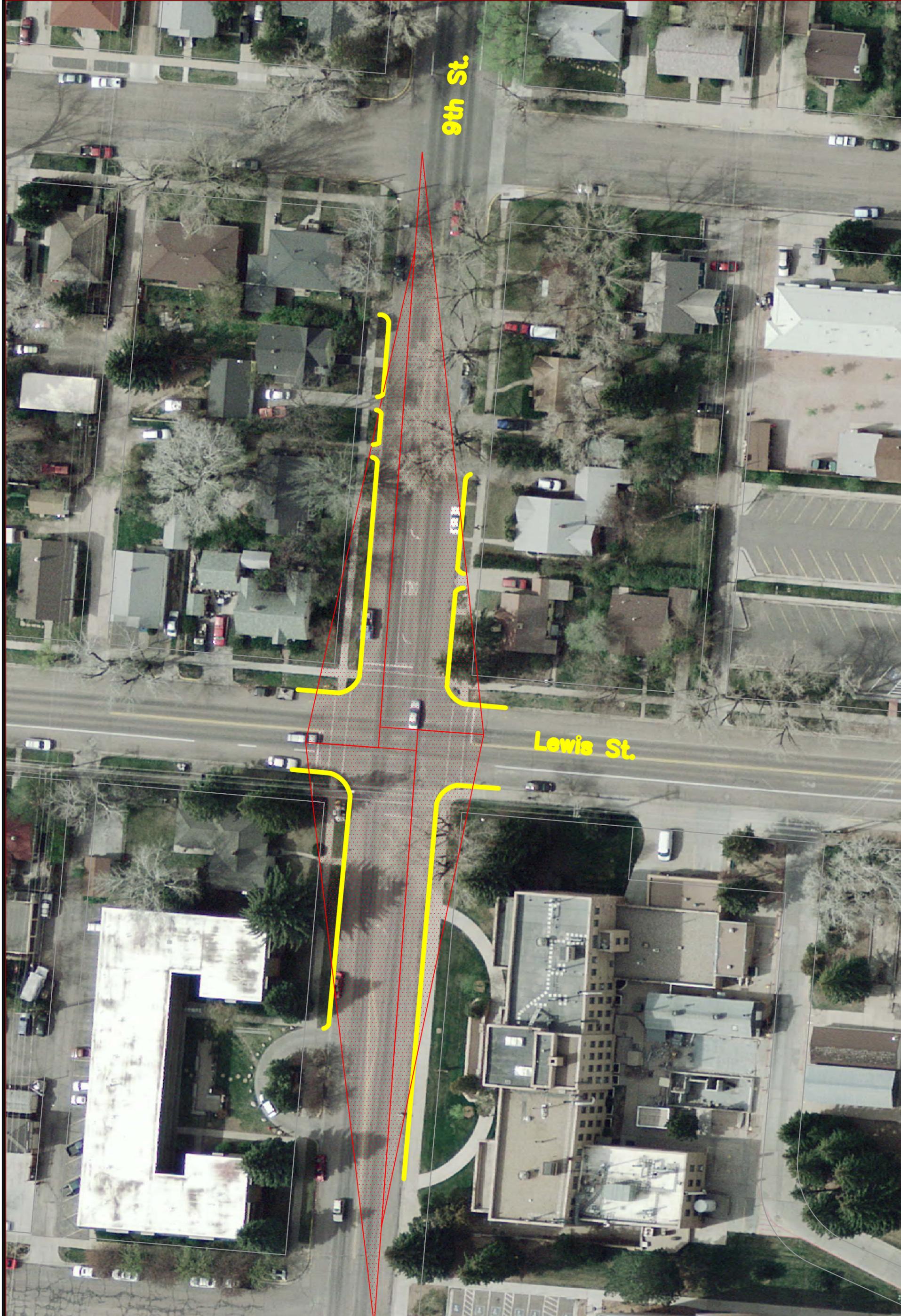


CITY OF LARAMIE
CITY ENGINEER'S OFFICE
405 GRAND AVENUE
LARAMIE, WY 82073
(307) 721-5250
FAX: (307) 721-5216

9TH & LEWIS



DRAWN BY:	MNW
CHECKED BY:	ESJ
DATE:	12/2/2015
SCALE:	1" = 50'
SHEET #:	1



1
SHEET

9th and Lewis

30 mph Sight Triangles

DRAWN BY:	WNW
CHECKED BY:	ESJ
DATE:	11/25/2015
HORIZ. SCALE:	1" = 50'
VERT. SCALE:	---

REV	DATE	DESCRIPTION	BY	APVD

CITY OF LARAMIE
ENGINEERING DIVISION
 405 GRAND AVENUE
 LARAMIE, WY 82073
 (307) 721-5250
 FAX: (307) 721-5216

North Campus Traffic Impact Study

City of Laramie

Laramie, Wyoming

August 16, 2014

Prepared By:



Sustainable Traffic Solutions, Inc.

823 West 124th Drive

Westminster, CO 80234

303.589.6875

Joseph L. Henderson, PE, PTOE

Wyoming PE License No. 5814



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Figure 2 – Existing Daily Traffic Volumes and Speeds
Figure 3 – 9th Street / Clark Street – Existing and Future Peak Hour Volumes
Figure 4 – 9th Street / Lewis Street – Existing and Future Peak Hour Volumes
Figure 5 – 9th Street / Flint Street – Existing and Future Peak Hour Volumes
Figure 6 – 12th Street / Flint Street – Existing and Future Peak Hour Volumes
Figure 7 – 15th Street / Flint Street – Existing and Future Peak Hour Volumes
Figure 8 – 15th Street / Lewis Street – Existing and Future Peak Hour Volumes

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- Appendix A Traffic Count and Crash Data
Appendix B Traffic Signal Warrant Worksheets
Appendix C Synchro Analysis Results

1.0 Introduction

The University of Wyoming has prepared the Long Range Development Plan¹ (LRDP) that anticipates an expansion of the campus north from Lewis Street to Flint Street. The plan will alter the traffic patterns in this area due to the planned closure of Lewis Street from 10th Street to 14th Street. Other closures may occur as the plan is more fully developed. Considering the 20-year planning horizon for the study, only development that is planned in the next 20 years was considered in the study.

The City identified six intersections that are the focus of the study. They are shown in Figure 1 along with the study area defined by the City and the campus growth area. Also shown in Figure 1 are the University of Wyoming buildings that exist and are planned north of Lewis Street. The street classifications shown in the figure are based on the Urban Boundary, Functionally Classification, and Central Business District Boundary Concurrence map provided by WYDOT².

There are several goals for the study. The short term horizon goals include:

- Collect traffic count data that will provide a benchmark for traffic volumes on streets adjacent to the campus.
- Evaluate the signal warrants at 9th Street / Lewis Street to determine if the signal is warranted.
- Based on the results of the warrant study, recommend the appropriate traffic control and other improvements for the intersection.
- If the signal is removed, estimate the impacts on the surrounding network.

The long term horizon goals include:

- Understand the University of Wyoming's plans to develop north of Lewis Street. The aspects of the plan that need to be understood from a transportation planning perspective include:
 - The street closures proposed by the plan.
 - Estimate the amount of traffic that will be generated by the new development and the resulting impacts.
 - Estimate the future traffic patterns and 20 year projected volumes adjacent to the campus.

¹ Long Range Development Plan. University of Wyoming. June 2010.

² Urban Boundary, Functionally Classification, and Central Business District Boundary Concurrence. Urban System Advisory Committee. June 1, 2011.

2.0 University of Wyoming Expansion

A meeting was held between University of Wyoming and City of Laramie officials on April 29th to understand UW's plans for expansion north of Lewis Street. The existing and proposed University of Wyoming buildings north of Lewis Street are shown in Figure 1. All of the buildings noted on Figure 1 exist except for Enzi STEM and Engineering North Expansion buildings. Completion of Enzi STEM is planned for the fall of 2014 and construction is anticipated to begin on Engineering North Expansion in late 2015 or early 2016. There are some residential properties between Lewis Street and Bradley Street that the University of Wyoming will acquire if they become available, however, no other UW buildings are planned in the growth area between Bradley Street and Flint Street over the next 20 years.

The following elements of the LRDP will be constructed in the next 20 years and will impact the north campus area:

- Lewis Street will remain open to all modes from 9th Street to 10th Street and from 14th Street to 15th Street. In the future, roundabouts may be installed at strategic locations on Lewis Street. An alternate mode route (busses, pedestrians, and bikes) is planned on the corridor.
- The LRDP will double the number of busses on 9th Street.
- 15th Street will remain open to all modes of travel through campus; however, more pedestrian access is planned across 15th Street.

There is no additional parking planned with the Enzi STEM and Engineering North Expansion buildings. Students may drive and park outside of the residential parking districts adjacent to campus. However, students are expected to travel to these buildings via alternate modes including walking, cycling, and transit. Since there are no additional parking areas planned, the new buildings are not expected to significantly impact traffic volumes. The City and University should monitor the parking in the residential area north of campus.

3.0 Traffic Counts

Traffic count data were collected in the study area on average weekdays in April 2014. All Traffic Data collected directional volume, speed, and gap data for 24-hours at several locations throughout the study area on Wednesday April 16th. The volume and speed data are summarized in Figure 2. Peak hour count and average stopped time delay data were collected by Coffey Engineering and Surveying at the six key intersections on various weekdays prior to April 30th. These data are summarized in Figures 3 through 8. In addition to the average stopped time delay data collected by Coffey, SimTraffic was used to calculate the same statistic to allow a comparison to future conditions. Travel time data were collected on the 9th Street and Flint

Street corridors on April 30th. The count data are contained in Appendix A.

4.0 Traffic Signal Warrant Study for 9th Street / Lewis Street

STS evaluated traffic signal warrants at 9th Street / Lewis Street based on criteria contained in the Manual on Uniform Traffic Control Devices (MUTCD)³. Existing traffic volumes contained in Figures 2 and 4 were used to evaluate the signal warrants. The 85th percentile speed and speed limit on 9th Street are both below 40 MPH; therefore, 100% volumes were used for the warrant study.

The following bullets summarize each of the signal warrants that are applicable to this location.

- **Warrant 1 – Eight-Hour Vehicular Volume.** This warrant is intended for application at locations where there is either a large volume of intersecting traffic (Condition A - Warrant 1A) or where the traffic volume on a major street is so heavy that the traffic on the minor intersecting street experiences delay or conflict in entering or crossing the major street (Condition B - Warrant 1B). There were no existing or Year 2034 hours that satisfied the minimum volume thresholds.
- **Warrant 1 – 80% Threshold.** Conditions A and B can both be considered at 80% of the normal threshold volumes and both conditions must be satisfied to warrant signalization. This condition is typically applied after other traffic control measures have failed to solve the traffic problems. There were no existing or Year 2034 hours that satisfied the minimum volume thresholds.
- **Warrant 2 – Four-Hour Vehicular Volume.** This warrant is intended for locations where the volume of intersecting traffic is the principal reason to consider installing a traffic signal. There were no existing or Year 2034 hours that satisfied the minimum volume thresholds.
- **Warrant 3 – Peak Hour.** This warrant is intended for use where during any one hour of an average day the minor street traffic experiences excessive delay when entering or crossing the major street. The MUTCD restricts the use of this warrant to specific cases where the signal serves a facility that attracts and/or discharges large numbers of vehicles over a short period of time. While 9th Street / Lewis Street does not meet this criteria, STS evaluated the warrant for the City's information. There were no existing or Year 2034 hours that satisfied the minimum volume thresholds.
- **Warrant 4 – Pedestrian Volume.** This warrant is applicable where the traffic volume on a major street is so heavy that

³ Manual on Uniform Traffic Control Devices. Federal Highway Administration. 2009.

pedestrians experience excessive delay in crossing the major street. Based on the existing and projected traffic volumes on 9th Street, the following pedestrian volumes would be necessary to satisfy this warrant:

- For any four hours of an average day, 325 to 350 pedestrians would be required to cross 9th Street each hour in the short term and 250 to 275 would be required to cross in the long term.
- For any single hour, 500 to 550 pedestrians would be required to cross 9th Street each hour in the short term and 425 to 470 would be required to cross in the long term.

The highest pedestrian volume recorded during the study was 60 during the morning peak hour; therefore, this warrant is not satisfied.

- **Warrant 7 – Crash Experience.** This warrant is applicable when the severity and frequency of crashes is the principal reason to install a traffic signal. Five or more crashes correctable by signalization are required in a 12 month period to satisfy this warrant.

During the three year and three month period from January 1, 2011 through March 31, 2014, there were four crashes reported at the intersection. None of the crashes were correctable by signalization; therefore this warrant is not satisfied. The crash data are contained in Appendix A.

A traffic signal is not warranted at this intersection and is not expected to be warranted in Year 2034, therefore, the traffic signal should be removed. The signal warrant studies are contained in Appendix B.

5.0 Future Traffic Volumes

Future traffic volumes were developed to assess the long term operation of the intersections within the study area. A 20 year projection was established by the City of Laramie making the horizon year 2034.

STS developed a proposed traffic growth rate for use in the project by reviewing historic traffic count data for Laramie based on volumes found in the WYDOT traffic count database. Table 1 contains the data used and resulting growth rates. All of the locations chosen are on arterial streets. Some of the locations experienced negative traffic growth which might be attributed to motorists seeking alternate routes to avoid congestion and students choosing alternate modes due to lack of parking near the campus. Based on the analysis, STS recommends that a 1.0% annual growth rate be used for the project.

The Year 2034 daily traffic volumes that are expected in the study area are contained in Table 2. These volumes were developed by inflating the existing traffic by 1.0%. Included in the projections are a reduction on the 15th Street and 9th Street corridors to account for the

relocation of Laramie High School to the east side of the city. The closure of Lewis Street was also considered in the development of the year 2034 daily volumes. Traffic was not expected to increase on Flint Street and 12th Street since they are local streets. The Year 2034 morning and evening peak hour volumes are contained in Figures 3 through 8.

The classification of the streets in the study area should be reviewed due to the changing traffic patterns. Lewis Street is currently classified as a collector street from 12th Street to 15th Street. This street should be reclassified as a local street. The Urban System Advisory Committee (USAC) should monitor the development in the north campus area and consider changes to the local and collector roads, as necessary.

6.0 Intersection Capacity Analysis

6.1 Intersection Capacity Analysis Assumptions

The following traffic analysis assumptions were utilized for this study.

- **Saturation Flow Rate.** The saturation flow rate was assumed to be 1,600 passenger vehicles / hour / lane. This rate has been verified by STS and WYDOT in both Casper and Cheyenne. It reflects the driving habits of motorists in those two communities and is likely reflective of the driving habits of Laramie residents.
- **Peak Hour Factor.** The peak hour factor for the analysis of the existing and future conditions is based on the turning movement counts collected for the project.
- **Truck Percentage.** The percentage of trucks was assumed to be 2%.
- **Signal Timing.** The timing for the signal at 9th Street / Lewis Street was obtained from the City and used for the analysis.

6.2 Intersection Analysis

To evaluate the performance of the intersections in the study area, the Level of Service (LOS) was calculated using Synchro software. This software package utilizes criteria described in the [Highway Capacity Manual](#)⁴. LOS is a measure used to describe operational conditions at an intersection. LOS categories ranging from A to F are assigned based on the predicted delay in seconds per vehicle for the intersection as a whole, as well as for individual turning movements. LOS A indicates very good operations, and LOS F indicates poor, congested operations. Acceptable intersection operation in urban areas is typically considered LOS D or better.

Analysis Results – Existing Traffic. The level of service analysis shows that all of the intersections are currently operating at LOS A

⁴ [Highway Capacity Manual](#). Transportation Research Board. National Research Council. 2010.

during both peak hours. Table 3 contains a summary of the analysis and the Synchro output is contained in Appendix C. All of the side street movements are operating at LOS C, or better during both peak hours.

The intersection of 9th Street / Lewis Street is currently signalized; however, its operation was estimated as a stop controlled intersection to allow a comparison between the two types of traffic control. As a stop controlled intersection it is expected to operate at LOS A during both peak hours and the only side street movement that is expected to operate below LOS C is the eastbound left turn which is expected to operate at LOS D during both peak hours. The side street laneage is assumed to have a left turn lane and a through plus right turn lane. Currently, the approaches have a single lane.

Analysis Results – Year 2034 Traffic. The level of service analysis shows that all of the intersections are expected to operate at LOS A or LOS B during both peak hours in Year 2034. Table 3 contains a summary of the analysis and the Synchro output is contained in Appendix C.

There are a number of side street movements that are expected to operate at LOS D, or worse. They include:

- 9th Street / Lewis Street - eastbound and westbound left turns
- 15th Street / Lewis Street – eastbound left turn
- 9th Street / Clark Street – westbound left turn, plus through, plus right turn

7.0 Operation of the 9th Street Corridor with Stop Control at Lewis Street

Analysis of 9th Street / Lewis Street and the 9th Street corridor was performed with and without the traffic signal. First, an analysis of the intersection as a signalized and stop controlled intersection is contained in Table 3. A review of the table shows that the intersection will function at LOS A or B regardless of whether the intersection is signalized or stop controlled. Second, SimTraffic was used to compare the corridor between Clark Street and Flint Street with Lewis Street as a signalized and stop controlled intersection (see Table 4). In the short term, a slight improvement can be expected on the corridor if the intersection is stop controlled. However, the corridor operation will be very similar in the long term regardless of the type of control at Lewis Street.

To transition from a signalized intersection to stop controlled intersection, the City will need to revise the laneage on the Lewis Street approaches. Lewis Street has single lane approaches. Since the stop controlled intersection will have a lower side street capacity, the City will need to create separate left and through plus right turn lanes. STS recommends that a 60' left turn lane be created on each approach. Parking will need to be eliminated for approximately 110'

on each approach to create the lane and taper. SimTraffic was used to confirm that the 60' turn lane will accommodate the 95th percentile queue length.

The City will need to review the intersection sight distance available for side street motorists based on AASHTO's A Policy on Geometric Design of Highways and Streets⁵. It may be necessary to prohibit some parking on 9th Street to achieve the necessary sight distance to allow motorists to safely enter the intersection and allow pedestrians enough sight distance to judge the gaps in traffic on 9th Street.

A gap study was performed on 9th Street to estimate the number of acceptable gaps to for pedestrians to cross the street. The data were collected south of Lewis Street and south of Flint Street. An acceptable gap to cross 9th Street is between 17 and 18 seconds based on a walking speed of 3.5 feet / second and a 3.0 second PIEV time. Based on the assumed acceptable gap time, there was more than one acceptable gap per minute during the morning and noon peaks at both locations. During the evening, there was an acceptable gap approximately every 65 seconds at both locations. Pedestrians are typically willing to wait about a minute for an acceptable gap before they get impatient and cross the street in a less than acceptable gap.

Considering the number of pedestrians crossing 9th Street at this location, the City should install a pedestrian actuated flasher at this intersection. The existing signal bases and conduits could be used for the pedestrian actuated flasher. A pedestrian actuated flasher will stop 9th Street traffic allowing pedestrians to safely cross the street. Additional benefits of the flasher will be to create gaps in traffic which will allow Lewis Street traffic to enter or cross 9th Street. It will also calm 9th Street traffic in a similar manner to the existing signal.

8.0 Recommendations

The following recommendations have been made in this report.

- With the addition of the Enzi STEM and Engineering North Expansion buildings, the City and University of Wyoming should monitor the parking in the areas outside of the residential parking districts adjacent to campus.
- The traffic signal at 9th Street / Lewis Street is not warranted and should be replaced by side street stop control.
- The City should revise the laneage on the Lewis Street approaches from a single lane to a left turn lane and a through plus right turn lane. The left turn lanes should be 60' long which

⁵ A Policy on Geometric Design of Highways and Streets. American Society of State Highway and Transportation Officials. 2011.

will require elimination of approximately 110' of parking on Lewis Street east and west of 9th Street.

- The City should review the intersection sight distance on the Lewis Street approaches at 9th Street and adjust it, if necessary, to provide sufficient sight distance for motorists on the stop controlled approaches at Lewis Street. Parking may need to be removed on 9th Street to improve the intersection sight distance. Ample sight distance will be necessary to allow pedestrians to judge gaps in 9th Street traffic.
- The City should install a pedestrian actuated flasher on 9th Street at Lewis Street to aid pedestrians crossing 9th Street.
- In anticipation of the closure of Lewis Street from 10th Street to 14th Street, the City should reclassify Lewis Street from 12th Street to 15th Street from a collector street to a local street.
- The Urban System Advisory Committee (USAC) should monitor the development in the north campus area and consider changes to the local and collector roads, as necessary.

Tables

Table 1 – Development of an Annual Traffic Growth Rate

Table 2 – Existing and 20 Year Projected Daily Volumes

Table 3 – Operational Summary for Existing and Future Conditions

Table 4 – Comparison of 9th Street Operation with and without the Traffic Signal at Lewis Street

Table 1. Development of an Annual Traffic Growth Rate

Route	Location	Year			Annual Growth %		
		2009	2000	1990	2009 - 2000	2000 - 1990	2009 - 1990
3rd Street	North of Hamey Street	11,331	12,138	11,133	-0.7%	0.9%	0.1%
3rd Street	North of Grand Avenue	15,051	16,120	13,240	-0.7%	2.2%	0.7%
3rd Street	North of Russell Street	4,912	4,844	3,572	0.2%	3.6%	2.0%
Grand Avenue	East of 3rd Street	10,689	11,059	8,703	-0.4%	2.7%	1.2%
Grand Avenue	East of 15th Street	22,084	21,017	20,508	0.6%	0.2%	0.4%
Grand Avenue	East of 22nd Street	20,695	17,512	14,663	2.0%	1.9%	2.2%
15th Street	South of Grand Avenue	8,221	7,731	7,236	0.7%	0.7%	0.7%
15th Street	North of Willett Drive	11,050	13,209	14,006	-1.8%	-0.6%	-1.1%
30th Street	North of Grand Avenue	11,517	9,626	9,891	2.2%	-0.3%	0.9%
		Average Rate - All Locations			0.2%	1.1%	0.7%
		Average Rate - Positive Locations			1.1%	1.7%	1.0%

Table 2. Existing and 20 Year Projected Daily Volumes

Route	Location	Volume	
		Year 2014	Year 2034
9th Street	South of Lewis Street	5,410	6,230
9th Street	North of Lewis Street	6,193	7,190
9th Street	South of Flint Street	5,414	6,240
12th Street	North of Flint Street	467	470
15th Street	South of Lewis Street	8,702	10,310
15th Street	North of Lewis Street	8,211	9,710
15th Street	South of Flint Street	7,002	8,240
15th Street	North of Flint Street	6,848	8,050
Clark Street	West of 9th Street	968	970
Lewis Street	West of 9th Street	2,033	2,480
Lewis Street	East of 9th Street	864	860
Lewis Street	West of 15th Street	2,823	2,300
Flint Street	West of 9th Street	502	500
Flint Street	West of 11th Street	704	700
Flint Street	West of 14th Street	538	540

Table 3. Operational Summary for Existing and Future Conditions

Signalized Intersections	Existing				Year 2034			
	Morning		Evening		Morning		Evening	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
9th Street / Lewis Street	9.4	A	8.1	A	12.6	B	9	A
Eastbound Left Turn plus Thru	12.8	B	12.2	B	13.3	B	12.5	B
Eastbound Right Turn	0	A	0	A	10.2	B	10.9	B
Westbound Left Turn plus Thru	10.9	B	11.6	B	10.6	B	11.6	B
Westbound Right Turn	0	A	0	A	0	A	0	A
Northbound Left Turn	9.4	A	7	A	13.4	B	8.1	A
Northbound Thru plus Right Turn	6.5	A	7.2	A	8.1	A	8.1	A
Southbound Left Turn	6.8	A	7.3	A	8.5	A	8.2	A
Southbound Thru plus Right Turn	9.8	A	6.9	A	15	B	8	A
Stop Controlled Intersections	Existing				Year 2034			
	Morning		Evening		Morning		Evening	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
9th Street / Lewis Street	6.2	A	5.4	A	10	A	7.7	A
Northbound Left Turn	8.6	A	8.1	A	8.8	A	8.3	A
Eastbound Left Turn	32.2	D	27.4	D	58.1	F	44.9	E
Eastbound Thru plus Right Turn	19.2	C	15.1	C	22.8	C	16.8	C
Westbound Left Turn	23	C	19.2	C	28.6	D	23.5	C
Westbound Thru plus Right Turn	15.2	C	17.1	C	16.3	C	20.3	C
Southbound Left Turn	8	A	8.2	A	8.1	A	8.3	A
9th Street / Flint Street	2.7	A	1.8	A	2.4	A	2	A
Northbound Left Turn plus Thru plus Right Turn	8.5	A	7.9	A	8.8	A	8	A
Eastbound Left Turn plus Thru plus Right Turn	21.3	C	15	B	21.7	C	18.1	C
Westbound Left Turn plus Thru plus Right Turn	16.3	C	16	C	23.2	C	18.2	C
Southbound Left Turn plus Thru plus Right Turn	7.8	A	8.2	A	7.9	A	8.3	A
15th Street / Lewis Street	2.3	A	2.6	A	1.9	A	2.2	A
Northbound Left Turn	8.8	A	8.5	A	9.2	A	8.7	A
Eastbound Left Turn	24.1	C	24.5	C	27	D	28.8	D
Eastbound Right Turn	12.2	B	12.2	B	13.2	B	13	B
15th Street / Flint Street	0.4	A	0.6	A	0.5	A	0.7	A
Northbound Left Turn	8.6	A	8	A	9	A	8.1	A
Eastbound Left Turn plus Right Turn	13.6	B	11.6	B	16.4	C	13.4	B
12th Street / Flint Street	3.7	A	5.1	A	4.4	A	5.1	A
Northbound Left Turn plus Thru plus Right Turn	7.4	A	7.3	A	7.3	A	7.3	A
Eastbound Left Turn plus Thru plus Right Turn	9.9	A	10.1	B	9.8	A	10.1	B
Westbound Left Turn plus Thru plus Right Turn	10.2	B	10	A	10.1	B	10	A
Southbound Left Turn plus Thru plus Right Turn	7.4	A	7.4	A	7.4	A	7.4	A
9th Street / Clark Street	2	A	2.1	A	4.5	A	2.2	A
Northbound Left Turn plus Thru plus Right Turn	8.2	A	8.1	A	8.3	A	8.2	A
Eastbound Left Turn plus Thru plus Right Turn	15	B	15.9	C	16.3	C	18.3	C
Westbound Left Turn plus Thru plus Right Turn	12.9	B	17.4	C	34.4	D	18.6	C
Southbound Left Turn plus Thru plus Right Turn	7.9	A	8.2	A	8	A	8.3	A

Table 4. Comparison of 9th Street Operation with and without the Traffic Signal at Lewis Street

Scenario	Peak Hour	Corridor Speed (MPH)	Travel Time (seconds)	Delay (seconds / vehicle)
Existing Traffic with 9th Street / Lewis Street Signalized	AM	26	52	9.9
	PM	26	51	9.6
Existing Traffic with 9th Street / Lewis Street Stop Controlled	AM	29	45	3.3
	PM	29	45	3.2
Year 2034 Traffic with 9th Street / Lewis Street Signalized	AM	26	52	10.5
	PM	30	44	3.0
Year 2034 Traffic with 9th Street / Lewis Street Stop Controlled	AM	25	53	11.2
	PM	29	45	3.5

Note. The travel time studies for 9th Street performed by Coffey Engineering resulted in average travel times of 55 seconds during the morning and evening peaks. This is very comparable to the SimTraffic results.

Figures

Figure 1 – Study Area

Figure 2 – Existing Daily Traffic Volumes and Speeds

Figure 3 – 9th Street / Clark Street – Existing and Future Peak Hour Volumes

Figure 4 – 9th Street / Lewis Street – Existing and Future Peak Hour Volumes

Figure 5 – 9th Street / Flint Street – Existing and Future Peak Hour Volumes

Figure 6 – 12th Street / Flint Street – Existing and Future Peak Hour Volumes

Figure 7 – 15th Street / Flint Street – Existing and Future Peak Hour Volumes

Figure 8 – 15th Street / Lewis Street – Existing and Future Peak Hour Volumes



North Campus Traffic Impact Study STUDY AREA

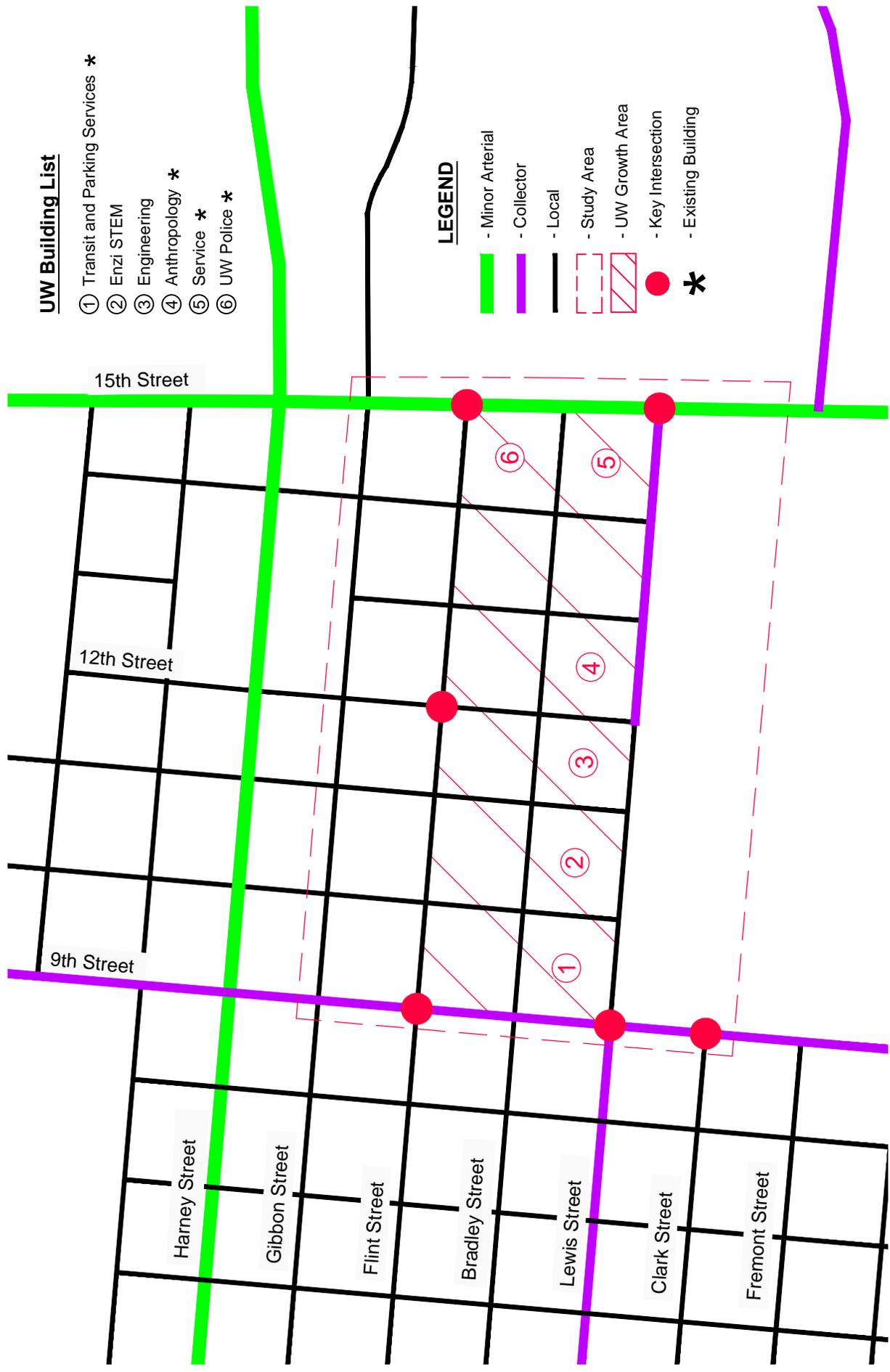
Scale	1" = 500'	Date	August 15, 2014	Drawn by	JBH	Job #	City of Laramie	Figure	1
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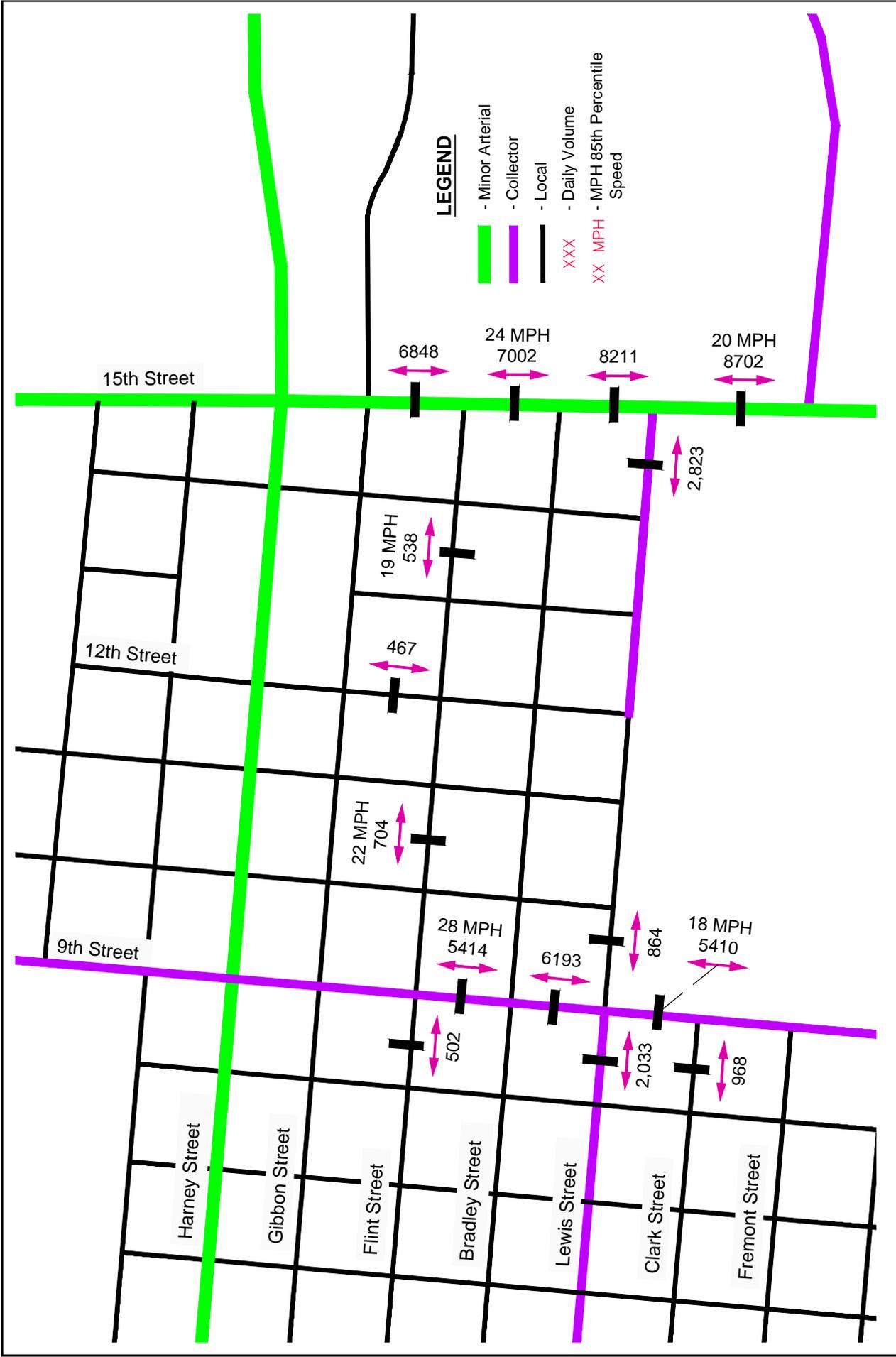
UW Building List

- ① Transit and Parking Services *
- ② Enzi STEM
- ③ Engineering
- ④ Anthropology *
- ⑤ Service *
- ⑥ UW Police *

LEGEND

- Minor Arterial
- Collector
- Local
- Study Area
- UW Growth Area
- Key Intersection
- Existing Building

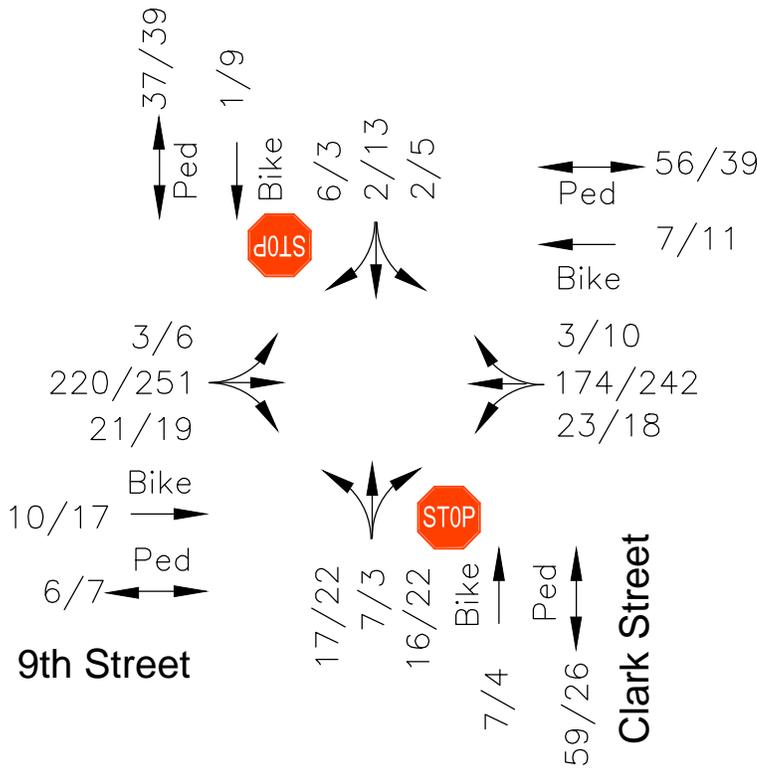




North Campus Traffic Impact Study
 EXISTING DAILY VOLUMES AND SPEEDS

Scale	1" = 500'
Date	August 15, 2014
Drawn by	JBH
Job #	City of Laramie
Figure	2

Existing Traffic



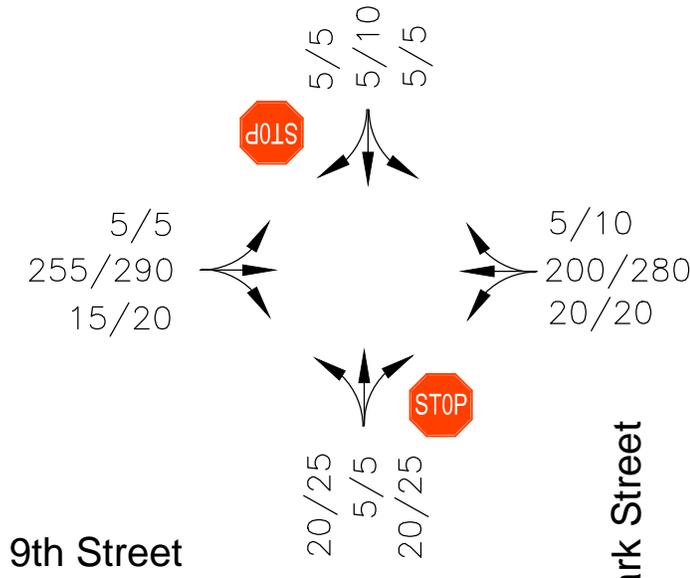
Average Stopped Time Delay / Vehicle (Seconds)

Peak Hour	Collected in the Field	Calculated by SimTraffic
AM	1.9	5.8
PM	9.6	8.2

LEGEND

- Approach Laneage
- xx/xx - Morning / Evening Peak Hour Traffic Volumes

Future Traffic



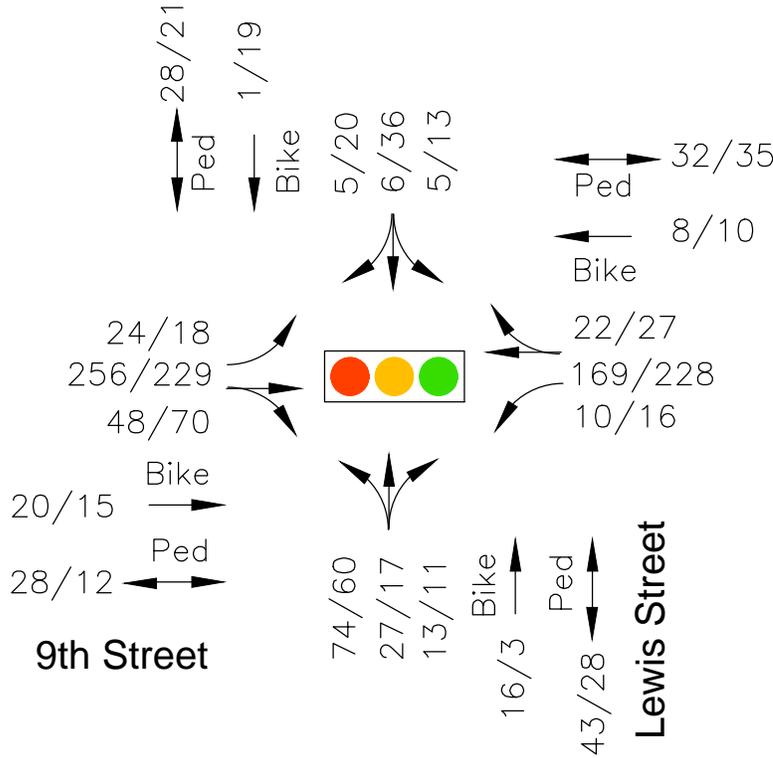
Average Stopped Time Delay / Vehicle (Seconds)

Peak Hour	Calculated by SimTraffic
AM	7.5
PM	7.1



North Campus Traffic Impact Study 9TH STREET / CLARK STREET - EXISTING AND FUTURE PEAK HOUR VOLUMES

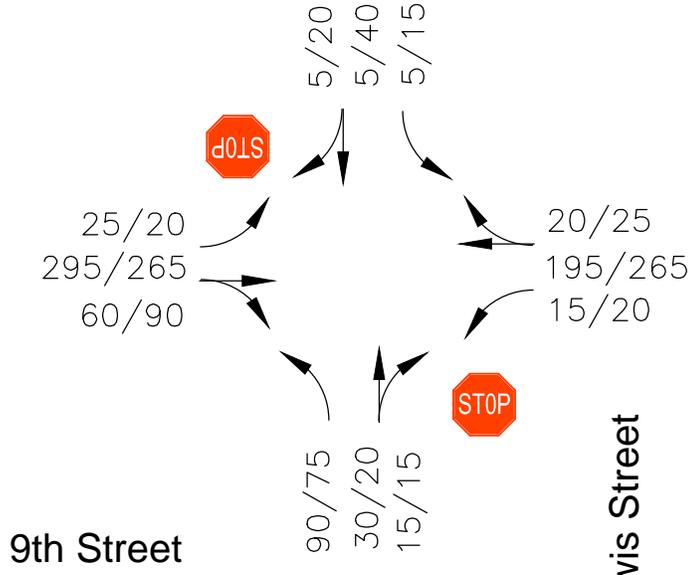
Existing Traffic



Average Stopped Time Delay / Vehicle (Seconds)

Peak Hour	Signalized		Stop Controlled	
	Collected in the Field	Calculated by SimTraffic	Collected in the Field	Calculated by SimTraffic
AM	9.6	7.4	7.1	7.1
PM	6.1	7.7	8.2	8.2

Future Traffic



Average Stopped Time Delay / Vehicle (Seconds)

Peak Hour	Calculated by SimTraffic	
	Signalized	Stop Controlled
AM	8.7	7.4
PM	9.5	7.6

LEGEND

- Approach Laneage
- xx/xx - Morning / Evening Peak Hour Traffic Volumes



North Campus Traffic Impact Study 9TH STREET / LEWIS STREET - EXISTING AND FUTURE PEAK HOUR VOLUMES

Scale

NTS

Date

August 15, 2014

Drawn by

JBH

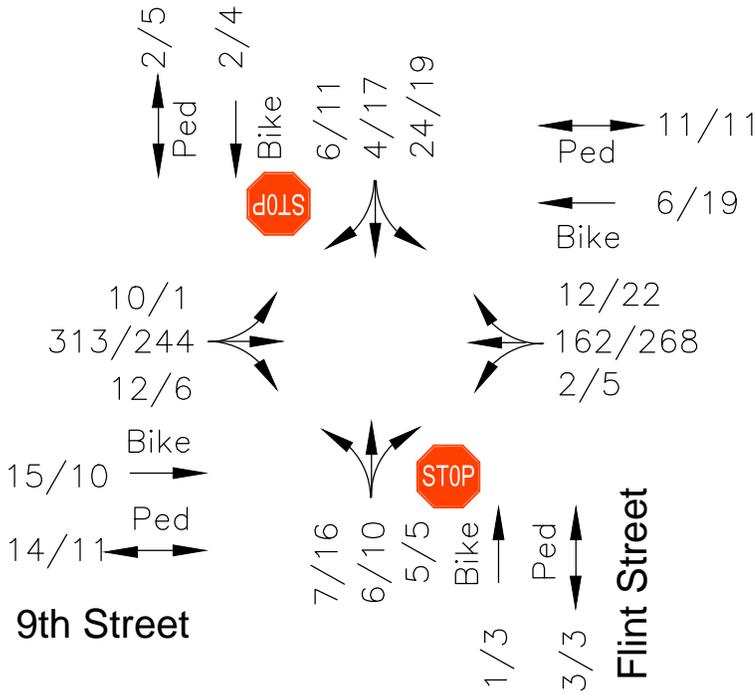
Job #

City of Laramie

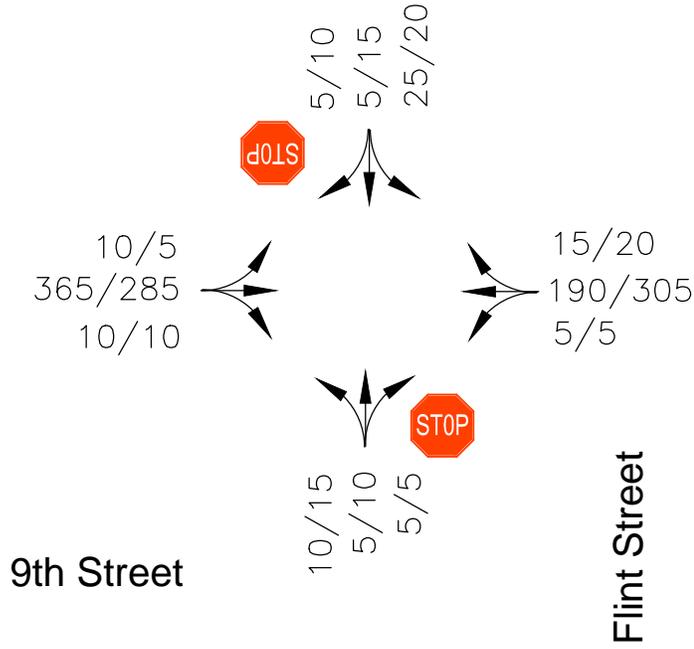
Figure

4

Existing Traffic



Future Traffic



Average Stopped Time Delay / Vehicle (Seconds)

Peak Hour	Collected in the Field	Calculated by SimTraffic
AM	3.1	4.9
PM	8.3	4.2

LEGEND

- Approach Laneage
- xx/xx - Morning / Evening Peak Hour Traffic Volumes

Average Stopped Time Delay / Vehicle (Seconds)

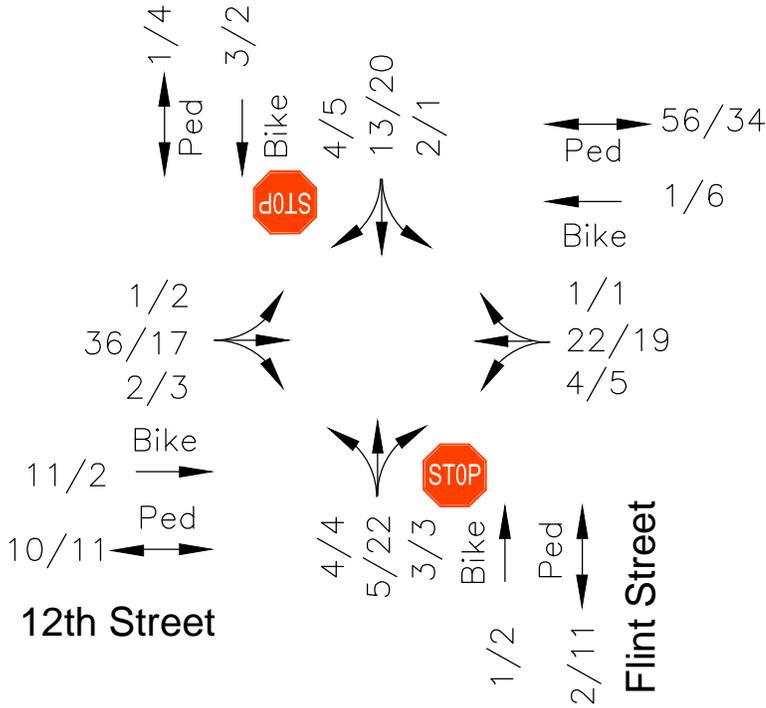
Peak Hour	Calculated by SimTraffic
AM	6.5
PM	6.4



North Campus Traffic Impact Study 9TH STREET / FLINT STREET - EXISTING AND FUTURE PEAK HOUR VOLUMES

Scale	NTS	Date	August 15, 2014	Drawn by	JBH	Job #	City of Laramie	Figure	5
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Existing Traffic



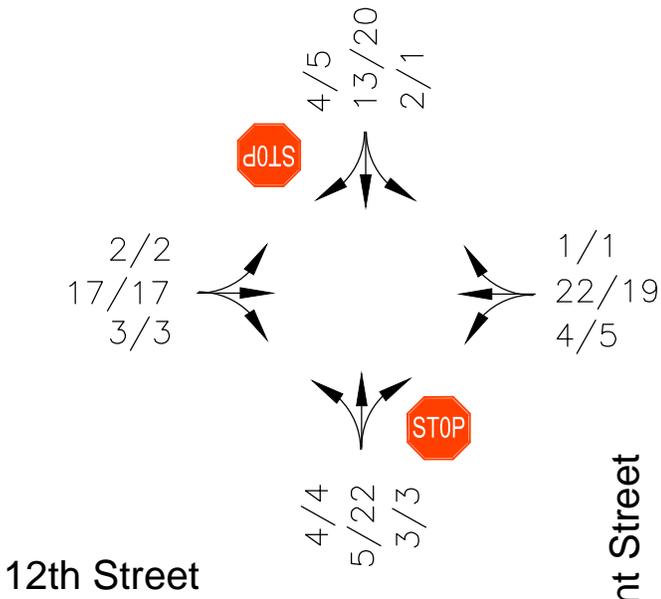
Average Stopped Time Delay / Vehicle (Seconds)

Peak Hour	Collected in the Field	Calculated by SimTraffic
AM	6.3	2.9
PM	2.1	2.9

LEGEND

- Approach Laneage
- xx/xx - Morning / Evening Peak Hour Traffic Volumes

Future Traffic



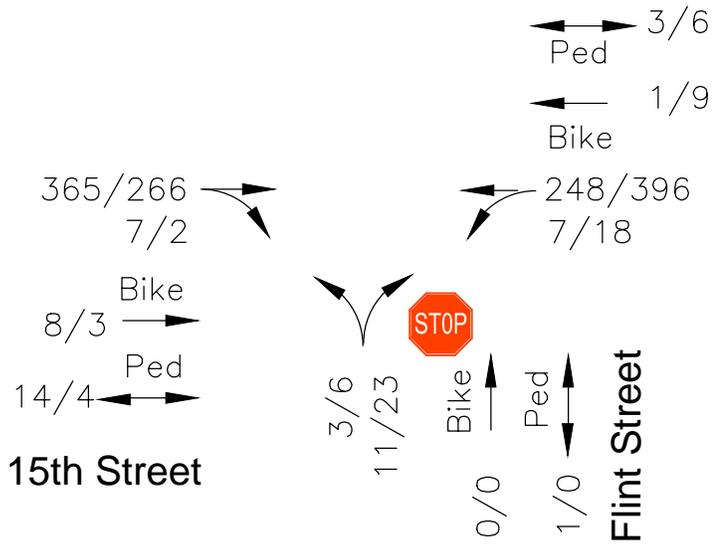
Average Stopped Time Delay / Vehicle (Seconds)

Peak Hour	Calculated by SimTraffic
AM	2.4
PM	2.8

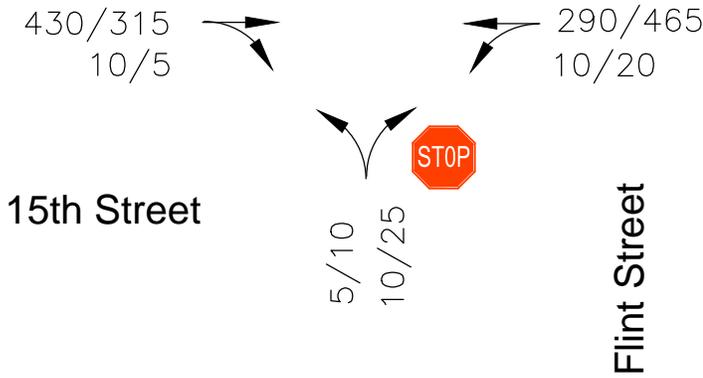


North Campus Traffic Impact Study 12TH STREET / FLINT STREET - EXISTING AND FUTURE PEAK HOUR VOLUMES

Existing Traffic



Future Traffic



Average Stopped Time Delay / Vehicle (Seconds)

Peak Hour	Collected in the Field	Calculated by SimTraffic
AM	12.9	4.3
PM	12.4	3.4

LEGEND

- Approach Laneage
- xx/xx - Morning / Evening Peak Hour Traffic Volumes

Average Stopped Time Delay / Vehicle (Seconds)

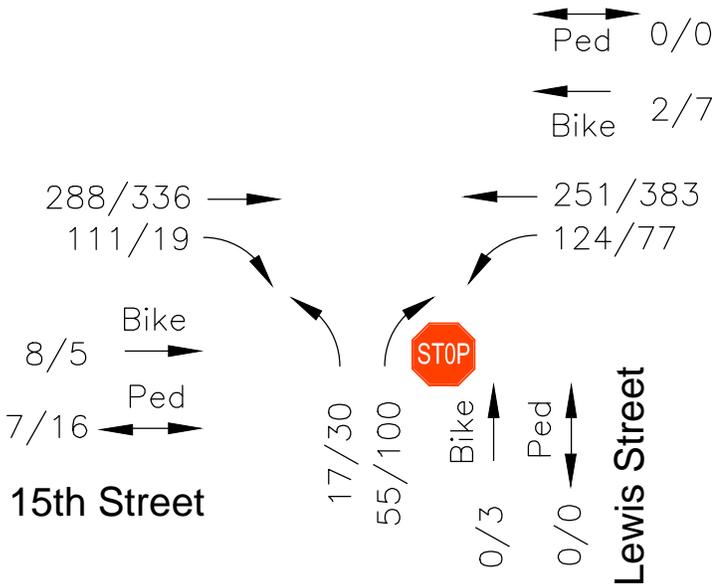
Peak Hour	Calculated by SimTraffic
AM	5.2
PM	4.5



North Campus Traffic Impact Study 15TH STREET / FLINT STREET - EXISTING AND FUTURE PEAK HOUR VOLUMES

Scale	NTS	Date	August 15, 2014	Drawn by	JBH	Job #	City of Laramie	Figure	7
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Existing Traffic



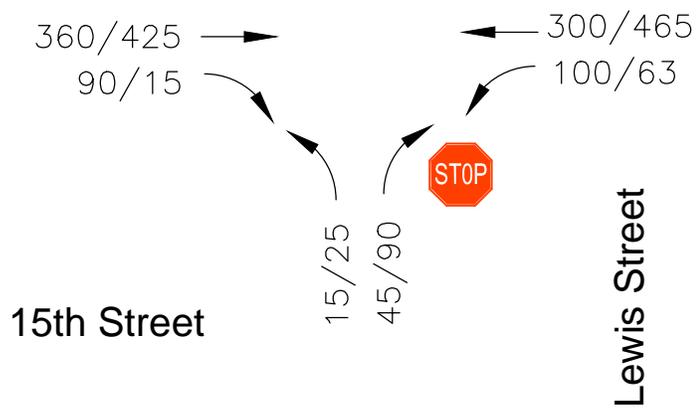
Average Stopped Time Delay / Vehicle (Seconds)

Peak Hour	Collected in the Field	Calculated by SimTraffic
AM	12.7	5.2
PM	7.3	6.3

LEGEND

- Approach Laneage
- xx/xx - Morning / Evening Peak Hour Traffic Volumes

Future Traffic



Average Stopped Time Delay / Vehicle (Seconds)

Peak Hour	Calculated by SimTraffic
AM	4.9
PM	7.7



North Campus Traffic Impact Study
15TH STREET / LEWIS STREET - EXISTING AND FUTURE PEAK HOUR VOLUMES

Scale	NTS	Date	August 15, 2014	Drawn by	JBH	Job #	City of Laramie	Figure	8
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Appendix A

Traffic Count and Crash Data

Turning Movement Count Summary - AM Peak Hour

Location: 9th Street at Clark Street, Laramie

GPS Coordinates: N = 41.305313, W= -105.594612 Date: 2014-04-22

Day of week: Tuesday

Weather: Cool & Cloudy

Analyst: JB

Peak Hour: 7:30-8:30

Total Vehicle Traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	1	18	4	0	0	0	3	28	0	3	1	0	58
7:15	0	36	6	0	1	0	2	34	1	1	1	2	84
7:30	0	60	9	1	1	1	4	53	2	5	1	3	140
7:45	1	81	4	0	0	1	10	51	0	1	5	2	156
8:00	1	45	5	0	0	2	4	42	1	2	0	6	108
8:15	1	34	3	1	1	2	5	28	0	9	1	5	90
8:30	0	30	3	0	0	0	4	33	0	5	1	4	80
8:45	0	20	3	0	2	1	5	20	0	3	1	4	59
Peak	3	220	21	2	2	6	23	174	3	17	7	16	494
	1%	90%	9%	20%	20%	60%	12%	87%	2%	43%	18%	40%	
PHF		0.71			0.63			0.82			0.67		

Bicycle Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	2	0	0	0	0	0	0	0	0	1	0	3
7:15	0	3	0	0	0	0	0	3	0	0	1	0	7
7:30	0	3	0	0	1	0	0	1	0	0	1	0	6
7:45	0	1	0	0	0	0	0	5	0	1	4	0	11
8:00	0	5	0	0	0	0	0	0	0	0	0	1	6
8:15	0	1	0	0	0	0	0	1	0	0	0	0	2
8:30	0	1	0	0	0	0	0	0	0	1	1	0	3
8:45	0	2	0	0	0	0	0	2	0	0	1	0	5
Peak	0	10	0	0	1	0	0	7	0	1	5	1	25

Pedestrian Volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
7:00	1	1	2	1	1	2	0	6	6	0	1	1	11
7:15	1	1	2	3	1	4	0	3	3	1	1	2	11
7:30	19	1	20	4	1	5	0	7	7	4	1	5	37
7:45	17	1	18	14	4	18	0	24	24	0	2	2	62
8:00	11	1	12	13	1	14	0	13	13	2	1	3	42
8:15	5	1	6	2	0	2	0	5	5	4	0	4	17
8:30	7	0	7	2	2	4	0	5	5	3	1	4	20
8:45	1	4	5	0	5	5	0	5	5	5	0	5	20
Peak	52	4	56	33	6	39	0	49	49	10	4	14	316

Truck Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	1	0	0	0	0	0	1	0	0	0	0	2
7:15	0	3	0	0	0	0	0	3	0	0	1	0	7
7:30	0	2	0	0	0	0	0	2	0	0	0	0	4
7:45	0	1	0	0	0	0	0	1	0	0	0	0	2
8:00	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15	0	3	0	0	0	0	0	3	0	0	0	0	6
8:30	0	0	0	0	0	0	1	1	0	0	0	0	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak	0	6	0	0	0	0	0	7	0	0	0	0	13

Turning Movement Count Summary - PM Peak Hour

Location: 9th Street at Clark Street, Laramie

GPS Coordinates: N = 41.305313, W = -105.594612 Date: 2014-04-22

Day of week: Tuesday

Weather: Cool & Cloudy

Analyst: JB

Peak Hour: 4:30-5:30

Total Vehicle Traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	1	46	3	3	5	1	9	47	3	4	0	5	127
4:15	1	41	4	1	1	1	7	39	0	7	0	6	108
4:30	1	41	4	2	3	0	5	55	2	4	1	5	123
4:45	2	77	4	0	7	0	2	38	2	4	2	6	144
5:00	2	65	6	3	1	3	7	83	3	7	0	4	184
5:15	1	68	5	0	2	0	4	66	3	7	0	7	163
5:30	1	39	2	0	3	2	4	46	0	2	2	3	104
5:45	3	58	3	2	4	3	5	41	0	4	0	4	127
Peak	6	251	19	5	13	3	18	242	10	22	3	22	614
	2%	91%	7%	24%	62%	14%	7%	90%	4%	47%	6%	47%	
PHF		0.83			0.75			0.73		0.84			

Bicycle Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	2	0	0	4	0	0	3	0	0	0	0	9
4:15	0	0	0	0	0	0	1	2	0	0	0	0	3
4:30	0	3	0	0	2	0	0	2	0	0	1	1	9
4:45	0	4	0	0	5	0	0	1	0	0	2	0	12
5:00	0	6	0	0	0	0	0	3	0	0	0	0	9
5:15	0	3	1	0	2	0	0	5	0	0	0	0	11
5:30	0	1	1	0	2	0	0	0	0	0	2	0	6
5:45	0	2	0	0	3	0	0	4	0	0	0	0	9
Peak	0	16	1	0	9	0	0	11	0	0	3	1	41

Pedestrian Volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
4:00	1	7	8	2	0	2	5	3	8	20	11	31	49
4:15	4	5	9	2	0	2	0	4	4	17	6	23	38
4:30	2	4	6	2	1	3	0	3	3	7	3	10	22
4:45	3	3	6	2	0	2	0	8	8	3	1	4	20
5:00	8	9	17	8	1	9	2	4	6	8	9	17	49
5:15	3	7	10	4	2	6	1	4	5	5	10	15	36
5:30	5	4	9	0	2	2	1	6	7	7	2	9	27
5:45	4	3	7	3	1	4	1	8	9	3	5	8	28
Peak	16	23	39	16	4	20	3	19	22	23	23	46	254

Truck Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	0	0	0	0	0	3	0	0	0	0	0	3
4:15	0	2	0	0	0	0	1	0	0	0	0	0	3
4:30	0	2	0	0	0	0	2	0	0	0	0	0	4
4:45	0	0	0	0	0	0	3	0	0	0	0	0	3
5:00	0	0	0	0	0	0	2	0	0	0	0	0	2
5:15	0	1	0	0	0	0	1	0	0	0	0	0	2
5:30	0	0	0	0	0	0	3	0	0	0	0	0	3
5:45	0	0	0	0	0	0	2	0	0	0	0	0	2
Peak	0	3	0	0	0	0	8	0	0	0	0	0	11

Turning Movement Count Summary - AM Peak Hour

Location: 9th Street at Lewis Street, Laramie

GPS Coordinates: N = 41.305313, W = -105.594612 Date: 2014-04-22

Day of week: Tuesday

Weather: Cool & Cloudy

Analyst: MAL

Peak Hour: 7:15-8:15

Total Vehicle Traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	1	16	3	1	1	1	1	21	4	10	2	1	62
7:15	9	43	6	1	1	2	0	33	5	12	3	4	119
7:30	3	69	17	1	1	1	5	50	3	16	4	5	175
7:45	8	101	19	1	2	2	4	55	7	29	17	2	247
8:00	4	43	6	2	2	0	1	31	7	17	3	2	118
8:15	4	42	11	3	0	1	4	28	2	10	3	0	108
8:30	4	23	8	3	0	1	4	29	6	6	5	2	91
8:45	2	41	11	2	3	2	2	28	6	7	3	3	110
Peak	24	256	48	5	6	5	10	169	22	74	27	13	659
	7%	78%	15%	31%	38%	31%	5%	84%	11%	65%	24%	11%	
PHF		0.64			0.80			0.76			0.59		

Bicycle Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	1	0	0	0	0	0	1	0	0	1	0	3
7:15	4	4	0	0	0	0	0	3	0	0	2	0	13
7:30	0	2	0	0	0	0	0	1	0	0	2	2	7
7:45	4	3	0	0	0	0	1	2	1	0	7	0	18
8:00	1	2	0	1	0	0	0	0	0	0	2	1	7
8:15	3	1	0	0	0	1	0	1	0	0	1	0	7
8:30	1	0	0	0	0	0	0	0	1	0	4	0	6
8:45	1	1	0	0	2	0	0	1	0	0	1	1	7
Peak	9	11	0	1	0	0	1	6	1	0	13	3	45

Pedestrian Volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
7:00	6	0	6	2	1	3	1	2	3	0	1	1	13
7:15	1	0	1	2	2	4	0	4	4	0	1	1	10
7:30	9	1	10	12	7	19	0	15	15	0	0	0	44
7:45	13	0	13	12	18	30	0	17	17	1	2	3	63
8:00	6	0	6	1	1	2	0	5	5	1	0	1	14
8:15	3	0	3	2	3	5	0	4	4	0	0	0	12
8:30	3	0	3	4	2	6	0	2	2	0	0	0	11
8:45	8	4	12	3	2	5	0	8	8	4	8	12	37
Peak	29	1	30	27	28	55	0	41	41	2	3	5	131

Truck Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15	0	0	0	1	0	0	0	0	3	1	0	0	5
7:30	1	2	0	0	0	0	0	1	0	0	0	0	4
7:45	0	1	0	0	0	1	0	2	0	0	0	0	4
8:00	0	1	0	0	0	0	0	2	0	0	0	0	3
8:15	1	1	1	0	0	0	0	3	0	0	1	0	7
8:30	0	0	0	0	0	0	0	3	0	0	0	0	3
8:45	0	0	1	1	0	0	0	2	0	0	0	0	4
Peak	1	4	0	1	0	1	0	5	3	1	0	0	16

Turning Movement Count Summary - PM Peak Hour

Location: 9th Street at Lewis Street, Laramie

GPS Coordinates: N = 41.305313, W = -105.594612 Date: 2014-04-22

Day of week: Tuesday

Weather: Cool & Cloudy

Analyst: MAL

Peak Hour:

Total Vehicle Traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right										
4:00	0	49	12	2	7	0	4	44	2	11	1	7	139
4:15	2	37	11	1	5	2	1	40	6	13	3	4	125
4:30	4	45	22	3	7	5	2	52	8	9	2	1	160
4:45	5	65	16	5	10	5	1	38	4	10	10	4	173
5:00	6	61	13	3	14	6	6	76	10	28	2	3	228
5:15	3	58	19	2	5	4	7	62	5	13	3	3	184
5:30	3	42	8	2	1	0	1	48	4	13	0	2	124
5:45	2	59	18	1	3	2	2	41	3	16	1	1	149
Peak	18	229	70	13	36	20	16	228	27	60	17	11	745
	6%	72%	22%	19%	52%	29%	6%	84%	10%	68%	19%	13%	
PHF		0.92			0.75			0.74			0.67		

Bicycle Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	1	0	0	1	0	0	1	0	0	0	0	3
4:15	0	0	0	0	1	2	1	2	0	0	0	0	6
4:30	0	2	0	0	2	0	0	3	0	0	0	0	7
4:45	0	3	1	1	4	3	0	2	0	0	0	0	14
5:00	1	4	1	0	4	1	0	2	0	0	1	0	14
5:15	0	2	1	0	2	2	1	2	0	0	1	1	12
5:30	1	2	0	0	1	0	0	1	0	0	0	0	5
5:45	1	1	0	0	0	0	0	3	0	0	0	0	5
Peak	1	11	3	1	12	6	1	9	0	0	2	1	47

Pedestrian Volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
4:00	3	9	12	2	0	2	2	5	7	5	7	12	33
4:15	1	3	4	1	1	2	2	2	4	1	3	4	14
4:30	5	3	8	0	2	2	2	0	2	4	2	6	18
4:45	2	8	10	2	0	2	2	4	6	7	9	16	34
5:00	5	3	8	1	0	1	3	1	4	6	6	12	25
5:15	2	2	4	2	1	3	2	3	5	3	4	7	19
5:30	1	3	4	2	6	8	0	3	3	2	2	4	19
5:45	1	2	3	0	0	0	1	1	2	3	3	6	11
Peak	14	16	30	5	3	8	9	8	17	20	21	41	96

Truck Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	0	0	0	0	0	0	3	0	0	0	1	4
4:15	0	0	0	0	1	0	0	1	0	0	0	0	2
4:30	0	1	0	0	0	0	0	2	0	0	0	0	3
4:45	0	0	0	0	0	0	0	2	0	0	0	0	2
5:00	0	0	0	0	0	0	0	2	0	0	0	0	2
5:15	0	1	0	0	0	0	0	1	0	0	0	0	2
5:30	0	0	1	0	0	0	0	2	0	0	0	0	3
5:45	0	0	1	0	0	0	0	2	0	1	0	0	4
Peak	0	2	0	0	0	0	0	7	0	0	0	0	9

Turning Movement Count Summary - AM Peak Hour

Location: 9th Street at Flint Street, Laramie

GPS Coordinates: N = 41.305313, W= -105.594612 Date: 2014-04-22

Day of week: Tuesday

Weather: Cool & Cloudy

Analyst: SJT

Peak Hour: 7:15-8:15

Total Vehicle Traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	26	0	0	0	1	0	17	1	2	2	0	49
7:15	3	64	1	2	2	2	0	35	0	1	1	1	112
7:30	1	75	2	3	1	0	1	37	3	4	0	0	127
7:45	2	131	3	0	1	3	0	59	2	2	0	3	206
8:00	4	43	6	2	2	0	1	31	7	17	3	2	118
8:15	2	35	0	2	1	0	2	26	3	1	0	0	72
8:30	3	36	0	2	3	0	0	21	1	1	2	0	69
8:45	3	52	0	3	2	2	0	36	2	1	3	1	105
Peak	10	313	12	7	6	5	2	162	12	24	4	6	563
	3%	93%	4%	39%	33%	28%	1%	92%	7%	71%	12%	18%	
PHF		0.62			0.75			0.72			0.39		

Bicycle Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15	0	4	0	0	0	0	0	3	0	0	0	0	7
7:30	0	2	0	0	1	0	0	1	0	1	0	0	5
7:45	0	4	0	0	0	1	0	2	0	0	0	1	8
8:00	0	5	0	0	1	0	0	0	0	0	0	0	6
8:15	0	1	0	0	0	0	0	2	0	0	0	0	3
8:30	0	2	0	0	2	0	0	0	0	0	0	0	4
8:45	0	1	0	0	0	0	0	2	0	0	1	0	4
Peak	0	15	0	0	2	1	0	6	0	1	0	1	26

Pedestrian Volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
7:00	2	0	2	0	1	1	0	0	0	0	1	1	4
7:15	0	0	0	0	1	1	0	0	0	1	0	1	2
7:30	1	0	1	0	5	5	0	0	0	1	0	1	7
7:45	6	0	6	2	5	7	0	1	1	0	0	0	14
8:00	3	0	3	0	3	3	0	0	0	0	1	1	7
8:15	1	0	1	0	1	1	0	0	0	0	0	0	2
8:30	1	0	1	1	0	1	0	0	0	0	0	0	2
8:45	6	0	6	1	1	2	0	1	1	0	0	0	9
Peak	10	0	10	2	14	16	0	1	1	2	1	3	30

Truck Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	1	1	0	0	0	0	1	0	0	0	0	3
7:30	0	3	0	0	0	0	0	1	0	0	0	0	4
7:45	0	1	0	0	0	0	0	2	0	0	0	0	3
8:00	0	2	0	0	0	0	0	0	0	0	0	0	2
8:15	0	4	0	0	0	0	0	2	0	0	0	0	6
8:30	1	0	0	0	0	0	0	1	0	0	0	0	2
8:45	0	1	0	0	0	0	0	1	0	0	0	0	2
Peak	0	7	1	0	0	0	0	4	0	0	0	0	12

Turning Movement Count Summary - PM Peak Hour

Location: 9th Street at Flint Street, Laramie

GPS Coordinates: N = 41.305313, W= -105.594612 Date: 2014-04-22

Day of week: Tuesday

Weather: Cool & Cloudy

Analyst: SJT

Peak Hour: 4:30-5:30

Total Vehicle Traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	1	46	2	1	4	2	1	48	4	5	1	3	118
4:15	2	38	1	4	5	1	3	51	1	0	6	3	115
4:30	0	50	2	6	5	2	3	57	3	2	1	2	133
4:45	0	67	1	5	2	4	1	48	4	1	3	1	137
5:00	1	63	0	5	7	2	0	92	11	1	5	1	188
5:15	0	64	3	3	3	3	1	71	4	2	1	1	156
5:30	1	40	1	1	3	1	1	48	1	3	1	1	102
5:45	2	52	1	6	2	0	1	46	7	2	5	1	125
Peak	1	244	6	19	17	11	5	268	22	6	10	5	614
	0%	97%	2%	40%	36%	23%	2%	91%	7%	29%	48%	24%	
PHF		0.92			0.84			0.72			0.75		

Bicycle Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	1	0	0	0	0	1	0	0	0	0	0	2
4:15	0	1	0	0	0	0	0	3	0	0	0	0	4
4:30	0	1	0	0	1	0	0	3	0	0	0	0	5
4:45	0	2	0	1	0	0	1	5	1	0	0	0	10
5:00	0	5	0	0	2	0	0	3	0	1	1	0	12
5:15	0	2	0	0	0	0	1	4	1	1	0	0	9
5:30	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45	0	2	0	0	0	0	0	3	0	0	0	0	5
Peak	0	10	0	1	3	0	2	15	2	2	1	0	36

Pedestrian Volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
4:00	1	1	2	0	0	0	2	1	3	1	6	7	12
4:15	1	0	1	0	2	2	1	0	1	1	1	2	6
4:30	0	1	1	0	1	1	2	0	2	0	1	1	5
4:45	1	1	2	0	0	0	0	0	0	1	0	1	3
5:00	1	1	2	0	0	0	4	0	4	1	4	5	11
5:15	0	0	0	0	0	0	4	0	4	1	4	5	9
5:30	1	0	1	0	4	4	2	0	2	0	2	2	9
5:45	1	0	1	1	0	1	0	0	0	2	0	2	4
Peak	2	3	5	0	1	1	10	0	10	3	9	12	28

Truck Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45	0	1	0	0	0	0	0	1	0	0	0	0	2
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	1	0	0	0	0	0	1	1	0	0	0	3
Peak	0	2	0	0	0	0	0	2	0	0	0	0	4

Turning Movement Count Summary - AM Peak Hour

Location: Flint Street at 12th Street, Laramie

GPS Coordinates: N = 41.305313, W= -105.594612 Date: 2014-04-22

Day of week: Wednesday

Weather: Clear & Sunny

Analyst: JB

Peak Hour: 7:30-8:30

Total Vehicle Traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	1	1	0	0	3	0	0	2	0	0	2	0	9
7:15	1	4	0	0	0	0	0	4	0	0	0	3	12
7:30	0	7	0	0	3	1	1	6	0	1	0	0	19
7:45	1	12	2	0	3	1	3	9	0	2	3	1	37
8:00	0	8	0	1	1	2	0	4	1	1	1	0	19
8:15	0	9	0	1	6	0	0	3	0	0	1	2	22
8:30	0	5	1	0	0	0	1	5	1	2	0	1	16
8:45	1	6	0	1	4	1	2	6	0	0	2	3	26
Peak	1	36	2	2	13	4	4	22	1	4	5	3	97
	3%	92%	5%	11%	68%	21%	15%	81%	4%	33%	42%	25%	
PHF		0.65			0.68			0.56			0.50		

Bicycle Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	3	0	0	2	0	0	0	0	0	0	0	5
7:45	0	5	0	0	0	0	0	1	0	0	0	1	7
8:00	0	1	0	1	0	0	0	0	0	0	0	0	2
8:15	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30	0	3	0	0	0	0	0	0	0	0	0	0	3
8:45	0	2	0	0	0	0	0	1	0	0	0	0	3
Peak	0	11	0	1	2	0	0	1	0	0	0	1	16

Pedestrian Volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
7:00	0	0	0	1	0	1	0	0	0	1	0	1	2
7:15	4	0	4	0	1	1	0	0	0	0	0	0	5
7:30	10	0	10	1	0	1	0	0	0	0	0	0	11
7:45	24	0	24	0	7	7	0	1	1	1	0	1	33
8:00	12	0	12	0	1	1	0	0	0	0	0	0	13
8:15	10	0	10	0	2	2	0	0	0	0	0	0	12
8:30	13	0	13	0	2	2	0	0	0	0	0	0	15
8:45	22	0	22	0	9	9	1	0	1	1	9	9	41
Peak	56	0	56	1	10	11	0	1	1	1	0	1	69

Truck Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	1	0	0	0	0	0	1	0	0	0	0	2
7:15	0	3	0	0	0	0	0	3	0	0	1	0	7
7:30	0	2	0	0	0	0	0	2	0	0	0	0	4
7:45	0	1	0	0	0	0	0	1	0	0	0	0	2
8:00	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15	0	3	0	0	0	0	0	3	0	0	0	0	6
8:30	0	0	0	0	0	0	1	1	0	0	0	0	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak	0	6	0	0	0	0	0	7	0	0	0	0	13

Turning Movement Count Summary - PM Peak Hour

Location: Flint Street at 12th Street, Laramie

GPS Coordinates: N = 41.305313, W= -105.594612 Date: 2014-04-22

Day of week: Wednesday

Weather: Cool & Cloudy

Analyst: JB

Peak Hour: 4:30-5:30

Total Vehicle Traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	5	1	1	3	1	0	7	1	0	5	1	25
4:15	1	3	0	0	5	0	1	1	0	1	3	1	16
4:30	1	1	1	0	7	2	1	6	0	1	4	2	26
4:45	0	11	2	1	3	0	3	5	1	0	7	0	33
5:00	1	3	0	0	6	2	1	4	0	3	5	1	26
5:15	0	2	0	0	4	1	0	4	0	0	6	0	17
5:30	0	2	3	0	4	0	2	3	1	1	5	0	21
5:45	0	0	1	0	3	2	0	1	0	1	6	0	14
Peak	2	17	3	1	20	5	5	19	1	4	22	3	102
	9%	77%	14%	4%	77%	19%	20%	76%	4%	14%	76%	10%	
PHF		0.42			0.72			0.69			0.81		

Bicycle Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	3	0	1	0	0	0	3	0	0	0	0	7
4:15	0	1	0	0	0	0	0	0	0	0	1	0	2
4:30	0	0	0	0	0	1	0	1	0	0	0	0	2
4:45	0	1	0	0	1	0	0	1	0	0	0	0	3
5:00	0	1	0	0	0	0	1	1	0	1	0	0	4
5:15	0	0	0	0	0	0	0	2	0	0	1	0	3
5:30	0	0	0	0	0	0	0	2	0	0	0	0	2
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak	0	2	0	0	1	1	1	5	0	1	1	0	12

Pedestrian Volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
4:00	2	0	2	0	0	0	2	0	2	0	11	11	15
4:15	1	0	1	0	0	0	3	0	3	1	5	6	10
4:30	2	2	4	0	1	1	1	0	1	0	5	5	11
4:45	4	1	5	0	2	2	5	0	5	0	2	2	14
5:00	1	1	2	0	0	0	2	0	2	0	14	14	18
5:15	0	0	0	0	0	0	0	0	0	0	6	6	6
5:30	0	1	1	0	0	0	3	1	4	0	8	8	13
5:45	0	0	0	1	0	1	1	1	2	0	6	6	9
Peak	7	4	11	0	3	3	8	0	8	0	27	27	49

Truck Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

Turning Movement Count Summary - AM Peak Hour

Location: 15th Street at Flint Street, Laramie

GPS Coordinates: N = 41.305313, W= -105.594612 Date: 2014-04-22

Day of week: Tuesday

Weather: Clear & Sunny

Analyst: MAL

Peak Hour: 7:15-8:15

Total Vehicle Traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	48	2	0	0	0	3	21	0	0	0	3	77
7:15	0	48	1	0	0	0	0	58	0	1	0	1	109
7:30	0	108	1	0	0	0	3	85	0	0	0	1	198
7:45	0	135	4	0	0	0	4	60	0	0	0	5	208
8:00	0	74	1	0	0	0	0	45	0	2	0	4	126
8:15	0	71	1	0	0	0	1	24	0	1	0	3	101
8:30	0	49	2	0	0	0	1	28	0	1	0	0	81
8:45	0	69	2	0	0	0	3	18	0	1	0	2	95
Peak	0	365	7	0	0	0	7	248	0	3	0	11	641
	0%	98%	2%				3%	97%	0%	21%	0%	79%	
PHF		0.67						0.72			0.58		

Bicycle Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15	0	1	0	0	0	0	0	1	0	0	0	0	2
7:30	0	3	0	0	0	0	0	0	0	0	0	0	3
7:45	0	3	0	0	0	0	0	0	0	0	0	0	3
8:00	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45	0	8	0	0	0	0	0	1	0	0	0	0	9
Peak	0	8	0	0	0	0	0	1	0	0	0	0	9

Pedestrian Volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	2	0	2	1	2	3	1	0	1	0	0	0	6
7:30	1	0	1	0	1	1	2	0	2	0	1	1	5
7:45	0	1	1	0	6	6	0	0	0	1	0	1	8
8:00	1	1	2	0	2	2	0	0	0	0	0	0	4
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	2	0	2	0	5	5	0	0	0	0	0	0	7
8:45	1	0	1	0	4	4	0	0	0	0	1	1	6
Peak	4	2	6	1	11	12	3	0	3	1	1	2	23

Truck Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	3	0	0	0	0	0	1	0	0	0	0	4
7:15	0	0	0	0	0	0	0	5	0	0	0	0	5
7:30	0	6	0	0	0	0	0	3	0	0	0	0	9
7:45	0	4	0	0	0	0	0	1	0	0	0	0	5
8:00	0	2	0	0	0	0	0	3	0	0	0	0	5
8:15	0	0	0	0	0	0	0	2	0	0	0	0	2
8:30	0	0	0	0	0	0	0	1	0	1	0	0	2
8:45	0	1	0	0	0	0	0	2	0	0	0	0	3
Peak	0	12	0	0	0	0	0	12	0	0	0	0	24

Turning Movement Count Summary - PM Peak Hour

Location: 15th Street at Flint Street, Laramie

GPS Coordinates: N = 41.305313, W= -105.594612 Date: 2014-04-22

Day of week: Tuesday

Weather: Cool & Cloudy

Analyst: MAL

Peak Hour: 4:45-5:45

Total Vehicle Traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	51	2	0	0	0	2	61	0	1	0	5	122
4:15	0	70	2	0	0	0	3	69	0	3	0	2	149
4:30	0	46	1	0	0	0	5	82	0	3	0	5	142
4:45	0	78	0	0	0	0	5	88	0	2	0	6	179
5:00	0	65	1	0	0	0	2	122	0	2	0	6	198
5:15	0	73	0	0	0	0	4	105	0	0	0	6	188
5:30	0	50	1	0	0	0	7	81	0	2	0	5	146
5:45	0	54	1	0	0	0	3	61	0	1	0	4	124
Peak	0	266	2	0	0	0	18	396	0	6	0	23	711
	0%	99%	1%				4%	96%	0%	21%	0%	79%	
PHF		0.86						0.83		0.91			

Bicycle Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	0	0	0	0	0	0	2	0	0	0	0	2
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45	0	3	0	0	0	0	0	3	0	0	0	0	6
5:00	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15	0	0	0	0	0	0	0	5	0	0	0	0	5
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	2	0	0	0	0	2
Peak	0	3	0	0	0	0	0	9	0	0	0	0	12

Pedestrian Volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total										
4:00	1	0	1	0	3	3	0	0	0	0	2	2	6
4:15	2	0	2	0	0	0	2	0	2	0	1	1	5
4:30	0	0	0	0	1	1	2	0	2	0	3	3	6
4:45	1	0	1	0	0	0	2	0	2	0	2	2	5
5:00	0	0	0	0	0	0	1	0	1	0	1	1	2
5:15	0	0	0	0	0	0	1	0	1	0	3	3	4
5:30	1	0	1	0	0	0	0	0	0	0	0	0	1
5:45	1	0	1	0	0	0	0	0	0	0	4	4	5
Peak	2	0	2	0	0	0	4	0	4	0	6	6	12

Truck Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	2	0	0	0	0	0	1	0	0	0	0	3
4:15	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00	0	1	0	0	0	0	0	2	0	0	0	0	3
5:15	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak	0	6	0	0	0	0	0	2	0	0	0	0	8

Turning Movement Count Summary - AM Peak Hour

Location: 15th Street at Lewis Street, Laramie

GPS Coordinates: N = 41.305313, W= -105.594612 **Date:** 2014-04-22

Day of week: Tuesday

Weather: Clear & Sunny

Analyst: SJT

Peak Hour: 7:15-8:15

Total vehicle traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	40	14	0	0	0	19	23	0	2	0	4	102
7:15	0	40	12	0	0	0	27	57	0	3	0	7	146
7:30	0	79	28	0	0	0	26	80	0	3	0	13	229
7:45	0	102	55	0	0	0	44	68	0	5	0	18	292
8:00	0	67	16	0	0	0	27	46	0	6	0	17	179
8:15	0	66	15	0	0	0	21	27	0	1	0	10	140
8:30	0	49	14	0	0	0	28	30	0	4	0	9	134
8:45	0	84	11	0	0	0	34	26	0	3	0	12	170
Peak	0	288	111	0	0	0	124	251	0	17	0	55	846
	0%	72%	28%				33%	67%	0%	24%	0%	76%	
PHF		0.64						0.84			0.78		

Bicycle Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	1	1	0	0	0	0	2	0	0	0	0	4
7:15	0	1	0	0	0	0	0	1	0	0	0	0	2
7:30	0	2	1	0	0	0	0	0	0	0	0	0	3
7:45	0	0	3	0	0	0	0	1	0	0	0	0	4
8:00	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45	0	8	0	0	0	0	0	0	0	0	0	0	8
Peak	0	4	4	0	0	0	0	2	0	0	0	0	10

Pedestrian Volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total										
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	2	2	1	0	1	0	0	0	3
7:30	0	0	0	0	1	1	1	0	1	0	0	0	2
7:45	0	0	0	0	2	2	2	0	2	0	0	0	4
8:00	0	0	0	0	2	2	3	0	3	0	0	0	5
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	1	1	0	6	6	0	0	0	0	0	0	7
8:45	0	0	0	0	7	7	1	0	1	0	0	0	8
Peak	0	0	0	0	7	7	7	0	7	0	0	0	14

Truck Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	3	0	0	0	0	2	0	0	0	0	2	7
7:15	0	0	0	0	0	0	1	3	0	0	0	3	7
7:30	0	4	0	0	0	0	0	0	0	3	0	3	10
7:45	0	4	0	0	0	0	0	1	0	0	0	2	7
8:00	0	2	0	0	0	0	1	3	0	0	0	2	8
8:15	0	0	0	0	0	0	1	2	0	0	0	2	5
8:30	0	1	0	0	0	0	1	1	0	0	0	1	4
8:45	0	1	0	0	0	0	0	2	0	0	0	2	5
Peak	0	10	0	0	0	0	2	7	0	3	0	10	32

Turning Movement Count Summary - PM Peak Hour

Location: 15th Street at Lewis Street, Laramie

GPS Coordinates: N = 41.305313, W = -105.594612 Date: 2014-04-22

Day of week: Tuesday

Weather: Cool & Cloudy

Analyst: SJT

Peak Hour: 4:30-5:30

Total vehicle traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	67	10	0	0	0	23	63	0	5	0	24	192
4:15	0	85	5	0	0	0	24	56	0	6	0	11	187
4:30	0	56	7	0	0	0	19	88	0	3	0	25	198
4:45	0	94	3	0	0	0	22	78	0	7	0	26	230
5:00	0	97	4	0	0	0	25	116	0	11	0	24	277
5:15	0	89	5	0	0	0	11	101	0	9	0	25	240
5:30	0	71	2	0	0	0	10	83	0	5	0	14	185
5:45	0	55	5	0	0	0	17	56	0	9	0	12	154
Peak	0	336	19	0	0	0	77	383	0	30	0	100	945
	0%	95%	5%				17%	83%	0%	23%	0%	77%	
PHF		0.88						0.82		0.93			

Bicycle Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	1	0	0	0	0	0	2	0	0	0	1	4
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	1	0	0	0	0	0	1	0	0	0	0	2
4:45	0	3	0	0	0	0	0	3	0	0	0	0	6
5:00	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15	0	0	0	0	0	0	0	3	0	2	0	1	6
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	1	0	1	0	0	2
Peak	0	5	0	0	0	0	0	7	0	2	0	1	15

Pedestrian Volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
4:00	0	0	0	0	0	0	3	0	3	0	0	0	3
4:15	0	0	0	0	2	2	0	0	0	0	0	0	2
4:30	0	0	0	1	1	2	4	0	4	0	0	0	6
4:45	0	2	2	0	0	0	2	0	2	0	0	0	4
5:00	0	0	0	0	1	1	4	0	4	0	0	0	5
5:15	0	0	0	1	0	1	4	0	4	0	0	0	5
5:30	0	0	0	0	1	1	0	0	0	0	0	0	1
5:45	0	0	0	0	0	0	1	0	1	0	0	0	1
Peak	0	2	2	2	2	4	14	0	14	0	0	0	20

Truck Volumes

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00	0	2	0	0	0	0	0	0	0	0	0	2	4
4:15	0	2	0	0	0	0	0	0	0	0	0	1	3
4:30	0	0	0	0	0	0	0	0	0	0	0	2	2
4:45	0	2	0	0	0	0	1	0	0	0	0	1	4
5:00	0	2	0	0	0	0	0	2	0	0	0	1	5
5:15	0	2	0	0	0	0	0	0	0	0	0	1	3
5:30	0	1	0	0	0	0	0	0	0	0	0	1	2
5:45	0	0	0	0	0	0	0	0	0	0	0	1	1
Peak	0	6	0	0	0	0	1	2	0	0	0	5	14

Delay Study Summary - AM Peak Hour

Location: 9th Street at Clark Street, Laramie

Approach: Clark Street

Movement: Eastbound

GPS Coordinates: N = 41.305313, W = -105.594612 Date: 2014-04-22

Day of week: Thursday

Weather: Cool & Clear

Analyst: MAL

Peak Hour: 7:30-8:30

Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Number Stopped
	+0 sec.	+15 sec.	+30 sec.	+45 sec.	
7:30	0	0	0	0	0
7:31	1	0	0	0	1
7:32	0	0	0	0	0
7:33	0	0	0	0	0
7:34	0	0	0	0	0
7:35	0	0	0	0	0
7:36	0	0	0	0	0
7:37	0	0	0	0	0
7:38	0	0	0	0	0
7:39	0	0	0	0	0
7:40	0	0	0	0	0
7:41	0	0	0	0	0
7:42	0	0	0	0	0
7:43	0	0	0	0	0
7:44	0	0	0	0	0
7:45	0	0	0	0	0
7:46	0	0	0	0	0
7:47	0	0	0	0	0
7:48	0	0	0	0	0
7:49	0	0	0	0	0
7:50	0	0	0	0	0
7:51	0	0	0	0	0
7:52	0	0	0	0	0
7:53	0	0	0	0	0
7:54	0	0	0	0	0
7:55	0	0	0	0	0
7:56	0	0	1	0	1
7:57	0	0	0	0	0
7:58	0	0	0	0	0
7:59	0	0	0	0	0
8:00	0	0	0	0	0
8:01	0	0	0	0	0
8:02	0	0	0	0	0
8:03	0	0	0	0	0
8:04	0	0	0	0	0
8:05	0	0	0	0	0
8:06	1	0	1	1	3
8:07	0	0	0	0	0
8:08	0	0	0	0	0
8:09	0	0	0	0	0
8:10	0	0	0	0	0
8:11	0	0	0	0	0
8:12	0	0	0	0	0
8:13	0	0	0	0	0
8:14	0	0	0	0	0
8:15	0	0	0	0	0
8:16	0	0	0	0	0
8:17	0	0	0	0	0
8:18	0	0	0	0	0
8:19	0	0	0	0	0
8:20	0	0	0	0	0
8:21	0	0	0	0	0
8:22	0	0	0	0	0
8:23	0	0	0	0	0
8:24	0	0	0	0	0
8:25	0	0	0	0	0
8:26	0	0	0	0	0
8:27	0	0	0	0	0
8:28	0	0	0	0	0
8:29	0	0	0	0	0
Total					5

Peak Hour Approach Volume	40	
Total Delay	75	Seconds
Average Delay per Stopped Vehicle	15	Seconds
Average Delay / Vehicle	1.9	Seconds / Vehicle
Percent of Vehicles Stopped	13%	

Delay Study Summary - PM Peak Hour

Location: 9th Street at Clark Street, Laramie

Approach: Clark Street

Movement: Eastbound

GPS Coordinates: N = 41.305313, W = -105.594612 Date: 2014-04-22

Day of week: Thursday

Weather: Cool & Clear

Analyst: MAL

Peak Hour: 4:30-5:30

Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Number Stopped
	+0 sec.	+15 sec.	+30 sec.	+45 sec.	
4:30	0	0	0	0	0
4:31	0	0	0	0	0
4:32	0	0	0	0	0
4:33	0	0	0	0	0
4:34	0	0	0	0	0
4:35	0	0	0	0	0
4:36	1	0	0	0	1
4:37	0	0	0	0	0
4:38	0	0	0	0	0
4:39	0	0	0	2	2
4:40	1	1	0	0	2
4:41	0	1	0	0	1
4:42	0	0	0	0	0
4:43	0	1	0	0	1
4:44	0	0	0	0	0
4:45	0	0	0	0	0
4:46	0	0	0	0	0
4:47	1	1	0	0	2
4:48	0	0	0	0	0
4:49	0	0	0	0	0
4:50	1	1	0	0	2
4:51	0	0	0	0	0
4:52	0	0	0	0	0
4:53	0	0	0	0	0
4:54	1	0	0	0	1
4:55	0	0	0	0	0
4:56	0	0	0	0	0
4:57	0	0	0	0	0
4:58	0	0	0	0	0
4:59	0	0	0	0	0
5:00	0	0	0	0	0
5:01	0	0	1	0	1
5:02	0	1	0	0	1
5:03	0	0	0	0	0
5:04	0	1	0	0	1
5:05	0	1	0	1	2
5:06	1	0	0	0	1
5:07	0	0	0	0	0
5:08	0	1	0	0	1
5:09	1	0	1	0	2
5:10	1	0	0	0	1
5:11	0	0	0	0	0
5:12	0	0	0	0	0
5:13	0	0	1	0	1
5:14	0	0	1	0	1
5:15	0	1	1	0	2
5:16	0	0	0	0	0
5:17	0	0	0	0	0
5:18	0	0	0	0	0
5:19	0	0	0	0	0
5:20	0	0	0	0	0
5:21	0	0	0	0	0
5:22	0	0	0	0	0
5:23	0	0	0	0	0
5:24	0	0	0	0	0
5:25	0	0	0	0	0
5:26	0	0	0	0	0
5:27	0	1	0	0	1
5:28	0	1	0	1	2
5:29	1	0	0	0	1
Total					30

Peak Hour Approach Volume	47	
Total Delay	450	Seconds
Average Delay per Stopped Vehicle	15	Seconds
Average Delay / Vehicle	9.6	Seconds / Vehicle
Percent of Vehicles Stopped	64%	

Delay Study Summary - AM Peak Hour

Location: 9th Street at Lewis Street, Laramie

Approach: Lewis Street

Movement: Eastbound

GPS Coordinates: N = 41.305313, W = -105.594612 Date: 2014-04-22

Day of week: Thursday

Weather: Cool & Clear

Analyst: JB

Peak Hour: 7:15-8:15

Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Number Stopped
	+0 sec.	+15 sec.	+30 sec.	+45 sec.	
7:15	0	0	0	0	0
7:16	1	0	0	0	1
7:17	1	1	0	0	2
7:18	0	0	1	0	1
7:19	2	2	0	0	4
7:20	0	0	0	0	0
7:21	0	0	0	0	0
7:22	0	0	0	0	0
7:23	0	0	0	0	0
7:24	1	0	1	0	2
7:25	0	1	0	0	1
7:26	0	0	0	0	0
7:27	0	0	0	0	0
7:28	1	1	0	0	2
7:29	0	0	0	0	0
7:30	0	0	0	0	0
7:31	1	0	0	1	2
7:32	1	0	0	1	2
7:33	0	1	1	0	2
7:34	0	1	0	0	1
7:35	1	0	1	1	3
7:36	0	0	0	0	0
7:37	2	2	0	1	5
7:38	1	0	0	0	1
7:39	0	0	1	0	1
7:40	0	0	0	0	0
7:41	0	0	0	1	1
7:42	0	2	3	0	5
7:43	0	2	0	0	2
7:44	0	0	0	0	0
7:45	0	0	0	0	0
7:46	0	0	0	0	0
7:47	1	0	1	0	2
7:48	0	0	0	0	0
7:49	1	1	0	0	2
7:50	1	0	0	1	2
7:51	0	1	1	0	2
7:52	1	0	1	1	3
7:53	1	0	0	2	3
7:54	0	0	1	0	1
7:55	0	0	0	0	0
7:56	1	0	0	1	2
7:57	0	0	0	0	0
7:58	3	3	0	0	6
7:59	0	0	0	0	0
8:00	0	0	0	0	0
8:01	1	1	0	0	2
8:02	1	0	0	1	2
8:03	0	1	1	0	2
8:04	0	0	0	0	0
8:05	0	0	0	1	1
8:06	0	0	0	0	0
8:07	1	1	0	0	2
8:08	0	0	0	0	0
8:09	0	0	0	0	0
8:10	0	0	0	0	0
8:11	0	0	0	0	0
8:12	0	0	0	0	0
8:13	1	0	0	0	1
8:14	0	0	1	1	2
Total					73

Peak Hour Approach Volume	114	
Total Delay	1095	Seconds
Average Delay per Stopped Vehicle	15	Seconds
Average Delay / Vehicle	9.6	Seconds / Vehicle
Percent of Vehicles Stopped	64%	

Delay Study Summary - PM Peak Hour

Location: 9th Street at Clark Street, Laramie

Approach: Lewis Street

Movement: Eastbound

GPS Coordinates: N = 41.305313, W = -105.594612 Date: 2014-04-22

Day of week: Thursday

Weather: Cool & Clear

Analyst: JB

Peak Hour: 4:30-5:30

Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Number Stopped
	+0 sec.	+15 sec.	+30 sec.	+45 sec.	
4:30	0	1	0	1	2
4:31	0	1	0	0	1
4:32	0	0	0	2	2
4:33	0	0	0	0	0
4:34	0	0	0	0	0
4:35	0	0	0	1	1
4:36	0	0	1	0	1
4:37	0	1	0	0	1
4:38	0	0	0	0	0
4:39	0	0	0	0	0
4:40	0	0	0	0	0
4:41	0	0	0	0	0
4:42	0	0	0	0	0
4:43	0	0	0	0	0
4:44	0	0	0	0	0
4:45	0	0	0	0	0
4:46	0	0	0	0	0
4:47	0	0	0	0	0
4:48	0	0	1	0	1
4:49	0	0	0	0	0
4:50	1	0	0	1	2
4:51	0	0	0	0	0
4:52	0	1	0	0	1
4:53	0	0	0	0	0
4:54	0	0	1	0	1
4:55	0	0	0	0	0
4:56	0	0	0	1	1
4:57	0	0	0	0	0
4:58	0	0	0	0	0
4:59	1	0	0	0	1
5:00	0	0	0	0	0
5:01	0	1	0	0	1
5:02	0	0	0	0	0
5:03	0	0	0	0	0
5:04	0	0	1	0	1
5:05	2	0	0	1	3
5:06	0	0	0	0	0
5:07	0	1	0	0	1
5:08	1	0	0	0	1
5:09	0	0	0	0	0
5:10	0	0	0	0	0
5:11	0	0	0	0	0
5:12	0	0	1	0	1
5:13	0	1	0	0	1
5:14	1	0	0	1	2
5:15	0	0	0	0	0
5:16	0	0	0	0	0
5:17	1	0	0	0	1
5:18	1	0	0	1	2
5:19	0	0	0	0	0
5:20	1	0	0	1	2
5:21	0	0	3	0	3
5:22	0	0	0	0	0
5:23	0	0	0	0	0
5:24	0	0	0	0	0
5:25	0	0	0	0	0
5:26	1	0	0	0	1
5:27	0	0	0	0	0
5:28	0	0	0	0	0
5:29	0	0	1	0	1
Total					36

Peak Hour Approach Volume	88	
Total Delay	540	Seconds
Average Delay per Stopped Vehicle	15	Seconds
Average Delay / Vehicle	6.1	Seconds / Vehicle
Percent of Vehicles Stopped	41%	

Delay Study Summary - AM Peak Hour

Location: 9th Street at Flint Street, Laramie

Approach: Flint Street

Movement: Eastbound

GPS Coordinates: N = 41.305313, W = -105.594612 Date: 2014-04-22

Day of week: Thursday

Weather: Cool & Clear

Analyst: MAL

Peak Hour: 7:15-8:15

Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Number Stopped
	+0 sec.	+15 sec.	+30 sec.	+45 sec.	
7:15	0	0	0	0	0
7:16	0	0	0	0	0
7:17	0	0	0	0	0
7:18	0	0	1	0	1
7:19	0	0	0	0	0
7:20	0	0	0	0	0
7:21	0	0	0	0	0
7:22	0	0	0	0	0
7:23	0	0	0	0	0
7:24	0	0	0	0	0
7:25	0	0	0	0	0
7:26	0	0	0	0	0
7:27	0	0	0	0	0
7:28	0	0	0	0	0
7:29	0	0	0	0	0
7:30	0	0	0	0	0
7:31	0	0	0	0	0
7:32	0	0	0	0	0
7:33	0	0	0	0	0
7:34	0	0	0	0	0
7:35	0	0	0	0	0
7:36	0	0	1	0	1
7:37	0	0	0	0	0
7:38	0	0	0	0	0
7:39	0	0	0	0	0
7:40	0	0	0	0	0
7:41	0	0	0	0	0
7:42	0	0	0	0	0
7:43	1	0	0	0	1
7:44	1	1	0	0	2
7:45	0	0	0	0	0
7:46	0	0	0	0	0
7:47	0	0	0	0	0
7:48	0	0	0	0	0
7:49	0	0	0	0	0
7:50	0	0	0	0	0
7:51	0	0	0	0	0
7:52	0	0	0	0	0
7:53	0	0	0	0	0
7:54	0	0	0	0	0
7:55	0	0	0	0	0
7:56	0	0	1	0	1
7:57	0	0	0	0	0
7:58	0	0	0	0	0
7:59	0	0	0	0	0
8:00	0	1	0	0	1
8:01	0	0	0	0	0
8:02	0	0	0	0	0
8:03	0	0	0	0	0
8:04	0	0	0	0	0
8:05	0	0	0	0	0
8:06	0	0	0	0	0
8:07	0	0	0	0	0
8:08	0	0	0	0	0
8:09	0	0	0	0	0
8:10	0	0	0	0	0
8:11	0	0	0	0	0
8:12	0	0	0	0	0
8:13	0	0	0	0	0
8:14	0	0	0	0	0
Total					7

Peak Hour Approach Volume	34	
Total Delay	105	Seconds
Average Delay per Stopped Vehicle	15	Seconds
Average Delay / Vehicle	3.1	Seconds / Vehicle
Percent of Vehicles Stopped	21%	

Delay Study Summary - PM Peak Hour

Location: 9th Street at Flint Street, Laramie

Approach: Flint Street

Movement: Westbound

GPS Coordinates: N = 41.305313, W= -105.594612 Date: 2014-04-22

Day of week: Thursday

Weather: Cool & Clear

Analyst: MAL

Peak Hour: 4:30-5:30

Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Number Stopped
	+0 sec.	+15 sec.	+30 sec.	+45 sec.	
4:30	0	0	0	0	0
4:31	0	0	0	0	0
4:32	1	0	0	0	1
4:33	0	0	0	0	0
4:34	0	0	0	0	0
4:35	0	1	0	0	1
4:36	0	0	0	0	0
4:37	0	0	0	0	0
4:38	0	0	0	0	0
4:39	0	0	0	0	0
4:40	0	0	0	0	0
4:41	0	0	0	0	0
4:42	1	0	0	0	1
4:43	0	0	0	0	0
4:44	0	0	0	0	0
4:45	0	0	0	0	0
4:46	0	0	0	0	0
4:47	0	0	0	0	0
4:48	0	0	0	0	0
4:49	1	0	0	0	1
4:50	0	0	0	0	0
4:51	0	0	0	0	0
4:52	0	0	0	0	0
4:53	0	0	0	0	0
4:54	0	0	1	0	1
4:55	0	0	0	0	0
4:56	0	0	0	0	0
4:57	0	0	0	0	0
4:58	1	0	0	0	1
4:59	0	0	0	0	0
5:00	0	0	0	0	0
5:01	0	0	0	0	0
5:02	0	2	1	0	3
5:03	0	0	0	0	0
5:04	0	0	0	0	0
5:05	0	0	0	0	0
5:06	0	0	0	0	0
5:07	0	0	0	0	0
5:08	0	1	0	0	1
5:09	0	2	2	2	6
5:10	1	1	0	0	2
5:11	0	0	0	0	0
5:12	0	0	0	0	0
5:13	0	0	0	0	0
5:14	0	0	0	0	0
5:15	2	1	1	0	4
5:16	0	0	0	0	0
5:17	0	0	0	0	0
5:18	0	0	0	1	1
5:19	0	0	0	0	0
5:20	0	0	0	0	0
5:21	0	0	0	0	0
5:22	0	0	0	0	0
5:23	0	0	1	1	2
5:24	1	0	0	0	1
5:25	0	0	0	0	0
5:26	0	0	0	0	0
5:27	0	0	0	0	0
5:28	0	0	0	0	0
5:29	0	0	0	0	0
Total					26

Peak Hour Approach Volume	47	
Total Delay	390	Seconds
Average Delay per Stopped Vehicle	15	Seconds
Average Delay / Vehicle	8.3	Seconds / Vehicle
Percent of Vehicles Stopped	55%	

Delay Study Summary - AM Peak Hour

Location: Flint Street at 12th Street, Laramie

Approach: Flint Street

Movement: Westbound

GPS Coordinates: N = 41.305313, W = -105.594612 Date: 2014-04-22

Day of week: Thursday

Weather: Cool & Clear

Analyst:

Peak Hour: 7:30-8:30

Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Number Stopped
	+0 sec.	+15 sec.	+30 sec.	+45 sec.	
7:30	0	0	0	0	0
7:31	0	0	0	0	0
7:32	0	1	0	0	1
7:33	0	1	0	0	1
7:34	0	0	0	0	0
7:35	0	0	0	0	0
7:36	0	0	0	0	0
7:37	0	0	0	0	0
7:38	1	0	0	0	1
7:39	0	0	0	0	0
7:40	0	0	0	0	0
7:41	0	0	0	0	0
7:42	0	1	0	0	1
7:43	0	0	0	0	0
7:44	0	0	0	0	0
7:45	0	0	0	0	0
7:46	0	0	0	0	0
7:47	0	0	0	0	0
7:48	0	0	0	0	0
7:49	0	0	0	0	0
7:50	0	0	0	0	0
7:51	0	0	0	0	0
7:52	0	0	0	0	0
7:53	0	0	0	0	0
7:54	0	0	0	0	0
7:55	0	0	0	0	0
7:56	0	0	0	0	0
7:57	0	0	1	0	1
7:58	0	0	1	1	2
7:59	0	0	0	0	0
8:00	0	0	0	0	0
8:01	0	0	0	0	0
8:02	0	0	0	0	0
8:03	0	0	0	0	0
8:04	0	0	0	0	0
8:05	0	0	0	0	0
8:06	0	0	0	0	0
8:07	0	0	0	0	0
8:08	0	0	0	0	0
8:09	0	0	0	0	0
8:10	0	0	0	0	0
8:11	0	0	0	0	0
8:12	0	0	0	0	0
8:13	0	0	0	0	0
8:14	0	0	0	0	0
8:15	0	0	0	0	0
8:16	0	0	0	0	0
8:17	0	0	0	0	0
8:18	0	0	0	0	0
8:19	0	0	0	1	1
8:20	0	0	0	0	0
8:21	0	0	0	0	0
8:22	0	0	0	0	0
8:23	0	0	0	0	0
8:24	0	0	0	0	0
8:25	0	0	0	0	0
8:26	0	0	0	0	0
8:27	0	0	0	0	0
8:28	0	0	0	0	0
8:29	0	0	0	0	0
Total					8

Peak Hour Approach Volume	19	
Total Delay	120	Seconds
Average Delay per Stopped Vehicle	15	Seconds
Average Delay / Vehicle	6.3	Seconds / Vehicle
Percent of Vehicles Stopped	42%	

Delay Study Summary - PM Peak Hour

Location: Flint Street at 12th Street, Laramie

Approach: Flint Street

Movement: Eastbound

GPS Coordinates: N = 41.305313, W= -105.594612 Date: 2014-04-22

Day of week: Thursday

Weather: Cool & Clear

Analyst: MAL

Peak Hour: 4:30-5:30

Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Number Stopped
	+0 sec.	+15 sec.	+30 sec.	+45 sec.	
7:30	0	0	0	0	0
7:31	0	0	0	0	0
7:32	0	0	0	0	0
7:33	0	0	0	0	0
7:34	0	0	0	0	0
7:35	0	0	0	0	0
7:36	0	0	0	0	0
7:37	0	0	0	0	0
7:38	0	0	0	0	0
7:39	0	0	0	0	0
7:40	0	0	0	0	0
7:41	0	0	0	0	0
7:42	0	0	0	0	0
7:43	0	0	0	0	0
7:44	0	0	0	0	0
7:45	0	0	0	0	0
7:46	0	0	0	1	1
7:47	0	0	0	0	0
7:48	0	0	0	0	0
7:49	0	0	1	0	1
7:50	0	0	0	0	0
7:51	0	0	0	0	0
7:52	0	0	0	0	0
7:53	0	0	0	0	0
7:54	0	0	0	0	0
7:55	0	0	0	0	0
7:56	0	0	0	0	0
7:57	0	0	0	0	0
7:58	0	0	0	0	0
7:59	0	0	0	0	0
8:00	0	0	0	0	0
8:01	0	0	0	0	0
8:02	0	0	0	0	0
8:03	0	0	0	0	0
8:04	0	0	0	0	0
8:05	1	0	0	0	1
8:06	0	0	0	0	0
8:07	0	0	0	0	0
8:08	0	0	0	0	0
8:09	0	0	0	0	0
8:10	0	0	0	0	0
8:11	0	0	0	0	0
8:12	0	0	0	0	0
8:13	0	0	0	0	0
8:14	0	0	0	0	0
8:15	0	0	0	1	1
8:16	0	0	0	0	0
8:17	0	0	0	0	0
8:18	0	0	0	0	0
8:19	0	0	0	0	0
8:20	0	0	0	0	0
8:21	0	0	0	0	0
8:22	0	0	0	0	0
8:23	0	0	0	0	0
8:24	0	0	0	0	0
8:25	0	0	0	0	0
8:26	0	0	0	0	0
8:27	0	0	0	0	0
8:28	0	0	0	0	0
8:29	0	0	0	0	0
Total					4

Peak Hour Approach Volume	29	
Total Delay	60	Seconds
Average Delay per Stopped Vehicle	15	Seconds
Average Delay / Vehicle	2.1	Seconds / Vehicle
Percent of Vehicles Stopped	14%	

Delay Study Summary - AM Peak Hour

Location: 15th Street at Flint Street, Laramie

Approach: Flint Street

Movement: Eastbound

GPS Coordinates: N = 41.305313, W= -105.594612 Date: 2014-04-22

Day of week: Thursday

Weather: Cold & Cloudy

Analyst: MAL

Peak Hour: 7:15-8:15

Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Number Stopped
	+0 sec.	+15 sec.	+30 sec.	+45 sec.	
7:15	0	0	0	0	0
7:16	0	0	0	0	0
7:17	0	0	0	0	0
7:18	0	0	0	0	0
7:19	0	0	0	0	0
7:20	0	0	0	0	0
7:21	0	0	0	0	0
7:22	0	0	0	0	0
7:23	0	0	0	0	0
7:24	0	0	0	0	0
7:25	0	0	0	0	0
7:26	0	0	0	0	0
7:27	0	0	0	0	0
7:28	0	0	0	0	0
7:29	0	0	0	0	0
7:30	0	0	0	0	0
7:31	0	0	0	0	0
7:32	0	0	0	0	0
7:33	1	0	0	0	1
7:34	0	1	0	0	1
7:35	0	0	0	0	0
7:36	0	0	0	0	0
7:37	0	0	0	0	0
7:38	0	0	0	0	0
7:39	1	0	0	0	1
7:40	0	0	0	0	0
7:41	0	0	0	0	0
7:42	0	0	0	0	0
7:43	0	0	0	0	0
7:44	0	0	0	0	0
7:45	0	0	1	0	1
7:46	0	0	0	0	0
7:47	0	0	0	0	0
7:48	0	0	0	0	0
7:49	0	0	0	0	0
7:50	1	0	0	0	1
7:51	0	0	0	0	0
7:52	0	0	0	0	0
7:53	0	0	0	0	0
7:54	0	0	0	0	0
7:55	0	0	0	0	0
7:56	0	0	1	0	1
7:57	0	0	0	0	0
7:58	0	0	0	0	0
7:59	1	1	0	1	3
8:00	0	0	0	0	0
8:01	0	0	0	0	0
8:02	0	0	0	0	0
8:03	0	0	0	0	0
8:04	0	0	0	0	0
8:05	0	0	0	0	0
8:06	0	0	0	0	0
8:07	0	0	0	1	1
8:08	0	0	0	1	1
8:09	0	0	0	0	0
8:10	0	0	0	0	0
8:11	0	0	0	0	0
8:12	0	0	0	0	0
8:13	0	1	0	0	1
8:14	0	0	0	0	0
Total					12

Peak Hour Approach Volume	14	
Total Delay	180	Seconds
Average Delay per Stopped Vehicle	15	Seconds
Average Delay / Vehicle	12.9	Seconds / Vehicle
Percent of Vehicles Stopped	86%	

Delay Study Summary - PM Peak Hour

Location: 15th Street at Flint Street, Laramie

Approach: Flint Street

Movement: Eastbound

GPS Coordinates: N = 41.305313, W= -105.594612 Date: 2014-04-22

Day of week: Thursday

Weather: Cool & Clear

Analyst: MAL

Peak Hour: 4:45-5:45

Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Number Stopped
	+0 sec.	+15 sec.	+30 sec.	+45 sec.	
4:45	0	0	0	0	0
4:46	0	0	0	0	0
4:47	0	0	1	0	1
4:48	0	0	0	0	0
4:49	0	0	0	0	0
4:50	0	0	0	0	0
4:51	0	0	0	0	0
4:52	0	0	0	0	0
4:53	0	0	0	0	0
4:54	0	0	0	0	0
4:55	0	0	0	0	0
4:56	0	0	0	0	0
4:57	0	0	0	0	0
4:58	0	0	0	0	0
4:59	0	0	0	0	0
5:00	0	0	0	0	0
5:01	1	1	0	0	2
5:02	0	0	0	0	0
5:03	0	0	0	0	0
5:04	0	0	0	0	0
5:05	1	0	0	0	1
5:06	0	0	0	0	0
5:07	0	0	0	0	0
5:08	0	0	0	0	0
5:09	0	0	0	0	0
5:10	0	0	0	0	0
5:11	0	1	0	0	1
5:12	0	0	0	1	1
5:13	3	1	0	0	4
5:14	0	1	0	0	1
5:15	0	0	0	0	0
5:16	0	0	0	0	0
5:17	0	0	0	0	0
5:18	0	0	0	1	1
5:19	1	0	0	0	1
5:20	0	0	0	1	1
5:21	0	0	0	0	0
5:22	0	0	0	0	0
5:23	0	0	1	0	1
5:24	0	0	0	0	0
5:25	0	0	0	0	0
5:26	0	0	0	0	0
5:27	0	1	0	0	1
5:28	0	0	0	0	0
5:29	0	0	0	0	0
5:30	0	0	0	0	0
5:31	0	0	0	0	0
5:32	0	0	1	1	2
5:33	0	0	0	0	0
5:34	0	0	1	0	1
5:35	0	0	0	0	0
5:36	0	0	0	0	0
5:37	0	0	0	0	0
5:38	1	0	0	0	1
5:39	0	0	0	0	0
5:40	0	1	0	0	1
5:41	0	1	0	0	1
5:42	0	0	0	0	0
5:43	0	0	0	0	0
5:44	0	1	1	0	2
Total					24

Peak Hour Approach Volume

29

Total Delay

360 Seconds

Average Delay per Stopped Vehicle

15 Seconds

Average Delay / Vehicle

12.4 Seconds / Vehicle

Percent of Vehicles Stopped

83%

Delay Study Summary - AM Peak Hour

Location: 15 Street at Lewis Street, Laramie

Approach: Lewis Street

Movement: Eastbound

GPS Coordinates: N = 41.305313, W = -105.594612 Date: 2014-04-22

Day of week: Thursday

Weather: Cold & Cloudy

Analyst: SJT

Peak Hour: 7:15-8:15

Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Number Stopped
	+0 sec.	+15 sec.	+30 sec.	+45 sec.	
7:15	0	0	0	0	0
7:16	0	0	0	0	0
7:17	0	0	0	0	0
7:18	0	0	0	0	0
7:19	1	0	0	0	1
7:20	0	0	0	0	0
7:21	0	0	0	0	0
7:22	0	1	0	0	1
7:23	0	0	0	0	0
7:24	0	0	0	0	0
7:25	0	0	0	0	0
7:26	0	0	0	1	1
7:27	0	0	0	0	0
7:28	0	0	1	0	1
7:29	0	0	0	0	0
7:30	0	0	0	0	0
7:31	0	0	0	0	0
7:32	0	0	0	1	1
7:33	0	0	0	0	0
7:34	1	0	0	0	1
7:35	0	0	0	0	0
7:36	1	0	0	0	1
7:37	0	0	0	0	0
7:38	0	0	0	0	0
7:39	0	0	0	0	0
7:40	0	0	0	0	0
7:41	0	0	0	0	0
7:42	0	0	0	0	0
7:43	0	0	0	0	0
7:44	0	0	0	0	0
7:45	0	0	0	0	0
7:46	0	1	0	0	1
7:47	0	1	2	1	4
7:48	0	0	0	0	0
7:49	0	0	0	0	0
7:50	0	1	1	2	4
7:51	1	1	0	0	2
7:52	0	0	0	0	0
7:53	0	0	0	0	0
7:54	0	0	0	1	1
7:55	2	2	1	2	7
7:56	0	0	0	1	1
7:57	1	2	3	6	12
7:58	6	6	1	0	13
7:59	0	1	0	1	2
8:00	1	1	0	2	4
8:01	0	0	0	0	0
8:02	0	0	0	0	0
8:03	0	0	0	0	0
8:04	0	0	0	0	0
8:05	0	0	0	0	0
8:06	0	0	0	0	0
8:07	0	0	0	0	0
8:08	0	1	0	0	1
8:09	0	0	0	1	1
8:10	1	0	0	0	1
8:11	0	0	0	0	0
8:12	0	0	0	0	0
8:13	0	0	0	0	0
8:14	0	0	0	0	0
Total					61

Peak Hour Approach Volume	72	
Total Delay	915	Seconds
Average Delay per Stopped Vehicle	15	Seconds
Average Delay / Vehicle	12.7	Seconds / Vehicle
Percent of Vehicles Stopped	85%	

Delay Study Summary - PM Peak Hour

Location: 15 Street at Lewis Street, Laramie

Approach: Lewis Street

Movement: Eastbound

GPS Coordinates: N = 41.305313, W = -105.594612 Date: 2014-04-22

Day of week: Thursday

Weather: Cool & Clear

Analyst: SJT

Peak Hour: 4:30-5:30

Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Number Stopped
	+0 sec.	+15 sec.	+30 sec.	+45 sec.	
4:30	0	0	0	0	0
4:31	1	1	0	0	2
4:32	0	0	0	0	0
4:33	0	0	0	0	0
4:34	0	0	0	0	0
4:35	0	0	0	0	0
4:36	0	0	0	0	0
4:37	0	0	0	0	0
4:38	0	0	0	0	0
4:39	0	0	0	0	0
4:40	0	0	0	0	0
4:41	0	0	0	0	0
4:42	0	0	3	1	4
4:43	0	0	0	0	0
4:44	0	0	0	0	0
4:45	0	0	0	0	0
4:46	0	0	0	0	0
4:47	0	0	0	0	0
4:48	0	1	0	0	1
4:49	0	0	0	0	0
4:50	0	1	0	0	1
4:51	0	0	0	0	0
4:52	0	1	0	0	1
4:53	0	0	0	0	0
4:54	0	0	0	0	0
4:55	0	0	0	0	0
4:56	0	0	0	0	0
4:57	0	0	0	0	0
4:58	0	0	0	0	0
4:59	2	3	0	0	5
5:00	0	0	0	0	0
5:01	0	1	2	1	4
5:02	0	1	0	0	1
5:03	3	0	0	1	4
5:04	1	0	1	2	4
5:05	0	0	0	0	0
5:06	0	0	0	0	0
5:07	0	0	0	1	1
5:08	3	2	1	0	6
5:09	0	1	0	1	2
5:10	0	0	0	0	0
5:11	0	1	0	2	3
5:12	1	1	0	0	2
5:13	0	0	0	0	0
5:14	0	0	0	0	0
5:15	2	1	0	1	4
5:16	1	1	1	0	3
5:17	0	0	1	0	1
5:18	1	0	0	0	1
5:19	0	0	0	1	1
5:20	3	2	0	0	5
5:21	0	0	1	1	2
5:22	0	0	0	0	0
5:23	0	0	0	0	0
5:24	1	1	0	0	2
5:25	0	0	0	0	0
5:26	0	0	0	0	0
5:27	0	0	1	2	3
5:28	0	0	0	0	0
5:29	0	0	0	0	0
Total					63

Peak Hour Approach Volume	130	
Total Delay	945	Seconds
Average Delay per Stopped Vehicle	15	Seconds
Average Delay / Vehicle	7.3	Seconds / Vehicle
Percent of Vehicles Stopped	48%	

Travel-Time Study - Average Vehicle Method

Date 4/30/2014	Weather Cold/Windy	Trip No. AM
Route 9th Street	Direction Clark to Gibbon (N/S) and Gibbon to Clark (S/N)	
Start Time 7:15		
End Time 7:45		

Control Points			Stops or Slows		
Location	Time	Time (sec)	Location	Delay (sec)	Cause
Clark St	0' 00"	67	Lewis St	23	Signal
Gibbon St	1' 07"				
Gibbon St	0' 00"	65	Bradley St	2	Ped
Clark St	1' 05"				
Clark St	0' 00"	65	Lewis St	18	Signal
Gibbon St	1' 05"				
Gibbon St	0' 00"	45			
Clark St	0' 45"				
Clark St	0' 00"	41			
Gibbon St	0' 41"				
Gibbon St	0' 00"	43			
Clark St	0' 43"				
Clark St	0' 00"	67	Lewis St	10	Signal
Gibbon St	1' 07"				
Gibbon St	0' 00"	43			
Clark St	0' 43"				
Clark St	0' 00"	43	Lewis St	2	Signal
Gibbon St	0' 43"				
Gibbon St	0' 00"	44			
Clark St	0' 44"				
Clark St	0' 00"	50			
Gibbon St	0' 50"				
Gibbon St	0' 00"	66	Lewis St	23	Signal
Clark St	1' 06"				
Clark St	0' 00"	45			
Gibbon St	0' 45"				
Gibbon St	0' 00"	58	Lewis St	13	Signal
Clark St	0' 58"				
Clark St	0' 00"	63	Lewis St	19	Signal
Gibbon St	1' 03"				
Gibbon St	0' 00"	61	Lewis St	20	Signal
Clark St	1' 01"				
Clark St	0' 00"	61	Lewis St	5	Signal
Gibbon St	1' 01"				
Average		55		8	

Travel-Time Study - Average Vehicle Method

Date 4/30/2014	Weather Cold/Windy	Trip No. PM
Route 9th Street	Direction Clark to Gibbon (N/S) and Gibbon to Clark (S/N)	
Start Time 4:30		
End Time 5:00		

Control Points			Stops or Slows		
Location	Time	Time (sec)	Location	Delay (sec)	Cause
Clark St	0' 00"	65	Lewis St	24	Signal
Gibbon St	1' 05"				
Gibbon St	0' 00"	52	Lewis St	4	Signal
Clark St	0' 52"				
Clark St	0' 00"	42			
Gibbon St	0' 42"				
Gibbon St	0' 00"	45			
Clark St	0' 45"				
Clark St	0' 00"	44	Bradley St	6	Ped
Gibbon St	0' 44"				
Gibbon St	0' 00"	64	Lewis St	19	Signal
Clark St	1' 04"				
Clark St	0' 00"	44	Lewis St	1	Signal
Gibbon St	0' 44"				
Gibbon St	0' 00"	52	Lewis St	2	Signal
Clark St	0' 52"				
Clark St	0' 00"	51	Lewis St	2	Signal
Gibbon St	0' 51"				
Gibbon St	0' 00"	72	Lewis St	25	Signal
Clark St	1' 12"				
Clark St	0' 00"	71	Lewis St	27	Signal
Gibbon St	1' 11"				
Gibbon St	0' 00"	72	Lewis St	26	Signal
Clark St	1' 12"				
Clark St	0' 00"	43			
Gibbon St	0' 43"				
Gibbon St	0' 00"	45			
Clark St	0' 45"				
Clark St	0' 00"	52	Lewis St	5	Signal
Gibbon St	0' 52"				
Gibbon St	0' 00"	64	Lewis St	18	Signal
Clark St	1' 04"				
Clark St	0' 00"	56	Lewis St	10	Signal
Gibbon St	0' 56"				
Average		55		10	

Travel-Time Study - Average Vehicle Method

Date	4/30/2014	Weather	Cold/Windy	Trip No.	AM
Route	Flint Street	Direction	Clark to Gibbon (N/S) and Gibbon to Clark (S/N)		

Start Time 7:45

End Time 8:15

Control Points			Stops or Slows			
Location	Time	Time (sec)	Location	Delay (sec)	Cause	
9th	0' 0"	93	12th	12	Stop Sign/Ped	
15th	1' 33"		14th	3	Stop Sign	
15th	0' 0"	88	14th	3	Stop Sign	
9th	1' 28"		12th	5	Stop Sign	
9th	0' 0"	92	12th	12	Stop Sign/Ped	
15th	1' 32"		14th	3	Stop Sign	
15th	0' 0"	84	14th	3	Stop Sign	
9th	1' 24"		12th	6	Stop Sign/Car	
9th	0' 0"	95	12th	3	Stop Sign	
15th	1' 35"		14th	3	Stop Sign	
15th	0' 0"	80	14th	3	Stop Sign	
9th	1' 20"		12th	3	Stop Sign	
9th	0' 0"	83	12th	3	Stop Sign	
15th	1' 23"		14th	3	Stop Sign	
15th	0' 0"	77	14th	3	Stop Sign	
9th	1' 17"		12th	3	Stop Sign	
9th	0' 0"	85	12th	6	Stop Sign/Car	
15th	1' 25"		14th	2	Stop Sign	
15th	0' 0"	81	14th	2	Stop Sign	
9th	1' 21"		12th	3	Stop Sign	
9th	0' 0"	84	12th	2	Stop Sign	
15th	1' 24"		14th	3	Stop Sign	
15th	0' 0"	87	14th	2	Stop Sign	
9th	1' 27"		12th	2	Stop Sign	
Average		86		8		

Travel-Time Study - Average Vehicle Method

Date	4/30/2014	Weather	Cold/Windy	Trip No.	PM
Route	Flint Street	Direction	Clark to Gibbon (N/S) and Gibbon to Clark (S/N)		
Start Time	5:00				
End Time	5:30				

Control Points			Stops or Slows			
Location	Time	Time (sec)	Location	Delay (sec)	Cause	
9th	0' 0"	90	12th	3	Stop Sign	
15th	1' 30"		14th	3	Stop Sign	
15th	0' 0"	90	14th	3	Stop Sign	
9th	1' 30"		12th	3	Stop Sign	
9th	0' 0"	86	12th	3	Stop Sign	
15th	1' 26"		14th	3	Stop Sign	
15th	0' 0"	81	14th	3	Stop Sign	
9th	1' 21"		12th	3	Stop Sign	
9th	0' 0"	85	12th	3	Stop Sign	
15th	1' 25"		14th	3	Stop Sign	
15th	0' 0"	82	14th	3	Stop Sign	
9th	1' 22"		12th	3	Stop Sign	
9th	0' 0"	86	12th	3	Stop Sign	
15th	1' 26"		14th	3	Stop Sign	
15th	0' 0"	82	14th	3	Stop Sign	
9th	1' 22"		12th	3	Stop Sign	
9th	0' 0"	83	12th	3	Stop Sign/Car	
15th	1' 23"		14th	3	Stop Sign	
15th	0' 0"	84	14th	3	Stop Sign	
9th	1' 24"		12th	3	Stop Sign	
9th	0' 0"	87	12th	3	Stop Sign	
15th	1' 27"		14th	3	Stop Sign	
15th	0' 0"	85	14th	3	Stop Sign	
9th	1' 25"		12th	3	Stop Sign	
9th	0' 0"	86	14th	3	Stop Sign	
15th	1' 26"		12th	3	Stop Sign	
Average		85		6		



Site Code: 4
 Station ID: 4
 N 9TH ST N/O E LEWIS ST

Start Time	16-Apr-14 Wed	NB	SB							Total
12:00 AM		14	19							33
01:00		4	3							7
02:00		8	4							12
03:00		3	4							7
04:00		13	12							25
05:00		35	28							63
06:00		79	70							149
07:00		208	264							472
08:00		175	204							379
09:00		135	173							308
10:00		152	175							327
11:00		201	179							380
12:00 PM		241	242							483
01:00		193	202							395
02:00		234	214							448
03:00		216	236							452
04:00		282	236							518
05:00		282	234							516
06:00		179	216							395
07:00		136	136							272
08:00		137	97							234
09:00		86	67							153
10:00		66	55							121
11:00		25	19							44
Total		3104	3089							6193
Percent		50.1%	49.9%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	208	264	-	-	-	-	-	-	472
PM Peak	-	16:00	12:00	-	-	-	-	-	-	16:00
Vol.	-	282	242	-	-	-	-	-	-	518
Total		3104	3089							6193
Percent		50.1%	49.9%							
ADT		ADT 5,952	AADT 5,952							



Site Code: 6
 Station ID: 6
 N 12TH ST N/O E FLINT ST

Start Time	16-Apr-14 Wed	NB	SB							Total
12:00 AM		1	1							2
01:00		1	0							1
02:00		0	0							0
03:00		1	1							2
04:00		1	0							1
05:00		1	0							1
06:00		0	0							0
07:00		5	5							10
08:00		19	16							35
09:00		24	16							40
10:00		14	14							28
11:00		22	12							34
12:00 PM		17	14							31
01:00		31	15							46
02:00		15	9							24
03:00		22	12							34
04:00		19	17							36
05:00		23	16							39
06:00		18	13							31
07:00		7	16							23
08:00		10	9							19
09:00		7	6							13
10:00		7	4							11
11:00		3	3							6
Total		268	199							467
Percent		57.4%	42.6%							
AM Peak	-	09:00	08:00	-	-	-	-	-	-	09:00
Vol.	-	24	16	-	-	-	-	-	-	40
PM Peak	-	13:00	16:00	-	-	-	-	-	-	13:00
Vol.	-	31	17	-	-	-	-	-	-	46
Total		268	199							467
Percent		57.4%	42.6%							
ADT		ADT 448	AADT 448							



Site Code: 7
 Station ID: 7
 N 15TH ST N/O E FLINT ST

Start Time	16-Apr-14 Wed	NB	SB							Total
12:00 AM		27	15							42
01:00		10	5							15
02:00		5	4							9
03:00		8	3							11
04:00		8	14							22
05:00		15	32							47
06:00		67	114							181
07:00		212	356							568
08:00		138	269							407
09:00		140	193							333
10:00		126	163							289
11:00		245	184							429
12:00 PM		217	259							476
01:00		152	211							363
02:00		232	209							441
03:00		247	269							516
04:00		299	253							552
05:00		365	295							660
06:00		218	225							443
07:00		169	159							328
08:00		161	114							275
09:00		137	78							215
10:00		96	47							143
11:00		52	31							83
Total		3346	3502							6848
Percent		48.9%	51.1%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	245	356	-	-	-	-	-	-	568
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	365	295	-	-	-	-	-	-	660
Total		3346	3502							6848
Percent		48.9%	51.1%							
ADT		ADT 6,597	AADT 6,597							



Site Code: 8
 Station ID: 8
 N 15TH ST S/O E BRADLEY ST

Start Time	16-Apr-14 Wed	NB	SB							Total
12:00 AM		35	26							61
01:00		12	9							21
02:00		6	10							16
03:00		10	10							20
04:00		17	16							33
05:00		43	30							73
06:00		110	136							246
07:00		292	288							580
08:00		242	277							519
09:00		210	242							452
10:00		172	206							378
11:00		247	247							494
12:00 PM		242	323							565
01:00		194	247							441
02:00		255	301							556
03:00		268	338							606
04:00		306	341							647
05:00		359	356							715
06:00		245	293							538
07:00		201	196							397
08:00		183	132							315
09:00		169	109							278
10:00		94	68							162
11:00		65	33							98
Total		3977	4234							8211
Percent		48.4%	51.6%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	292	288	-	-	-	-	-	-	580
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	359	356	-	-	-	-	-	-	715
Total		3977	4234							8211
Percent		48.4%	51.6%							
ADT		ADT 8,211	AADT 8,211							



Site Code: 1
 Station ID: 1
 E CLARK ST W/O N 9TH ST

Start Time	16-Apr-14 Wed	EB	WB							Total
12:00 AM		7	0							7
01:00		1	3							4
02:00		0	0							0
03:00		0	1							1
04:00		1	2							3
05:00		4	1							5
06:00		7	3							10
07:00		15	29							44
08:00		31	32							63
09:00		31	26							57
10:00		22	40							62
11:00		32	19							51
12:00 PM		34	44							78
01:00		33	33							66
02:00		36	39							75
03:00		33	42							75
04:00		44	37							81
05:00		41	39							80
06:00		33	33							66
07:00		23	25							48
08:00		15	24							39
09:00		14	16							30
10:00		5	9							14
11:00		3	6							9
Total		465	503							968
Percent		48.0%	52.0%							
AM Peak	-	11:00	10:00	-	-	-	-	-	-	08:00
Vol.	-	32	40	-	-	-	-	-	-	63
PM Peak	-	16:00	12:00	-	-	-	-	-	-	16:00
Vol.	-	44	44	-	-	-	-	-	-	81
Total		465	503							968
Percent		48.0%	52.0%							
ADT		ADT 923	AADT 923							



Site Code: 5
 Station ID: 5
 E FLINT ST W/O N 9TH ST

Start Time	16-Apr-14 Wed	EB	WB							Total
12:00 AM		0	2							2
01:00		1	1							2
02:00		0	0							0
03:00		0	0							0
04:00		2	1							3
05:00		3	1							4
06:00		11	2							13
07:00		12	6							18
08:00		8	11							19
09:00		11	10							21
10:00		15	16							31
11:00		17	13							30
12:00 PM		21	18							39
01:00		13	16							29
02:00		17	10							27
03:00		26	19							45
04:00		25	27							52
05:00		16	18							34
06:00		22	19							41
07:00		18	5							23
08:00		15	16							31
09:00		9	8							17
10:00		10	7							17
11:00		3	1							4
Total		275	227							502
Percent		54.8%	45.2%							
AM Peak	-	11:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	17	16	-	-	-	-	-	-	31
PM Peak	-	15:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	26	27	-	-	-	-	-	-	52
Total		275	227							502
Percent		54.8%	45.2%							
ADT		ADT 477	AADT 477							



Site Code: 3
 Station ID: 3
 E LEWIS ST E/O N 9TH ST

Start Time	16-Apr-14 Wed	EB	WB							Total
12:00 AM		1	1							2
01:00		0	1							1
02:00		0	0							0
03:00		3	1							4
04:00		4	2							6
05:00		4	1							5
06:00		21	6							27
07:00		34	13							47
08:00		39	27							66
09:00		26	23							49
10:00		32	29							61
11:00		31	27							58
12:00 PM		51	32							83
01:00		40	31							71
02:00		52	34							86
03:00		29	19							48
04:00		28	41							69
05:00		28	23							51
06:00		35	15							50
07:00		18	10							28
08:00		16	16							32
09:00		6	9							15
10:00		2	0							2
11:00		2	1							3
Total		502	362							864
Percent		58.1%	41.9%							
AM Peak	-	08:00	10:00	-	-	-	-	-	-	08:00
Vol.	-	39	29	-	-	-	-	-	-	66
PM Peak	-	14:00	16:00	-	-	-	-	-	-	14:00
Vol.	-	52	41	-	-	-	-	-	-	86
Total		502	362							864
Percent		58.1%	41.9%							
ADT		ADT 834	AADT 834							



Site Code: 2
 Station ID: 2
 E LEWIS ST W/O N 9TH ST

Start Time	16-Apr-14 Wed	EB	WB							Total
12:00 AM		1	5							6
01:00		0	1							1
02:00		4	1							5
03:00		2	0							2
04:00		10	5							15
05:00		23	6							29
06:00		35	13							48
07:00		97	60							157
08:00		72	65							137
09:00		56	56							112
10:00		54	61							115
11:00		57	80							137
12:00 PM		101	77							178
01:00		77	75							152
02:00		76	85							161
03:00		67	71							138
04:00		96	109							205
05:00		74	58							132
06:00		48	53							101
07:00		29	40							69
08:00		24	36							60
09:00		11	21							32
10:00		13	14							27
11:00		4	10							14
Total		1031	1002							2033
Percent		50.7%	49.3%							
AM Peak	-	07:00	11:00	-	-	-	-	-	-	07:00
Vol.	-	97	80	-	-	-	-	-	-	157
PM Peak	-	12:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	101	109	-	-	-	-	-	-	205
Total		1031	1002							2033
Percent		50.7%	49.3%							
ADT		ADT 1,925	AADT 1,925							



Site Code: 9
 Station ID: 9
 E LEWIS ST W/O N 15TH ST

Start Time	16-Apr-14 Wed	EB	WB							Total
12:00 AM		13	4							17
01:00		4	2							6
02:00		4	2							6
03:00		3	1							4
04:00		4	9							13
05:00		3	26							29
06:00		22	73							95
07:00		52	209							261
08:00		51	158							209
09:00		51	107							158
10:00		58	88							146
11:00		56	86							142
12:00 PM		92	130							222
01:00		77	144							221
02:00		79	147							226
03:00		93	124							217
04:00		105	90							195
05:00		110	82							192
06:00		67	77							144
07:00		58	55							113
08:00		49	34							83
09:00		34	28							62
10:00		22	18							40
11:00		13	9							22
Total		1120	1703							2823
Percent		39.7%	60.3%							
AM Peak	-	10:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	58	209	-	-	-	-	-	-	261
PM Peak	-	17:00	14:00	-	-	-	-	-	-	14:00
Vol.	-	110	147	-	-	-	-	-	-	226
Total		1120	1703							2823
Percent		39.7%	60.3%							
ADT		ADT 2,780	AADT 2,780							



Site Code: 11
 Station ID: 11
 E 9TH ST S/O E FLINT ST

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
04/16/14	0	7	6	1	0	0	0	0	0	0	0	0	0	0	14
01:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6
05:00	0	5	7	6	0	0	0	0	0	0	0	0	0	0	18
06:00	2	0	26	17	0	0	0	0	0	0	0	0	0	0	45
07:00	21	7	97	33	1	0	0	0	0	0	0	0	0	0	159
08:00	14	13	73	31	1	0	0	0	0	0	0	0	0	0	132
09:00	12	14	45	30	2	0	0	0	0	0	0	0	0	0	103
10:00	12	26	51	34	1	0	0	0	0	0	0	0	0	0	124
11:00	8	34	93	38	3	0	0	0	0	0	0	0	0	0	176
12 PM	11	22	108	50	2	0	0	0	0	0	0	0	0	0	193
13:00	7	19	72	54	2	0	1	0	0	0	0	0	0	0	155
14:00	8	17	116	49	1	0	0	0	0	0	0	0	0	0	191
15:00	8	32	115	46	2	0	0	0	0	0	0	0	0	0	203
16:00	15	54	160	60	0	0	0	0	0	0	0	0	0	0	289
17:00	9	18	130	85	3	0	0	0	0	0	0	0	0	0	245
18:00	5	22	77	36	1	1	0	0	0	0	0	0	0	0	142
19:00	2	12	76	20	2	0	0	0	0	0	0	0	0	0	112
20:00	5	21	77	23	3	0	0	0	0	0	0	0	0	0	129
21:00	2	18	41	20	1	0	0	0	0	0	0	0	0	0	82
22:00	2	8	31	13	1	0	0	0	0	0	0	0	0	0	55
23:00	4	7	9	4	0	0	0	0	0	0	0	0	0	0	24
Total	147	360	1416	655	26	1	1	0	0	0	0	0	0	0	2606

Daily
 15th Percentile : 14 MPH
 50th Percentile : 22 MPH
 85th Percentile : 26 MPH
 95th Percentile : 29 MPH
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 19-28 MPH
 Number in Pace : 1753
 Percent in Pace : 67.3%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Grand Total	147	360	1416	655	26	1	1	0	0	0	0	0	0	0	2606
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Overall
 15th Percentile : 14 MPH
 50th Percentile : 22 MPH
 85th Percentile : 26 MPH
 95th Percentile : 29 MPH
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 19-28 MPH
 Number in Pace : 1753
 Percent in Pace : 67.3%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 11
 Station ID: 11
 E 9TH ST S/O E FLINT ST

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
04/16/14	0	1	4	6	0	0	0	0	0	0	0	0	0	0	11
01:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	1	3	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	2	8	3	2	0	0	0	0	0	0	0	0	0	15
05:00	0	0	8	16	5	1	0	0	0	0	0	0	0	0	30
06:00	3	0	31	32	2	0	0	0	0	0	0	0	0	0	68
07:00	11	39	125	121	7	0	0	0	0	0	0	0	0	0	303
08:00	12	14	66	88	15	1	0	0	0	0	0	0	0	0	196
09:00	8	9	52	88	15	0	0	0	0	0	0	0	0	0	172
10:00	9	9	69	63	11	0	0	0	0	0	0	0	0	0	161
11:00	11	20	73	51	1	1	0	0	0	0	0	0	0	0	157
12 PM	16	28	117	61	4	0	0	0	0	0	0	0	0	0	226
13:00	10	8	88	64	2	1	0	0	0	0	0	0	0	0	173
14:00	10	16	89	59	4	0	0	0	0	0	0	0	0	0	178
15:00	16	25	109	62	4	0	0	0	0	0	0	0	0	0	216
16:00	14	25	116	49	3	0	0	0	0	0	0	0	0	0	207
17:00	8	10	84	87	3	0	0	0	0	0	0	0	0	0	192
18:00	12	15	91	58	4	0	0	0	0	0	0	0	0	0	180
19:00	10	9	58	30	4	1	0	0	0	0	0	0	0	0	112
20:00	6	13	34	27	2	0	1	0	0	0	0	0	0	0	83
21:00	1	4	28	24	0	0	0	0	0	0	0	0	0	0	57
22:00	3	4	19	14	1	0	0	0	0	0	0	0	0	0	41
23:00	1	1	9	5	0	0	0	0	0	0	0	0	0	0	16
Total	161	256	1283	1013	89	5	1	0	0	0	0	0	0	0	2808

Daily
 15th Percentile : 15 MPH
 50th Percentile : 23 MPH
 85th Percentile : 28 MPH
 95th Percentile : 30 MPH
 Mean Speed(Average) : 23 MPH
 10 MPH Pace Speed : 20-29 MPH
 Number in Pace : 1893
 Percent in Pace : 67.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Grand Total	161	256	1283	1013	89	5	1	0	0	0	0	0	0	0	2808
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Overall
 15th Percentile : 15 MPH
 50th Percentile : 23 MPH
 85th Percentile : 28 MPH
 95th Percentile : 30 MPH
 Mean Speed(Average) : 23 MPH
 10 MPH Pace Speed : 20-29 MPH
 Number in Pace : 1893
 Percent in Pace : 67.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 10
 Station ID: 10
 E 9TH ST S/O E LEWIS ST

NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
04/16/14	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	18
01:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00	3	13	3	0	0	0	0	0	0	0	0	0	0	0	0	19
06:00	16	39	11	0	0	0	0	0	0	0	0	0	0	0	0	66
07:00	77	89	9	1	1	0	0	0	0	0	0	0	0	0	0	177
08:00	71	59	15	0	0	0	0	0	0	0	0	0	0	0	0	145
09:00	56	60	9	1	0	0	0	0	0	0	0	0	0	0	0	126
10:00	51	87	12	0	0	0	0	0	0	0	0	0	0	0	0	150
11:00	80	105	11	0	0	0	0	0	0	0	0	0	0	0	0	196
12 PM	93	111	11	0	0	0	0	0	0	0	0	0	0	0	0	215
13:00	60	103	14	0	0	0	0	0	0	0	0	0	0	0	0	177
14:00	68	121	12	1	0	0	0	0	0	0	0	0	0	0	0	202
15:00	73	119	5	2	0	0	0	0	0	0	0	0	0	0	0	199
16:00	90	132	17	0	0	0	0	0	0	0	0	0	0	0	0	239
17:00	92	130	20	0	0	0	0	0	0	0	0	0	0	0	0	242
18:00	63	97	15	1	0	0	0	0	0	0	0	0	0	0	0	176
19:00	35	79	20	1	0	0	0	0	0	0	0	0	0	0	0	135
20:00	28	95	17	2	0	0	0	0	0	0	0	0	0	0	0	142
21:00	21	54	17	0	0	0	0	0	0	0	0	0	0	0	0	92
22:00	13	34	15	0	0	0	0	0	0	0	0	0	0	0	0	62
23:00	11	14	1	0	0	0	0	0	0	0	0	0	0	0	0	26
Total	1015	1564	237	9	1	0	0	0	0	0	0	0	0	0	0	2826

Daily
 15th Percentile : 6 MPH
 50th Percentile : 13 MPH
 85th Percentile : 18 MPH
 95th Percentile : 21 MPH
 Mean Speed(Average) : 14 MPH
 10 MPH Pace Speed : 10-19 MPH
 Number in Pace : 1713
 Percent in Pace : 60.6%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Grand Total	1015	1564	237	9	1	0	0	0	0	0	0	0	0	0	0	2826
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Overall
 15th Percentile : 6 MPH
 50th Percentile : 13 MPH
 85th Percentile : 18 MPH
 95th Percentile : 21 MPH
 Mean Speed(Average) : 14 MPH
 10 MPH Pace Speed : 10-19 MPH
 Number in Pace : 1713
 Percent in Pace : 60.6%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 10
 Station ID: 10
 E 9TH ST S/O E LEWIS ST

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
04/16/14	3	9	3	0	0	0	0	0	0	0	0	0	0	0	15
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00	3	12	6	3	0	0	0	0	0	0	0	0	0	0	24
06:00	24	24	9	0	0	0	0	0	0	0	0	0	0	0	57
07:00	102	115	9	1	0	0	0	0	0	0	0	0	0	0	227
08:00	83	77	12	1	0	0	0	0	0	0	0	0	0	0	173
09:00	60	72	16	1	0	0	0	0	0	0	0	0	0	0	149
10:00	65	70	11	0	0	0	0	0	0	0	0	0	0	0	146
11:00	70	65	5	0	0	0	0	0	0	0	0	0	0	0	140
12 PM	114	74	12	0	0	0	0	0	0	0	0	0	0	0	200
13:00	72	81	12	0	0	0	0	0	0	0	0	0	0	0	165
14:00	72	87	11	0	0	0	0	0	0	0	0	0	0	0	170
15:00	105	89	5	2	0	0	0	0	0	0	0	0	0	0	201
16:00	95	81	14	0	0	0	0	0	0	0	0	0	0	0	190
17:00	62	120	17	2	0	0	0	0	0	0	0	0	0	0	201
18:00	43	108	26	0	0	0	0	0	0	0	0	0	0	0	177
19:00	27	77	8	1	0	0	0	0	0	0	0	0	0	0	113
20:00	28	59	10	0	0	0	0	0	0	0	0	0	0	0	97
21:00	14	32	14	0	0	0	0	0	0	0	0	0	0	0	60
22:00	12	27	6	0	0	0	0	0	0	0	0	0	0	0	45
23:00	2	10	4	0	0	0	0	0	0	0	0	0	0	0	16
Total	1063	1297	213	11	0	0	0	0	0	0	0	0	0	0	2584

Daily
 15th Percentile : 6 MPH
 50th Percentile : 12 MPH
 85th Percentile : 18 MPH
 95th Percentile : 21 MPH
 Mean Speed(Average) : 13 MPH
 10 MPH Pace Speed : 9-18 MPH
 Number in Pace : 1508
 Percent in Pace : 58.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Grand Total	1063	1297	213	11	0	0	0	0	0	0	0	0	0	0	2584
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Overall
 15th Percentile : 6 MPH
 50th Percentile : 12 MPH
 85th Percentile : 18 MPH
 95th Percentile : 21 MPH
 Mean Speed(Average) : 13 MPH
 10 MPH Pace Speed : 9-18 MPH
 Number in Pace : 1508
 Percent in Pace : 58.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 14
 Station ID: 14
 N 15TH ST S/O E FLINT ST

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
04/16/14	3	15	14	0	0	0	0	0	0	0	0	0	0	0	32
01:00	0	2	5	3	0	0	0	0	0	0	0	0	0	0	10
02:00	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	1	0	6	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8
05:00	1	4	6	4	0	0	0	0	0	0	0	0	0	0	15
06:00	6	17	34	11	0	0	0	0	0	0	0	0	0	0	68
07:00	22	47	124	16	0	0	0	0	0	0	0	0	0	0	209
08:00	8	42	77	12	1	0	0	0	0	0	0	0	0	0	140
09:00	4	27	89	16	1	0	0	0	0	0	0	0	0	0	137
10:00	5	30	77	16	0	1	0	0	0	0	0	0	0	0	129
11:00	8	45	143	19	0	0	0	0	0	0	0	0	0	0	215
12 PM	10	56	143	15	0	0	0	0	0	0	0	0	0	0	224
13:00	13	54	91	10	0	0	0	0	0	0	0	0	0	0	168
14:00	33	76	115	9	0	0	0	0	0	0	0	0	0	0	233
15:00	18	66	156	13	0	0	0	0	0	0	0	0	0	0	253
16:00	17	61	198	20	0	0	0	0	0	0	0	0	0	0	296
17:00	16	72	243	28	0	0	0	0	0	0	0	0	0	0	359
18:00	10	47	141	31	0	0	0	0	0	0	0	0	0	0	229
19:00	6	39	122	14	1	0	0	0	0	0	0	0	0	0	182
20:00	3	30	119	15	1	0	0	0	0	0	0	0	0	0	168
21:00	2	31	95	17	0	0	0	0	0	0	0	0	0	0	145
22:00	2	25	58	13	0	0	0	0	0	0	0	0	0	0	98
23:00	0	11	37	8	0	0	0	0	0	0	0	0	0	0	56
Total	188	797	2106	290	4	1	0	0	0	0	0	0	0	0	3386

Daily
 15th Percentile : 13 MPH
 50th Percentile : 20 MPH
 85th Percentile : 24 MPH
 95th Percentile : 26 MPH
 Mean Speed(Average) : 20 MPH
 10 MPH Pace Speed : 17-26 MPH
 Number in Pace : 2338
 Percent in Pace : 69.0%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Grand Total	188	797	2106	290	4	1	0	0	0	0	0	0	0	0	3386
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Overall
 15th Percentile : 13 MPH
 50th Percentile : 20 MPH
 85th Percentile : 24 MPH
 95th Percentile : 26 MPH
 Mean Speed(Average) : 20 MPH
 10 MPH Pace Speed : 17-26 MPH
 Number in Pace : 2338
 Percent in Pace : 69.0%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 14
 Station ID: 14
 N 15TH ST S/O E FLINT ST

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
04/16/14	1	8	6	1	0	0	0	0	0	0	0	0	0	0	16
01:00	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	2	7	3	1	0	0	0	0	0	0	0	0	0	0	13
05:00	1	15	14	0	0	0	0	0	0	0	0	0	0	0	30
06:00	12	52	52	4	0	0	0	0	0	0	0	0	0	0	120
07:00	31	189	111	5	0	0	0	0	0	0	0	0	0	0	336
08:00	11	136	122	7	2	0	0	0	0	0	0	0	0	0	278
09:00	10	79	99	5	0	0	0	0	0	0	0	0	0	0	193
10:00	11	83	72	7	0	0	0	0	0	0	0	0	0	0	173
11:00	20	79	81	8	0	0	0	0	0	0	0	0	0	0	188
12 PM	22	136	93	4	0	0	0	0	0	0	0	0	0	0	255
13:00	15	110	93	3	0	0	0	0	0	0	0	0	0	0	221
14:00	29	103	87	4	0	0	0	0	0	0	0	0	0	0	223
15:00	23	157	101	8	0	0	0	0	0	0	0	0	0	0	289
16:00	18	129	106	7	0	0	0	0	0	0	0	0	0	0	260
17:00	18	153	131	7	1	0	0	0	0	0	0	0	0	0	310
18:00	15	93	119	14	0	0	0	0	0	0	0	0	0	0	241
19:00	12	76	72	5	1	0	0	0	0	0	0	0	0	0	166
20:00	10	54	47	7	0	0	0	0	0	0	0	0	0	0	118
21:00	6	28	47	4	0	0	0	0	0	0	0	0	0	0	85
22:00	8	22	24	2	0	0	0	0	0	0	0	0	0	0	56
23:00	3	10	16	2	0	0	0	0	0	0	0	0	0	0	31
Total	281	1723	1503	105	4	0	0	0	0	0	0	0	0	0	3616

Daily
 15th Percentile : 11 MPH
 50th Percentile : 17 MPH
 85th Percentile : 23 MPH
 95th Percentile : 25 MPH
 Mean Speed(Average) : 18 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 2339
 Percent in Pace : 64.7%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Grand Total	281	1723	1503	105	4	0	0	0	0	0	0	0	0	0	3616
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Overall
 15th Percentile : 11 MPH
 50th Percentile : 17 MPH
 85th Percentile : 23 MPH
 95th Percentile : 25 MPH
 Mean Speed(Average) : 18 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 2339
 Percent in Pace : 64.7%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 15
 Station ID: 15
 N 15TH ST S/O E LEWIS ST

NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
04/16/14	4	27	5	0	0	0	0	0	0	0	0	0	0	0	0	36
01:00	2	9	1	0	0	0	0	0	0	0	0	0	0	0	0	12
02:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
04:00	6	8	3	0	0	0	0	0	0	0	0	0	0	0	0	17
05:00	6	34	5	0	0	0	0	0	0	0	0	0	0	0	0	45
06:00	13	88	15	0	0	0	0	0	0	0	0	0	0	0	0	116
07:00	34	213	56	4	0	0	0	0	0	0	0	0	0	0	0	307
08:00	44	161	46	3	1	0	0	0	0	0	0	0	0	0	0	255
09:00	27	130	60	3	1	0	0	0	0	0	0	0	0	0	0	221
10:00	17	107	56	2	0	0	0	0	0	0	0	0	0	0	0	182
11:00	24	150	74	2	0	0	0	0	0	0	0	0	0	0	0	250
12 PM	25	174	61	2	0	0	0	0	0	0	0	0	0	0	0	262
13:00	26	165	65	4	2	0	0	0	0	0	0	0	0	0	0	262
14:00	45	173	74	7	0	0	0	0	0	0	0	0	0	0	0	299
15:00	41	197	61	2	0	0	0	0	0	0	0	0	0	0	0	301
16:00	42	199	75	3	0	0	0	0	0	0	0	0	0	0	0	319
17:00	50	221	70	3	1	0	0	0	0	0	0	0	0	0	0	345
18:00	24	170	72	3	3	0	0	0	0	0	0	0	0	0	0	272
19:00	19	129	60	3	1	0	0	0	0	0	0	0	0	0	0	212
20:00	5	134	38	1	0	0	0	0	0	0	0	0	0	0	0	178
21:00	18	126	35	2	0	0	0	0	0	0	0	0	0	0	0	181
22:00	13	84	18	2	0	0	0	0	0	0	0	0	0	0	0	117
23:00	5	52	11	2	0	0	0	0	0	0	0	0	0	0	0	70
Total	491	2763	964	48	9	0	0	0	0	0	0	0	0	0	0	4275

Daily
 15th Percentile : 10 MPH
 50th Percentile : 16 MPH
 85th Percentile : 20 MPH
 95th Percentile : 23 MPH
 Mean Speed(Average) : 16 MPH
 10 MPH Pace Speed : 12-21 MPH
 Number in Pace : 2926
 Percent in Pace : 68.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Grand Total	491	2763	964	48	9	0	0	0	0	0	0	0	0	0	0	4275
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Overall
 15th Percentile : 10 MPH
 50th Percentile : 16 MPH
 85th Percentile : 20 MPH
 95th Percentile : 23 MPH
 Mean Speed(Average) : 16 MPH
 10 MPH Pace Speed : 12-21 MPH
 Number in Pace : 2926
 Percent in Pace : 68.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 15
 Station ID: 15
 N 15TH ST S/O E LEWIS ST

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
04/16/14	1	23	2	0	0	0	0	0	0	0	0	0	0	0	26
01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
02:00	2	7	1	0	0	0	0	0	0	0	0	0	0	0	10
03:00	1	8	1	0	0	0	0	0	0	0	0	0	0	0	10
04:00	4	8	4	1	0	0	0	0	0	0	0	0	0	0	17
05:00	2	21	7	2	0	0	0	0	0	0	0	0	0	0	32
06:00	25	85	30	3	0	0	0	0	0	0	0	0	0	0	143
07:00	83	188	32	1	0	0	0	0	0	0	0	0	0	0	304
08:00	47	202	38	4	0	0	0	0	0	0	0	0	0	0	291
09:00	43	165	45	2	0	0	0	0	0	0	0	0	0	0	255
10:00	42	123	48	3	0	0	0	0	0	0	0	0	0	0	216
11:00	31	146	56	1	0	0	0	0	0	0	0	0	0	0	234
12 PM	69	220	39	3	0	0	0	0	0	0	0	0	0	0	331
13:00	41	164	43	1	0	0	0	0	0	0	0	0	0	0	249
14:00	57	177	59	3	0	0	0	0	0	0	0	0	0	0	296
15:00	105	183	41	3	1	0	0	0	0	0	0	0	0	0	333
16:00	76	226	48	1	0	0	0	0	0	0	0	0	0	0	351
17:00	115	219	42	3	0	0	0	0	0	0	0	0	0	0	379
18:00	67	186	60	2	0	0	0	0	0	0	0	0	0	0	315
19:00	26	143	39	0	1	0	0	0	0	0	0	0	0	0	209
20:00	17	102	38	2	0	0	0	0	0	0	0	0	0	0	159
21:00	13	81	29	1	0	0	0	0	0	0	0	0	0	0	124
22:00	8	60	15	2	0	0	0	0	0	0	0	0	0	0	85
23:00	4	31	13	1	0	0	0	0	0	0	0	0	0	0	49
Total	879	2775	732	39	2	0	0	0	0	0	0	0	0	0	4427

Daily
 15th Percentile : 8 MPH
 50th Percentile : 15 MPH
 85th Percentile : 20 MPH
 95th Percentile : 23 MPH
 Mean Speed(Average) : 15 MPH
 10 MPH Pace Speed : 12-21 MPH
 Number in Pace : 2896
 Percent in Pace : 65.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Grand Total	879	2775	732	39	2	0	0	0	0	0	0	0	0	0	4427
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Overall
 15th Percentile : 8 MPH
 50th Percentile : 15 MPH
 85th Percentile : 20 MPH
 95th Percentile : 23 MPH
 Mean Speed(Average) : 15 MPH
 10 MPH Pace Speed : 12-21 MPH
 Number in Pace : 2896
 Percent in Pace : 65.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 12
 Station ID: 12
 E FLINT ST E/O N 10TH ST

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
04/16/14	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
06:00	1	10	5	0	0	0	0	0	0	0	0	0	0	0	0	16
07:00	3	6	9	1	0	0	0	0	0	0	0	0	0	0	0	19
08:00	7	8	3	1	0	0	0	0	0	0	0	0	0	0	0	19
09:00	4	7	1	1	0	0	0	0	0	0	0	0	0	0	0	13
10:00	3	6	10	2	0	0	0	0	0	0	0	0	0	0	0	21
11:00	4	10	5	1	0	0	0	0	0	0	0	0	0	0	0	20
12 PM	4	12	8	0	0	1	0	0	0	0	0	0	0	0	0	25
13:00	3	11	5	1	0	0	0	0	0	0	0	0	0	0	0	20
14:00	5	13	8	1	0	0	0	0	0	0	0	0	0	0	0	27
15:00	10	6	9	2	0	0	0	0	0	0	0	0	0	0	0	27
16:00	7	18	12	2	0	0	0	0	0	0	0	0	0	0	0	39
17:00	7	6	12	1	0	0	0	0	0	0	0	0	0	0	0	26
18:00	2	9	13	2	0	0	0	0	0	0	0	0	0	0	0	26
19:00	3	10	7	2	0	0	0	0	0	0	0	0	0	0	0	22
20:00	3	6	4	1	0	0	0	0	0	0	0	0	0	0	0	14
21:00	2	9	4	2	0	0	0	0	0	0	0	0	0	0	0	17
22:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
23:00	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	6
Total	72	155	123	23	0	1	0	0	0	0	0	0	0	0	0	374

Daily
 15th Percentile : 8 MPH
 50th Percentile : 16 MPH
 85th Percentile : 22 MPH
 95th Percentile : 25 MPH
 Mean Speed(Average) : 17 MPH
 10 MPH Pace Speed : 14-23 MPH
 Number in Pace : 201
 Percent in Pace : 53.7%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Grand Total	72	155	123	23	0	1	0	0	0	0	0	0	0	0	0	374
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Overall
 15th Percentile : 8 MPH
 50th Percentile : 16 MPH
 85th Percentile : 22 MPH
 95th Percentile : 25 MPH
 Mean Speed(Average) : 17 MPH
 10 MPH Pace Speed : 14-23 MPH
 Number in Pace : 201
 Percent in Pace : 53.7%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 12
 Station ID: 12
 E FLINT ST E/O N 10TH ST

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
04/16/14	2	2	2	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:00	4	8	1	1	0	0	0	0	0	0	0	0	0	0	14
08:00	8	3	2	1	0	0	0	0	0	0	0	0	0	0	14
09:00	5	5	5	1	0	0	0	0	0	0	0	0	0	0	16
10:00	1	3	6	2	0	0	0	0	0	0	0	0	0	0	12
11:00	9	6	4	0	0	0	0	0	0	0	0	0	0	0	19
12 PM	3	10	5	2	0	0	0	0	0	0	0	0	0	0	20
13:00	6	10	7	0	0	0	0	0	0	0	0	0	0	0	23
14:00	6	4	6	2	0	0	0	0	0	0	0	0	0	0	18
15:00	5	10	8	0	0	0	0	0	0	0	0	0	0	0	23
16:00	3	16	13	0	0	0	0	0	0	0	0	0	0	0	32
17:00	3	17	4	1	0	0	0	0	0	0	0	0	0	0	25
18:00	4	11	11	1	0	0	0	0	0	0	0	0	0	0	27
19:00	5	8	4	1	0	0	0	0	0	0	0	0	0	0	18
20:00	3	9	6	0	0	0	0	0	0	0	0	0	0	0	18
21:00	3	4	11	1	0	0	0	0	0	0	0	0	0	0	19
22:00	0	6	3	1	0	0	0	0	0	0	0	0	0	0	10
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	76	135	102	17	0	0	0	0	0	0	0	0	0	0	330

Daily
 15th Percentile : 8 MPH
 50th Percentile : 15 MPH
 85th Percentile : 22 MPH
 95th Percentile : 25 MPH
 Mean Speed(Average) : 16 MPH
 10 MPH Pace Speed : 13-22 MPH
 Number in Pace : 172
 Percent in Pace : 52.1%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Grand Total	76	135	102	17	0	0	0	0	0	0	0	0	0	0	330
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Overall
 15th Percentile : 8 MPH
 50th Percentile : 15 MPH
 85th Percentile : 22 MPH
 95th Percentile : 25 MPH
 Mean Speed(Average) : 16 MPH
 10 MPH Pace Speed : 13-22 MPH
 Number in Pace : 172
 Percent in Pace : 52.1%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 13
 Station ID: 13
 E FLINT ST E/O N 13TH ST

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
04/16/14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
08:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
09:00	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
10:00	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20
11:00	12	12	1	0	0	0	0	0	0	0	0	0	0	0	0	25
12 PM	9	12	0	0	0	0	0	0	0	0	0	0	0	0	0	21
13:00	8	11	0	0	0	0	0	0	0	0	0	0	0	0	0	19
14:00	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	21
15:00	9	12	0	0	0	0	0	0	0	0	0	0	0	0	0	21
16:00	16	13	1	0	0	0	0	0	0	0	0	0	0	0	0	30
17:00	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20
18:00	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	25
19:00	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	15
20:00	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12
21:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	157	133	3	0	0	0	0	0	0	0	0	0	0	0	0	293

Daily
 15th Percentile : 5 MPH
 50th Percentile : 11 MPH
 85th Percentile : 17 MPH
 95th Percentile : 19 MPH
 Mean Speed(Average) : 12 MPH
 10 MPH Pace Speed : 7-16 MPH
 Number in Pace : 177
 Percent in Pace : 60.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Grand Total	157	133	3	0	0	0	0	0	0	0	0	0	0	0	0	293
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Overall
 15th Percentile : 5 MPH
 50th Percentile : 11 MPH
 85th Percentile : 17 MPH
 95th Percentile : 19 MPH
 Mean Speed(Average) : 12 MPH
 10 MPH Pace Speed : 7-16 MPH
 Number in Pace : 177
 Percent in Pace : 60.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 13
 Station ID: 13
 E FLINT ST E/O N 13TH ST

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
04/16/14	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
07:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9
08:00	6	3	2	0	0	0	0	0	0	0	0	0	0	0	11
09:00	6	5	2	0	0	0	0	0	0	0	0	0	0	0	13
10:00	6	6	1	0	0	0	0	0	0	0	0	0	0	0	13
11:00	2	7	1	0	0	0	0	0	0	0	0	0	0	0	10
12 PM	5	9	5	0	0	0	0	0	0	0	0	0	0	0	19
13:00	7	11	1	0	0	0	0	0	0	0	0	0	0	0	19
14:00	2	7	3	1	0	0	0	0	0	0	0	0	0	0	13
15:00	4	11	1	0	0	0	0	0	0	0	0	0	0	0	16
16:00	6	9	1	0	0	0	0	0	0	0	0	0	0	0	16
17:00	14	9	2	0	0	0	0	0	0	0	0	0	0	0	25
18:00	8	8	4	0	0	0	0	0	0	0	0	0	0	0	20
19:00	1	11	3	0	0	0	0	0	0	0	0	0	0	0	15
20:00	2	6	1	1	0	0	0	0	0	0	0	0	0	0	10
21:00	1	10	2	0	0	0	0	0	0	0	0	0	0	0	13
22:00	2	5	1	0	0	0	0	0	0	0	0	0	0	0	8
23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	82	126	35	2	0	0	0	0	0	0	0	0	0	0	245

Daily
 15th Percentile : 6 MPH
 50th Percentile : 13 MPH
 85th Percentile : 19 MPH
 95th Percentile : 22 MPH
 Mean Speed(Average) : 14 MPH
 10 MPH Pace Speed : 10-19 MPH
 Number in Pace : 142
 Percent in Pace : 58.0%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Grand Total	82	126	35	2	0	0	0	0	0	0	0	0	0	0	245
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Overall
 15th Percentile : 6 MPH
 50th Percentile : 13 MPH
 85th Percentile : 19 MPH
 95th Percentile : 22 MPH
 Mean Speed(Average) : 14 MPH
 10 MPH Pace Speed : 10-19 MPH
 Number in Pace : 142
 Percent in Pace : 58.0%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 11
 Station ID:
 E 9TH ST S/O E FLINT ST

N-S

Start Time	1	5	7	9	11	13	15	17	19	21	23	25	27	29
Time	4	6	8	10	12	14	16	18	20	22	24	26	28	999
04/16/14	0	2	1	0	1	1	0	0	2	0	1	0	0	22
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	7
02:00	0	0	0	0	1	0	1	0	0	0	0	0	0	6
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	1	0	0	1	0	0	0	0	0	16
05:00	5	2	1	0	1	2	0	1	1	0	1	1	3	25
06:00	15	6	4	4	2	6	2	6	5	1	2	1	2	39
07:00	181	45	18	18	21	13	12	5	12	9	8	5	6	22
08:00	115	25	31	19	5	12	19	6	5	2	6	7	6	32
09:00	80	35	16	15	13	10	10	9	10	8	7	2	9	32
10:00	69	26	20	8	15	13	13	11	5	7	10	1	5	31
11:00	97	32	17	15	13	19	9	14	2	8	5	4	7	29
12 PM	137	46	25	24	16	15	11	11	13	10	10	5	3	17
13:00	113	42	22	25	15	15	7	12	9	4	5	2	9	29
14:00	120	42	29	25	24	9	18	6	13	5	4	3	2	28
15:00	137	56	36	20	18	19	8	13	11	6	6	7	5	17
16:00	161	53	36	31	26	21	14	13	7	10	4	5	3	12
17:00	188	59	26	25	26	20	18	13	13	6	4	3	2	15
18:00	101	38	20	15	19	16	15	9	10	3	14	4	6	26
19:00	49	12	19	19	13	12	5	6	15	7	6	6	5	34
20:00	42	17	11	19	9	8	13	7	5	9	2	4	3	44
21:00	18	8	7	7	12	8	5	2	3	6	5	2	4	49
22:00	13	2	2	2	3	3	6	3	4	3	3	1	6	48
23:00	0	2	0	0	2	1	0	1	1	0	0	3	1	29
Total	1642	550	341	292	256	223	186	149	146	104	103	66	87	612
Grand Total	1642	550	341	292	256	223	186	149	146	104	103	66	87	612

Statistics Number of Gaps > 55 Secs. : 0
 Percent of Gaps > 55 Secs. : 0.0%



Site Code: 10
 Station ID: 10
 E 9TH ST S/O E LEWIS ST

NB/SB

Start Time	1	5	7	9	11	13	15	17	19	21	23	25	27	29
Time	4	6	8	10	12	14	16	18	20	22	24	26	28	999
04/16/14	2	0	0	1	0	0	0	0	0	0	0	0	0	27
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	0	1	0	0	0	1	0	0	0	0	0	0	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	11
05:00	0	2	2	0	1	1	0	0	0	0	1	0	1	21
06:00	13	4	2	5	4	3	3	2	2	1	2	3	5	42
07:00	149	29	17	17	14	6	10	8	10	6	6	3	4	32
08:00	129	24	19	21	14	10	11	7	11	2	7	8	4	32
09:00	95	29	18	18	13	7	7	6	9	9	3	4	3	39
10:00	73	21	18	20	8	14	7	10	10	1	3	5	5	33
11:00	107	33	25	12	15	17	6	11	13	8	11	8	3	23
12 PM	127	35	33	28	28	18	7	10	8	5	12	8	3	20
13:00	133	32	25	29	16	16	12	4	13	9	8	2	4	23
14:00	133	40	17	20	17	16	12	8	8	9	6	4	9	24
15:00	150	22	30	19	18	16	13	10	7	11	3	6	8	21
16:00	161	29	30	30	23	12	6	11	6	6	8	5	5	23
17:00	193	62	42	25	18	19	12	2	5	11	6	4	4	16
18:00	130	39	27	22	11	9	17	9	9	9	5	9	3	28
19:00	65	22	25	13	18	8	10	8	3	9	5	5	6	39
20:00	50	20	9	10	10	12	11	7	13	9	11	5	7	36
21:00	25	10	7	11	8	10	13	6	8	3	2	4	5	46
22:00	15	7	4	4	1	2	3	5	1	0	3	5	4	50
23:00	4	1	1	1	0	1	2	0	0	0	1	1	1	35
Total	1754	461	352	306	237	198	163	124	136	108	103	89	84	642
Grand Total	1754	461	352	306	237	198	163	124	136	108	103	89	84	642

Statistics Number of Gaps > 55 Secs. : 0
 Percent of Gaps > 55 Secs. : 0.0%



Site Code: 14
 Station ID: 14
 N 15TH ST S/O E FLINT ST

NB/SB

Start Time	1	5	7	9	11	13	15	17	19	21	23	25	27	29
Time	4	6	8	10	12	14	16	18	20	22	24	26	28	999
04/16/14	4	3	4	1	1	2	0	4	0	0	1	1	0	36
01:00	0	1	0	0	0	1	0	0	2	0	0	0	0	12
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	12
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	11
04:00	0	0	2	0	0	1	0	0	0	0	1	0	0	9
05:00	1	1	0	1	1	0	0	0	0	0	1	1	0	24
06:00	32	12	9	12	3	5	8	5	4	3	4	4	2	48
07:00	198	47	25	17	17	12	9	8	6	7	4	1	7	26
08:00	199	55	32	19	21	16	11	12	10	3	8	2	4	19
09:00	116	46	28	15	14	12	11	12	8	6	11	6	4	24
10:00	76	24	16	16	18	13	11	9	8	4	7	3	7	33
11:00	176	43	21	20	23	16	15	10	12	9	4	6	2	18
12 PM	174	69	41	35	20	20	8	13	12	6	4	6	2	11
13:00	157	59	34	25	22	13	15	7	6	7	5	8	3	19
14:00	154	54	36	20	26	8	12	12	10	3	3	8	3	23
15:00	255	50	27	25	22	13	15	6	10	6	9	4	2	13
16:00	211	72	46	37	22	11	13	10	5	4	8	5	4	9
17:00	322	74	39	33	19	15	10	5	8	11	4	4	1	5
18:00	177	64	28	31	16	13	10	16	8	8	5	8	1	17
19:00	147	37	38	22	20	13	9	12	8	5	3	5	4	29
20:00	74	30	26	17	11	8	6	10	8	9	4	12	3	37
21:00	64	19	21	14	12	10	8	9	7	8	5	3	3	40
22:00	38	12	13	6	6	5	4	7	3	5	4	3	4	45
23:00	10	6	3	5	7	1	7	2	2	2	2	0	1	44
Total	2585	778	489	371	302	208	182	169	137	106	97	90	57	564
Grand Total	2585	778	489	371	302	208	182	169	137	106	97	90	57	564

Statistics Number of Gaps > 55 Secs. : 0
 Percent of Gaps > 55 Secs. : 0.0%



Site Code: 15
 Station ID: 15
 N 15TH ST S/O E LEWIS ST

N-S

Start Time	1	5	7	9	11	13	15	17	19	21	23	25	27	29
Time	4	6	8	10	12	14	16	18	20	22	24	26	28	999
04/16/14	3	1	3	2	4	4	1	3	1	0	1	0	1	34
01:00	1	0	0	0	0	0	0	0	1	1	0	1	0	17
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	16
03:00	1	0	0	0	0	2	0	0	0	0	0	0	0	17
04:00	4	0	2	2	0	0	1	1	1	0	1	0	0	22
05:00	7	3	1	5	1	1	1	3	3	5	4	2	2	36
06:00	60	26	21	11	17	11	9	11	9	5	5	7	8	34
07:00	251	67	39	29	16	14	6	7	7	10	4	3	2	14
08:00	194	85	47	22	20	15	13	18	6	2	4	6	3	10
09:00	147	60	46	34	28	21	4	11	4	10	7	5	2	12
10:00	128	38	35	30	21	13	9	4	5	7	5	7	5	25
11:00	183	53	38	28	30	26	14	9	4	7	4	1	3	13
12 PM	235	74	57	30	29	13	10	10	7	9	4	4	1	6
13:00	176	66	33	39	32	11	11	7	8	6	2	4	3	14
14:00	243	83	49	30	15	11	14	10	6	8	4	5	2	8
15:00	277	81	45	27	22	20	16	5	5	6	2	2	1	8
16:00	289	80	42	28	25	17	13	6	10	5	4	3	1	4
17:00	380	85	51	26	20	8	5	10	7	4	5	0	3	2
18:00	214	75	43	36	24	14	12	10	11	4	3	5	3	8
19:00	135	55	21	33	22	20	19	10	12	2	10	5	4	15
20:00	113	45	26	21	10	13	7	3	5	6	5	6	5	37
21:00	84	31	18	20	17	14	5	9	12	11	6	5	5	31
22:00	49	9	15	10	8	11	8	5	5	4	5	5	1	47
23:00	21	4	5	4	4	6	7	3	2	4	5	4	1	43
Total	3195	1021	637	467	365	265	185	155	131	116	90	80	56	473
Grand Total	3195	1021	637	467	365	265	185	155	131	116	90	80	56	473

Statistics Number of Gaps > 55 Secs. : 0
 Percent of Gaps > 55 Secs. : 0.0%



Site Code: 12
 Station ID: 12
 E FLINT ST E/O N 10TH ST

EB/WB

Start Time	1	5	7	9	11	13	15	17	19	21	23	25	27	29
Time	4	6	8	10	12	14	16	18	20	22	24	26	28	999
04/16/14	0	0	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	1	0	0	0	0	0	0	1	0	0	0	4
06:00	3	0	0	0	0	0	0	0	0	1	0	0	0	14
07:00	0	0	0	0	1	1	1	0	0	0	0	1	0	20
08:00	0	1	1	0	0	0	1	0	0	1	0	1	2	22
09:00	1	0	0	1	0	1	0	0	0	1	0	0	0	26
10:00	0	3	0	0	0	0	0	0	0	1	0	0	0	15
11:00	1	1	1	1	3	0	0	2	1	2	0	0	0	28
12 PM	3	2	3	0	2	0	0	0	0	0	0	1	0	36
13:00	4	1	0	0	1	2	2	1	1	0	0	0	0	27
14:00	1	4	1	4	1	0	0	1	1	0	2	0	3	30
15:00	3	1	1	1	2	0	1	2	3	0	3	2	2	26
16:00	4	0	3	1	3	3	2	4	0	1	2	0	1	33
17:00	0	1	4	4	2	2	3	1	3	0	0	0	1	33
18:00	3	1	2	3	0	0	0	1	1	1	2	0	3	39
19:00	1	1	0	0	2	0	1	0	0	0	2	0	0	29
20:00	2	1	1	0	1	0	1	0	1	0	0	0	0	26
21:00	1	1	2	2	1	0	0	0	1	0	0	2	1	26
22:00	1	0	1	0	0	0	0	0	0	0	0	2	0	12
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	7
Total	28	18	21	18	19	9	12	12	12	9	11	9	13	472
Grand Total	28	18	21	18	19	9	12	12	12	9	11	9	13	472

Statistics Number of Gaps > 55 Secs. : 0
 Percent of Gaps > 55 Secs. : 0.0%



Site Code: 13
 Station ID: 13
 E FLINT ST E/O N 13TH ST

EB/WB

Start Time	1	5	7	9	11	13	15	17	19	21	23	25	27	29
Time	4	6	8	10	12	14	16	18	20	22	24	26	28	999
04/16/14	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	0	0	0	0	0	1	0	0	1	0	0	0	11
08:00	1	0	0	0	0	0	0	0	0	0	0	0	1	18
09:00	0	0	1	1	0	0	0	0	0	0	0	1	1	23
10:00	0	0	0	0	1	0	0	0	1	0	0	0	0	12
11:00	3	2	3	2	2	1	1	1	1	1	3	1	0	26
12 PM	1	2	1	0	0	0	2	2	2	3	1	0	1	25
13:00	1	0	0	1	0	3	1	0	0	1	0	0	1	30
14:00	3	1	1	0	0	0	2	0	0	0	0	0	0	26
15:00	2	1	1	0	1	3	0	2	0	0	0	1	0	23
16:00	3	0	1	0	3	0	0	0	0	3	2	2	1	26
17:00	4	0	2	0	0	0	1	1	4	0	0	0	0	34
18:00	1	2	0	0	1	1	0	1	0	0	2	2	0	33
19:00	0	2	0	3	1	1	1	1	0	2	1	1	0	23
20:00	0	1	0	0	0	0	0	0	0	0	0	1	0	16
21:00	0	0	2	0	0	0	0	0	0	0	0	0	0	18
22:00	1	0	0	1	0	0	0	0	1	1	0	0	0	17
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	5
Total	20	11	12	8	9	9	10	8	9	12	9	9	5	389
Grand Total	20	11	12	8	9	9	10	8	9	12	9	9	5	389

Statistics Number of Gaps > 55 Secs. : 0
 Percent of Gaps > 55 Secs. : 0.0%

CRASH HISTORY FOR LARAMIE AT THE INTERSECTION OF 9TH ST & LEWIS ST FOR THE YEARS 2011 THROUGH APPROXIMATELY MARCH 2014

DATE	TIME	REPORT NUMBER	CRASH LOCATION	NUM INJ	NUM KIL	JUNCTION RELATION	MANNER OF COLLISION	DIRECTION	ACTIVITY PRIOR	FIRST HARMFUL EVENT	LIGHT COND	ROAD COND	DRIVER ACTION
2012													
03/26/2012	1210	04118	LEWIS ST 9TH ST	0	0	Intersection	Angle Same Direction (Front to Side)	East	Leaving a Traffic Lane/Parking	Motor Vehicle in Transport on Roadway	Daylight	Dry	Other Improper Action
10/26/2012	2303	14400	N 9TH ST LEWIS ST	0	0	Intersection Related	Rear End (Front to Rear)	West	Straight Ahead	Motor Vehicle in Transport on Roadway	Darkness Lighted	Unknown	No Improper Driving
2013													
12/06/2013	918	16449	N 9TH ST LEWIS ST	0	0	Intersection Related	Rear End (Front to Rear)	North	Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Unknown	Unknown
2014													
02/06/2014	800	02426	N 9TH ST LEWIS ST	0	0	Intersection Related	Unknown	South	Slowing	Motor Vehicle in Transport on Roadway	Daylight	Ice/Frost Snow	No Improper Driving
									Stopped in Traffic	Motor Vehicle in Transport on Roadway			No Improper Driving
									Unknown	Motor Vehicle in Transport on Roadway			Unknown
									Parked	Motor Vehicle in Transport on Roadway			Unknown

TOTAL CRASHES IN THIS REPORT	4
PDO CRASHES	4
INJURY CRASHES	0
FATAL CRASHES	0
TOTAL PERSONS INJURED	0
TOTAL PERSONS KILLED	0

DATE TIME REPORT NUMBER CRASH LOCATION NUM NUM INJ KIL JUNCTION RELATION MANNER OF COLLISION DIRECTION ACTIVITY PRIOR FIRST HARMFUL EVENT LIGHT COND ROAD COND DRIVER ACTION

	NUMBER PERSONS INJURED	NUMBER PERSONS KILLED	PDO* CRASHES	INJURY CRASHES	FATAL CRASHES	TOTAL CRASHES
2012	0	0	2	0	0	2
2013	0	0	1	0	0	1
2014	0	0	1	0	0	1
TOTAL	0	0	4	0	0	4

*PDO = Property Damage Only Crashes; No Injuries, No Fatalities

Appendix B

Traffic Signal Warrant Worksheets

MUTCD Signal Warrant Evaluation
2009 Edition



**Sustainable Traffic
Solutions**

9th Street / Lewis Street

Major Street	9th Street	Lanes	1	Approach Speed	< 40
Minor Street	Lewis Street	Lanes	1	Crashes - 12 Months	< 5

Warrant	Description	Satisfied
1	Eight-Hour Vehicular Volume	No
1	Eight-Hour Vehicular Volume - 80% Threshold	No
2	Four Hour Vehicular Volume	No
3	Peak Hour	No
4	Pedestrian Volume	No
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	No
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

**MUTCD Signal Warrant Evaluation
2009 Edition**

9th Street / Lewis Street

Existing Traffic

Warrant 1 - Eight-Hour Vehicular Volume

Major Street 9th Street **Lanes** 1 **Approach Speed** < 40
Minor Street Lewis Street **Lanes** 1

Condition A - Minimum Vehicular Volume

Warrant Satisfied	No		Warrant Satisfied
	500	150	
Threshold Volume	Major Street	Minor Street	Warrant Satisfied
12:00 AM	37	1	
01:00 AM	8	0	
02:00 AM	9	4	
03:00 AM	7	2	
04:00 AM	21	10	
05:00 AM	47	23	
06:00 AM	136	35	
07:00 AM	441	97	
08:00 AM	349	72	
09:00 AM	299	56	
10:00 AM	325	54	
11:00 AM	375	57	
12:00 PM	457	101	
01:00 PM	379	77	
02:00 PM	416	76	
03:00 PM	435	67	
04:00 PM	475	96	
05:00 PM	476	74	
06:00 PM	392	48	
07:00 PM	271	29	
08:00 PM	239	24	
09:00 PM	159	11	
10:00 PM	117	13	
11:00 PM	45	4	
Total	5,915	1,031	0

Condition B - Interruption of Continuous Traffic

Warrant Satisfied	No		Warrant Satisfied
	750	75	
Threshold Volume	Major Street	Minor Street	Warrant Satisfied
12:30 AM	37	1	
1:30 AM	8	0	
2:30 AM	9	4	
3:30 AM	7	2	
4:30 AM	21	10	
5:30 AM	47	23	
6:30 AM	136	35	
7:30 AM	441	97	
8:30 AM	349	72	
9:30 AM	299	56	
10:30 AM	325	54	
11:30 AM	375	57	
12:30 PM	457	101	
1:30 PM	379	77	
2:30 PM	416	76	
3:30 PM	435	67	
4:30 PM	475	96	
5:30 PM	476	74	
6:30 PM	392	48	
7:30 PM	271	29	
8:30 PM	239	24	
9:30 PM	159	11	
10:30 PM	117	13	
11:30 PM	45	4	
Total	5,915	1,031	0

**MUTCD Signal Warrant Evaluation
2009 Edition**

9th Street / Lewis Street

Existing Traffic

Warrant 1 - Eight-Hour Vehicular Volume - 80% Threshold

Major Street 9th Street **Lanes** 1 **Approach Speed** < 40
Minor Street Lewis Street **Lanes** 1

Condition A - Minimum Vehicular Volume

Warrant Satisfied	No		Warrant Satisfied
	Threshold Volume	400	
Time	Major Street	Minor Street	Warrant Satisfied
12:00 AM	37	1	
01:00 AM	8	0	
02:00 AM	9	4	
03:00 AM	7	2	
04:00 AM	21	10	
05:00 AM	47	23	
06:00 AM	136	35	
07:00 AM	441	97	
08:00 AM	349	72	
09:00 AM	299	56	
10:00 AM	325	54	
11:00 AM	375	57	
12:00 PM	457	101	
01:00 PM	379	77	
02:00 PM	416	76	
03:00 PM	435	67	
04:00 PM	475	96	
05:00 PM	476	74	
06:00 PM	392	48	
07:00 PM	271	29	
08:00 PM	239	24	
09:00 PM	159	11	
10:00 PM	117	13	
11:00 PM	45	4	
Total	5,915	1,031	0

Condition B - Interruption of Continuous Traffic

Warrant Satisfied	No		Warrant Satisfied
	Threshold Volume	600	
Time	Major Street	Minor Street	Warrant Satisfied
12:30 AM	37	1	
1:30 AM	8	0	
2:30 AM	9	4	
3:30 AM	7	2	
4:30 AM	21	10	
5:30 AM	47	23	
6:30 AM	136	35	
7:30 AM	441	97	
8:30 AM	349	72	
9:30 AM	299	56	
10:30 AM	325	54	
11:30 AM	375	57	
12:30 PM	457	101	
1:30 PM	379	77	
2:30 PM	416	76	
3:30 PM	435	67	
4:30 PM	475	96	
5:30 PM	476	74	
6:30 PM	392	48	
7:30 PM	271	29	
8:30 PM	239	24	
9:30 PM	159	11	
10:30 PM	117	13	
11:30 PM	45	4	
Total	5,915	1,031	0

**MUTCD Signal Warrant Evaluation
2009 Edition**

9th Street / Lewis Street

Existing Traffic

Major Street 9th Street **Lanes** 1 **Approach Speed** < 40
Minor Street Lewis Street **Lanes** 1

Warrant 2 - Four-Hour Vehicular Volume

Warrant 3 - Peak Hour

Warrant Satisfied	No		Warrant Satisfied
	Figure 4C-1		
Threshold Volume	Major Street	Minor Street	Warrant Satisfied
Time	Major Street	Minor Street	Warrant Satisfied
12:00 AM	37	1	
01:00 AM	8	0	
02:00 AM	9	4	
03:00 AM	7	2	
04:00 AM	21	10	
05:00 AM	47	23	
06:00 AM	136	35	
07:00 AM	441	97	
08:00 AM	349	72	
09:00 AM	299	56	
10:00 AM	325	54	
11:00 AM	375	57	
12:00 PM	457	101	
01:00 PM	379	77	
02:00 PM	416	76	
03:00 PM	435	67	
04:00 PM	475	96	
05:00 PM	476	74	
06:00 PM	392	48	
07:00 PM	271	29	
08:00 PM	239	24	
09:00 PM	159	11	
10:00 PM	117	13	
11:00 PM	45	4	
Total	5,915	1,031	0

Warrant Satisfied	No		Warrant Satisfied
	Figure 4C-3		
Threshold Volume	Major Street	Minor Street	Warrant Satisfied
Time	Major Street	Minor Street	Warrant Satisfied
12:00 AM			
01:00 AM			
02:00 AM			
03:00 AM			
04:00 AM			
05:00 AM			
06:00 AM			
07:00 AM	529	114	
08:00 AM			
09:00 AM			
10:00 AM			
11:00 AM			
12:00 PM			
01:00 PM			
02:00 PM			
03:00 PM			
04:00 PM			
05:00 PM	588	88	
06:00 PM			
07:00 PM			
08:00 PM			
09:00 PM			
10:00 PM			
11:00 PM			
Total	1,117	202	0

MUTCD Signal Warrant Evaluation
2009 Edition



Sustainable Traffic
Solutions

9th Street / Lewis Street
Year 2034 Traffic Volumes

Major Street	9th Street	Lanes	1	Approach Speed	< 40
Minor Street	Lewis Street	Lanes	1	Crashes - 12 Months	< 5

Warrant	Description	Satisfied
1	Eight-Hour Vehicular Volume	No
1	Eight-Hour Vehicular Volume - 80% Threshold	No
2	Four Hour Vehicular Volume	No
3	Peak Hour	No
4	Pedestrian Volume	No
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	No
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

**MUTCD Signal Warrant Evaluation
2009 Edition**

9th Street / Lewis Street

Year 2034 Traffic

Warrant 1 - Eight-Hour Vehicular Volume

Major Street 9th Street **Lanes** 1 **Approach Speed** < 40
Minor Street Lewis Street **Lanes** 1

Condition A - Minimum Vehicular Volume

Warrant Satisfied	No		Warrant Satisfied
	500	150	
Threshold Volume	Major Street	Minor Street	Warrant Satisfied
Time			
12:00 AM	45	1	
01:00 AM	10	0	
02:00 AM	11	5	
03:00 AM	9	2	
04:00 AM	26	12	
05:00 AM	57	28	
06:00 AM	166	43	
07:00 AM	538	118	
08:00 AM	426	88	
09:00 AM	365	68	
10:00 AM	397	66	
11:00 AM	458	70	
12:00 PM	558	123	
01:00 PM	462	94	
02:00 PM	508	93	
03:00 PM	531	82	
04:00 PM	580	117	
05:00 PM	581	90	
06:00 PM	478	59	
07:00 PM	331	35	
08:00 PM	292	29	
09:00 PM	194	13	
10:00 PM	143	16	
11:00 PM	55	5	
Total	7,217	1,258	0

Condition B - Interruption of Continuous Traffic

Warrant Satisfied	No		Warrant Satisfied
	750	75	
Threshold Volume	Major Street	Minor Street	Warrant Satisfied
Time			
12:30 AM	45	1	
1:30 AM	10	0	
2:30 AM	11	5	
3:30 AM	9	2	
4:30 AM	26	12	
5:30 AM	57	28	
6:30 AM	166	43	
7:30 AM	538	118	
8:30 AM	426	88	
9:30 AM	365	68	
10:30 AM	397	66	
11:30 AM	458	70	
12:30 PM	558	123	
1:30 PM	462	94	
2:30 PM	508	93	
3:30 PM	531	82	
4:30 PM	580	117	
5:30 PM	581	90	
6:30 PM	478	59	
7:30 PM	331	35	
8:30 PM	292	29	
9:30 PM	194	13	
10:30 PM	143	16	
11:30 PM	55	5	
Total	7,217	1,258	0

**MUTCD Signal Warrant Evaluation
2009 Edition**

9th Street / Lewis Street

Year 2034 Traffic

Warrant 1 - Eight-Hour Vehicular Volume - 80% Threshold

Major Street 9th Street **Lanes** 1 **Approach Speed** < 40
Minor Street Lewis Street **Lanes** 1

Condition A - Minimum Vehicular Volume

Warrant Satisfied	No		Warrant Satisfied
	Threshold Volume	120	
Time	Major Street	Minor Street	
12:00 AM	45	1	
01:00 AM	10	0	
02:00 AM	11	5	
03:00 AM	9	2	
04:00 AM	26	12	
05:00 AM	57	28	
06:00 AM	166	43	
07:00 AM	538	118	
08:00 AM	426	88	
09:00 AM	365	68	
10:00 AM	397	66	
11:00 AM	458	70	
12:00 PM	558	123	1
01:00 PM	462	94	
02:00 PM	508	93	
03:00 PM	531	82	
04:00 PM	580	117	
05:00 PM	581	90	
06:00 PM	478	59	
07:00 PM	331	35	
08:00 PM	292	29	
09:00 PM	194	13	
10:00 PM	143	16	
11:00 PM	55	5	
Total	7,217	1,258	1

Condition B - Interruption of Continuous Traffic

Warrant Satisfied	No		Warrant Satisfied
	Threshold Volume	60	
Time	Major Street	Minor Street	
12:30 AM	45	1	
1:30 AM	10	0	
2:30 AM	11	5	
3:30 AM	9	2	
4:30 AM	26	12	
5:30 AM	57	28	
6:30 AM	166	43	
7:30 AM	538	118	
8:30 AM	426	88	
9:30 AM	365	68	
10:30 AM	397	66	
11:30 AM	458	70	
12:30 PM	558	123	
1:30 PM	462	94	
2:30 PM	508	93	
3:30 PM	531	82	
4:30 PM	580	117	
5:30 PM	581	90	
6:30 PM	478	59	
7:30 PM	331	35	
8:30 PM	292	29	
9:30 PM	194	13	
10:30 PM	143	16	
11:30 PM	55	5	
Total	7,217	1,258	0

MUTCD Signal Warrant Evaluation
2009 Edition

9th Street / Lewis Street

Year 2034 Traffic

Major Street 9th Street **Lanes** 1 **Approach Speed** < 40
Minor Street Lewis Street **Lanes** 1

Warrant 2 - Four-Hour Vehicular Volume

Warrant 3 - Peak Hour

Warrant Satisfied

No

Threshold Volume	Figure 4C-1		Warrant Satisfied
	Major Street	Minor Street	
Time	Major Street	Minor Street	
12:00 AM	45	1	
01:00 AM	10	0	
02:00 AM	11	5	
03:00 AM	9	2	
04:00 AM	26	12	
05:00 AM	57	28	
06:00 AM	166	43	
07:00 AM	538	118	
08:00 AM	426	88	
09:00 AM	365	68	
10:00 AM	397	66	
11:00 AM	458	70	
12:00 PM	558	123	
01:00 PM	462	94	
02:00 PM	508	93	
03:00 PM	531	82	
04:00 PM	580	117	
05:00 PM	581	90	
06:00 PM	478	59	
07:00 PM	331	35	
08:00 PM	292	29	
09:00 PM	194	13	
10:00 PM	143	16	
11:00 PM	55	5	
Total	7,217	1,258	0

Warrant Satisfied

No

Threshold Volume	Figure 4C-3		Warrant Satisfied
	Major Street	Minor Street	
Time	Major Street	Minor Street	
12:00 AM			
01:00 AM			
02:00 AM			
03:00 AM			
04:00 AM			
05:00 AM			
06:00 AM			
07:00 AM	610	90	
08:00 AM			
09:00 AM			
10:00 AM			
11:00 AM			
12:00 PM			
01:00 PM			
02:00 PM			
03:00 PM			
04:00 PM			
05:00 PM	685	75	
06:00 PM			
07:00 PM			
08:00 PM			
09:00 PM			
10:00 PM			
11:00 PM			
Total	1,295	165	0

Appendix C

Synchro Analysis Results

3: 9th Street & Lewis Street
North Campus Traffic Study

Timing Plan: AM
Existing Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	27	13	5	6	5	10	169	22	24	256	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		1.00	0.96		1.00	0.99		0.96	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	162.5	159.3	162.5	162.5	159.3	162.5	159.3	159.3	162.5	159.3	159.3	162.5
Adj Flow Rate, veh/h	125	46	0	6	8	0	13	222	16	38	400	52
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.59	0.59	0.59	0.80	0.80	0.80	0.76	0.76	0.76	0.64	0.64	0.64
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	109	0	245	243	0	466	725	52	647	682	89
Arrive On Green	0.23	0.23	0.00	0.23	0.23	0.00	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	915	477	0	450	1061	0	926	1463	105	1107	1376	179
Grp Volume(v), veh/h	171	0	0	14	0	0	13	0	238	38	0	452
Grp Sat Flow(s),veh/h/ln	1392	0	0	1511	0	0	926	0	1569	1107	0	1555
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	0.0	0.4	0.0	3.3	0.8	0.0	7.5
Cycle Q Clear(g_c), s	3.8	0.0	0.0	0.2	0.0	0.0	7.9	0.0	3.3	4.0	0.0	7.5
Prop In Lane	0.73		0.00	0.43		0.00	1.00		0.07	1.00		0.12
Lane Grp Cap(c), veh/h	491	0	0	488	0	0	466	0	777	647	0	771
V/C Ratio(X)	0.35	0.00	0.00	0.03	0.00	0.00	0.03	0.00	0.31	0.06	0.00	0.59
Avail Cap(c_a), veh/h	818	0	0	834	0	0	466	0	777	647	0	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	0.0	10.9	0.0	0.0	9.3	0.0	5.5	6.7	0.0	6.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.0	0.1	0.0	1.0	0.2	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	0.1	0.0	0.0	0.1	0.0	1.6	0.3	0.0	3.8
LnGrp Delay(d),s/veh	12.8	0.0	0.0	10.9	0.0	0.0	9.4	0.0	6.5	6.8	0.0	9.8
LnGrp LOS	B			B			A		A	A		A
Approach Vol, veh/h		171			14			251			490	
Approach Delay, s/veh		12.8			10.9			6.6			9.5	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		13.3		23.0		13.3				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		18.0		17.0		18.0		17.0				
Max Q Clear Time (g_c+I1), s		9.9		5.8		9.5		2.2				
Green Ext Time (p_c), s		3.7		1.0		3.8		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			9.4									
HCM 2010 LOS			A									

5: 9th Street & Flint Street
North Campus Traffic Study

Timing Plan: AM
Existing Traffic

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	24	4	6	7	6	5	2	162	12
Conflicting Peds, #/hr	14	0	14	11	0	11	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	39	39	39	75	75	75	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	10	15	9	8	7	3	225	17

Major/Minor

	Minor2			Minor1			Major1		
Conflicting Flow All	818	819	532	824	820	246	538	0	0
Stage 1	561	561	-	250	250	-	-	-	-
Stage 2	257	258	-	574	570	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	295	310	547	292	310	793	1030	-	-
Stage 1	512	510	-	754	700	-	-	-	-
Stage 2	748	694	-	504	505	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	278	298	539	269	298	784	1027	-	-
Mov Cap-2 Maneuver	278	298	-	269	298	-	-	-	-
Stage 1	505	495	-	745	692	-	-	-	-
Stage 2	730	686	-	470	491	-	-	-	-

Approach

	EB		WB		NB
HCM Control Delay, s	21.3		16.3		0.1
HCM LOS	C		C		

Minor Lane/Major Mvmt

	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1027	-	-	307	343	1310	-	-
HCM Lane V/C Ratio	0.003	-	-	0.284	0.07	0.012	-	-
HCM Control Delay (s)	8.5	0	-	21.3	16.3	7.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.2	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	10	313	12
Conflicting Peds, #/hr	2	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	62	62	62
Heavy Vehicles, %	2	2	2
Mvmt Flow	16	505	19

Major/Minor Major2

Conflicting Flow All	253	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1312	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1310	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s	0.2
HCM LOS	

Minor Lane/Major Mvmt

6: 15th Street & Lewis Street
North Campus Traffic Study

Timing Plan: AM
Existing Traffic

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	17	55	124	251	288	111
Conflicting Peds, #/hr	14	14	14	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	80	100	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	84	84	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	71	148	299	450	173

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1058	478	464
Stage 1	464	-	-
Stage 2	594	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	249	587	1097
Stage 1	633	-	-
Stage 2	552	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	210	573	1084
Mov Cap-2 Maneuver	210	-	-
Stage 1	626	-	-
Stage 2	471	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	2.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1084	-	210	573	-	-
HCM Lane V/C Ratio	0.136	-	0.104	0.123	-	-
HCM Control Delay (s)	8.8	-	24.1	12.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.3	0.4	-	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	11	7	248	365	7
Conflicting Peds, #/hr	14	14	1	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	72	72	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	19	10	344	545	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	928	565	569
Stage 1	564	-	-
Stage 2	364	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	297	524	1003
Stage 1	569	-	-
Stage 2	703	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	287	517	1002
Mov Cap-2 Maneuver	287	-	-
Stage 1	562	-	-
Stage 2	686	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1002	-	441	-	-
HCM Lane V/C Ratio	0.01	-	0.055	-	-
HCM Control Delay (s)	8.6	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection										
Int Delay, s/veh	3.7									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	4	5	3	2	13	4	4	22	1
Conflicting Peds, #/hr	10	0	10	56	0	56	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	68	68	68	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	10	6	3	19	6	7	39	2

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	193	181	69	188	182	97	68	0	0
Stage 1	70	70	-	110	110	-	-	-	-
Stage 2	123	111	-	78	72	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	767	713	994	772	712	959	1533	-	-
Stage 1	940	837	-	895	804	-	-	-	-
Stage 2	881	804	-	931	835	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	735	670	984	719	669	913	1530	-	-
Mov Cap-2 Maneuver	735	670	-	719	669	-	-	-	-
Stage 1	928	829	-	849	763	-	-	-	-
Stage 2	848	763	-	912	827	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	9.9	10.2	1.1
HCM LOS	A	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1530	-	-	752	714	1495	-	-
HCM Lane V/C Ratio	0.005	-	-	0.032	0.039	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.9	10.2	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection			
Int Delay, s/veh			
Movement	SBL	SBT	SBR
Vol, veh/h	1	36	2
Conflicting Peds, #/hr	1	0	1
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	65	65	65
Heavy Vehicles, %	2	2	2
Mvmt Flow	2	55	3
Major/Minor	Major2		
Conflicting Flow All	97	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1496	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1495	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Approach	SB		
HCM Control Delay, s	0.2		
HCM LOS			
Minor Lane/Major Mvmt			

14: 9th Street & Clark Street
North Campus Traffic Study

Timing Plan: AM
Existing Traffic

Intersection									
Int Delay, s/veh	2								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	17	7	16	2	2	6	23	174	3
Conflicting Peds, #/hr	6	0	6	56	0	56	59	0	59
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	63	63	63	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	10	24	3	3	10	28	212	4
Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	671	667	390	682	680	307	345	0	0
Stage 1	339	339	-	326	326	-	-	-	-
Stage 2	332	328	-	356	354	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	370	380	658	364	373	733	1214	-	-
Stage 1	676	640	-	687	648	-	-	-	-
Stage 2	681	647	-	661	630	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	341	349	623	303	343	677	1154	-	-
Mov Cap-2 Maneuver	341	349	-	303	343	-	-	-	-
Stage 1	654	634	-	637	600	-	-	-	-
Stage 2	629	600	-	592	624	-	-	-	-
Approach	EB			WB			NB		
HCM Control Delay, s	15			12.9			0.9		
HCM LOS	C			B					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1154	-	-	418	470	1251	-	-	
HCM Lane V/C Ratio	0.024	-	-	0.143	0.034	0.003	-	-	
HCM Control Delay (s)	8.2	0	-	15	12.9	7.9	0	-	
HCM Lane LOS	A	A	-	C	B	A	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-	

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	3	220	21
Conflicting Peds, #/hr	37	0	37
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	71	71	71
Heavy Vehicles, %	2	2	2
Mvmt Flow	4	310	30

Major/Minor Major2

Conflicting Flow All	272	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1291	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1251	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0.1

HCM LOS

Minor Lane/Major Mvmt

3: 9th Street & Lewis Street
North Campus Traffic Study

Timing Plan: PM
Existing Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	17	11	13	36	20	16	228	27	18	229	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		1.00	0.98		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	162.5	159.3	162.5	162.5	159.3	162.5	159.3	159.3	162.5	159.3	159.3	162.5
Adj Flow Rate, veh/h	90	25	0	17	48	0	22	308	22	20	249	49
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.67	0.67	0.67	0.75	0.75	0.75	0.74	0.74	0.74	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	83	0	170	295	0	610	738	53	584	648	128
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.00	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	970	383	0	200	1357	0	1065	1466	105	1031	1288	254
Grp Volume(v), veh/h	115	0	0	65	0	0	22	0	330	20	0	298
Grp Sat Flow(s),veh/h/ln	1353	0	0	1557	0	0	1065	0	1571	1031	0	1542
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	0.5	0.0	4.7	0.4	0.0	4.3
Cycle Q Clear(g_c), s	2.5	0.0	0.0	1.2	0.0	0.0	4.7	0.0	4.7	5.2	0.0	4.3
Prop In Lane	0.78		0.00	0.26		0.00	1.00		0.07	1.00		0.16
Lane Grp Cap(c), veh/h	473	0	0	465	0	0	610	0	791	584	0	776
V/C Ratio(X)	0.24	0.00	0.00	0.14	0.00	0.00	0.04	0.00	0.42	0.03	0.00	0.38
Avail Cap(c_a), veh/h	813	0	0	858	0	0	610	0	791	584	0	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	11.4	0.0	0.0	6.9	0.0	5.6	7.2	0.0	5.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.1	0.0	1.6	0.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.4	0.1	0.0	2.0
LnGrp Delay(d),s/veh	12.2	0.0	0.0	11.6	0.0	0.0	7.0	0.0	7.2	7.3	0.0	6.9
LnGrp LOS	B			B			A		A	A		A
Approach Vol, veh/h		115			65			352			318	
Approach Delay, s/veh		12.2			11.6			7.2			6.9	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		12.8		23.0		12.8				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		18.0		17.0		18.0		17.0				
Max Q Clear Time (g_c+I1), s		6.7		4.5		7.2		3.2				
Green Ext Time (p_c), s		4.1		1.0		4.0		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			8.1									
HCM 2010 LOS			A									

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	10	5	19	17	11	5	268	22
Conflicting Peds, #/hr	11	0	11	11	0	11	9	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	84	84	84	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	13	7	23	20	13	7	372	31

Major/Minor

	Minor2			Minor1			Major1		
Conflicting Flow All	711	710	288	704	697	402	283	0	0
Stage 1	282	282	-	412	412	-	-	-	-
Stage 2	429	428	-	292	285	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	348	359	751	352	365	648	1279	-	-
Stage 1	725	678	-	617	594	-	-	-	-
Stage 2	604	585	-	716	676	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	320	350	739	331	355	640	1269	-	-
Mov Cap-2 Maneuver	320	350	-	331	355	-	-	-	-
Stage 1	713	671	-	607	584	-	-	-	-
Stage 2	566	576	-	690	669	-	-	-	-

Approach

	EB	WB	NB
HCM Control Delay, s	15	16	0.1
HCM LOS	C	C	

Minor Lane/Major Mvmt

	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	388	384	1142	-	-
HCM Lane V/C Ratio	0.005	-	-	0.072	0.146	0.001	-	-
HCM Control Delay (s)	7.9	0	-	15	16	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0	-	-

Intersection			
Int Delay, s/veh			
Movement	SBL	SBT	SBR
Vol, veh/h	1	244	6
Conflicting Peds, #/hr	3	0	3
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	1	265	7
Major/Minor	Major2		
Conflicting Flow All	414	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1145	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1142	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Approach	SB		
HCM Control Delay, s	0		
HCM LOS			
Minor Lane/Major Mvmt			

6: 15th Street & Lewis Street
North Campus Traffic Study

Timing Plan: PM
Existing Traffic

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	30	100	77	383	356	19
Conflicting Peds, #/hr	16	16	16	0	0	16
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	80	100	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	82	82	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	108	94	467	405	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1076	437	421
Stage 1	421	-	-
Stage 2	655	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	243	620	1138
Stage 1	662	-	-
Stage 2	517	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	217	604	1123
Mov Cap-2 Maneuver	217	-	-
Stage 1	653	-	-
Stage 2	467	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1123	-	217	604	-	-
HCM Lane V/C Ratio	0.084	-	0.149	0.178	-	-
HCM Control Delay (s)	8.5	-	24.5	12.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	0.6	-	-

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	6	23	18	396	266	2
Conflicting Peds, #/hr	4	4	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	83	83	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	25	22	477	309	2

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	834	318	316
Stage 1	314	-	-
Stage 2	520	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	338	723	1244
Stage 1	741	-	-
Stage 2	597	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	328	718	1240
Mov Cap-2 Maneuver	328	-	-
Stage 1	739	-	-
Stage 2	581	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1240	-	576	-	-
HCM Lane V/C Ratio	0.017	-	0.055	-	-
HCM Control Delay (s)	8	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	4	22	3	1	20	5	5	19	1
Conflicting Peds, #/hr	11	0	11	34	0	34	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	72	72	72	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	27	4	1	28	7	7	28	1

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	159	142	55	157	145	66	59	0	0
Stage 1	65	65	-	77	77	-	-	-	-
Stage 2	94	77	-	80	68	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	807	749	1012	809	746	998	1545	-	-
Stage 1	946	841	-	932	831	-	-	-	-
Stage 2	913	831	-	929	838	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	763	715	1003	756	712	966	1545	-	-
Mov Cap-2 Maneuver	763	715	-	756	712	-	-	-	-
Stage 1	933	831	-	901	803	-	-	-	-
Stage 2	868	803	-	893	828	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	10.1	10	1.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1545	-	-	744	752	1535	-	-
HCM Lane V/C Ratio	0.005	-	-	0.048	0.048	0.003	-	-
HCM Control Delay (s)	7.3	0	-	10.1	10	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	2	17	3
Conflicting Peds, #/hr	4	0	4
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	42	42	42
Heavy Vehicles, %	2	2	2
Mvmt Flow	5	40	7

Major/Minor Major2

Conflicting Flow All	63	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1540	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1535	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0.7

HCM LOS

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	22	3	22	5	13	3	18	242	10
Conflicting Peds, #/hr	7	0	7	39	0	39	42	0	42
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	75	75	75	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	4	26	7	17	4	25	332	14

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	772	769	363	777	774	416	332	0	0
Stage 1	335	335	-	427	427	-	-	-	-
Stage 2	437	434	-	350	347	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	317	332	682	314	329	637	1227	-	-
Stage 1	679	643	-	606	585	-	-	-	-
Stage 2	598	581	-	666	635	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	282	309	654	272	306	596	1184	-	-
Mov Cap-2 Maneuver	282	309	-	272	306	-	-	-	-
Stage 1	657	634	-	571	551	-	-	-	-
Stage 2	542	548	-	609	626	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15.9	17.4	0.5
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	387	319	1136	-	-
HCM Lane V/C Ratio	0.021	-	-	0.145	0.088	0.006	-	-
HCM Control Delay (s)	8.1	0	-	15.9	17.4	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	6	251	19
Conflicting Peds, #/hr	39	0	39
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	83	83	83
Heavy Vehicles, %	2	2	2
Mvmt Flow	7	302	23

Major/Minor Major2

Conflicting Flow All	384	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1174	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1136	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0.2

HCM LOS

Minor Lane/Major Mvmt

3: 9th Street & Lewis Street
North Campus Traffic Study

Timing Plan: AM
Existing Traffic with 9th/Lewis Stop Controlled

Intersection												
Int Delay, s/veh	6.2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	74	27	13	5	6	5	10	169	22	24	256	48
Conflicting Peds, #/hr	28	0	28	32	0	32	43	0	43	28	0	28
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	60	-	-	60	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	59	59	59	80	80	80	76	76	76	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	125	46	22	6	8	6	13	222	29	38	400	75

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	843	851	509	869	873	297	503	0	0	283	0	0
Stage 1	541	541	-	295	295	-	-	-	-	-	-	-
Stage 2	302	310	-	574	578	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	284	297	564	272	289	742	1061	-	-	1279	-	-
Stage 1	525	521	-	713	669	-	-	-	-	-	-	-
Stage 2	707	659	-	504	501	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	254	270	531	206	263	705	1023	-	-	1249	-	-
Mov Cap-2 Maneuver	254	270	-	206	263	-	-	-	-	-	-	-
Stage 1	506	493	-	685	643	-	-	-	-	-	-	-
Stage 2	668	633	-	410	474	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.6	17.6	0.4	0.6
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1023	-	-	254	321	206	368	1249	-	-
HCM Lane V/C Ratio	0.013	-	-	0.494	0.211	0.03	0.037	0.03	-	-
HCM Control Delay (s)	8.6	-	-	32.2	19.2	23	15.2	8	-	-
HCM Lane LOS	A	-	-	D	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.5	0.8	0.1	0.1	0.1	-	-

3: 9th Street & Lewis Street
North Campus Traffic Study

Timing Plan: PM
Existing Traffic with 9th/Lewis Stop Controlled

Intersection												
Int Delay, s/veh	5.4											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	60	17	11	13	36	20	16	228	27	18	229	70
Conflicting Peds, #/hr	12	0	12	35	0	35	28	0	28	21	0	21
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	60	-	-	60	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	75	75	75	74	74	74	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	90	25	16	17	48	27	22	308	36	20	249	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	780	761	327	764	781	382	337	0	0	380	0	0
Stage 1	338	338	-	405	405	-	-	-	-	-	-	-
Stage 2	442	423	-	359	376	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	313	335	714	321	326	665	1222	-	-	1178	-	-
Stage 1	676	641	-	622	598	-	-	-	-	-	-	-
Stage 2	594	588	-	659	616	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	249	311	690	271	302	634	1193	-	-	1157	-	-
Mov Cap-2 Maneuver	249	311	-	271	302	-	-	-	-	-	-	-
Stage 1	657	624	-	593	570	-	-	-	-	-	-	-
Stage 2	503	560	-	592	599	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.5	17.5	0.5	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1193	-	-	249	397	271	371	1157	-	-
HCM Lane V/C Ratio	0.018	-	-	0.36	0.105	0.064	0.201	0.017	-	-
HCM Control Delay (s)	8.1	-	-	27.4	15.1	19.2	17.1	8.2	-	-
HCM Lane LOS	A	-	-	D	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.4	0.2	0.7	0.1	-	-

3: 9th Street & Lewis Street
North Campus Traffic Study

Timing Plan: AM
Year 2034 Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	30	15	5	5	5	15	195	20	25	295	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.95	0.97		1.00	0.99		0.95	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	162.5	159.3	159.3	162.5	159.3	159.3	159.3	159.3	162.5	159.3	159.3	162.5
Adj Flow Rate, veh/h	153	51	3	6	6	0	20	257	13	39	461	71
Adj No. of Lanes	0	1	1	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.59	0.59	0.59	0.80	0.80	0.80	0.76	0.76	0.76	0.64	0.64	0.64
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	101	353	210	150	372	348	699	35	569	626	96
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.00	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	798	366	1285	253	546	1354	863	1500	76	1077	1342	207
Grp Volume(v), veh/h	204	0	3	12	0	0	20	0	270	39	0	532
Grp Sat Flow(s),veh/h/ln	1165	0	1285	799	0	1354	863	0	1575	1077	0	1549
Q Serve(g_s), s	0.0	0.0	0.1	0.0	0.0	0.0	0.7	0.0	4.3	0.9	0.0	10.8
Cycle Q Clear(g_c), s	6.9	0.0	0.1	6.9	0.0	0.0	11.5	0.0	4.3	5.2	0.0	10.8
Prop In Lane	0.75		1.00	0.50		1.00	1.00		0.05	1.00		0.13
Lane Grp Cap(c), veh/h	483	0	353	360	0	372	348	0	734	569	0	722
V/C Ratio(X)	0.42	0.00	0.01	0.03	0.00	0.00	0.06	0.00	0.37	0.07	0.00	0.74
Avail Cap(c_a), veh/h	715	0	566	596	0	596	348	0	734	569	0	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.5	0.0	10.2	10.5	0.0	0.0	13.1	0.0	6.6	8.3	0.0	8.4
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.1	0.0	0.0	0.3	0.0	1.4	0.2	0.0	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	2.1	0.3	0.0	5.9
LnGrp Delay(d),s/veh	13.3	0.0	10.2	10.6	0.0	0.0	13.4	0.0	8.1	8.5	0.0	15.0
LnGrp LOS	B		B	B			B		A	A		B
Approach Vol, veh/h		207			12			290			571	
Approach Delay, s/veh		13.3			10.6			8.4			14.5	
Approach LOS		B			B			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		15.6		23.0		15.6				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		18.0		17.0		18.0		17.0				
Max Q Clear Time (g_c+I1), s		13.5		8.9		12.8		8.9				
Green Ext Time (p_c), s		2.6		1.0		3.0		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			12.6									
HCM 2010 LOS			B									

5: 9th Street & Flint Street
North Campus Traffic Study

Timing Plan: AM
Year 2034 Traffic

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	10	5	5	25	5	5	5	190	15
Conflicting Peds, #/hr	14	0	14	11	0	11	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	39	39	39	75	75	75	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	13	13	33	7	7	7	264	21

Major/Minor

	Minor2		Minor1		Major1				
Conflicting Flow All	949	953	614	955	950	287	619	0	0
Stage 1	643	643	-	299	299	-	-	-	-
Stage 2	306	310	-	656	651	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	240	259	492	238	260	752	961	-	-
Stage 1	462	468	-	710	666	-	-	-	-
Stage 2	704	659	-	454	465	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	225	247	485	215	248	744	959	-	-
Mov Cap-2 Maneuver	225	247	-	215	248	-	-	-	-
Stage 1	453	454	-	697	654	-	-	-	-
Stage 2	683	647	-	420	451	-	-	-	-

Approach

	EB	WB	NB
HCM Control Delay, s	21.7	23.2	0.2
HCM LOS	C	C	

Minor Lane/Major Mvmt

	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	959	-	-	267	244	1263	-	-
HCM Lane V/C Ratio	0.007	-	-	0.192	0.191	0.013	-	-
HCM Control Delay (s)	8.8	0	-	21.7	23.2	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.7	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	10	365	10
Conflicting Peds, #/hr	2	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	62	62	62
Heavy Vehicles, %	2	2	2
Mvmt Flow	16	589	16

Major/Minor Major2

Conflicting Flow All	296	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1265	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1263	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s	0.2
HCM LOS	

Minor Lane/Major Mvmt

6: 15th Street & Lewis Street
North Campus Traffic Study

Timing Plan: AM
Year 2034 Traffic

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	15	45	100	300	360	90
Conflicting Peds, #/hr	14	14	14	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	80	100	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	84	84	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	58	119	357	562	141

Major/Minor

	Minor2		Major1		Major2	
Conflicting Flow All	1172	591	577	0	-	0
Stage 1	577	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	213	507	996	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	183	495	984	-	-	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach

	EB		NB		SB
HCM Control Delay, s	16.7		2.3		0
HCM LOS	C				

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	984	-	183	495	-	-
HCM Lane V/C Ratio	0.121	-	0.105	0.117	-	-
HCM Control Delay (s)	9.2	-	27	13.2	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.3	0.4	-	-

9: 15th Street & Flint Street
North Campus Traffic Study

Timing Plan: AM
Year 2034 Traffic

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	10	10	290	430	10
Conflicting Peds, #/hr	14	14	1	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	72	72	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	17	14	403	642	15

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	1094	664	671	0	-	0
Stage 1	663	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	237	461	919	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	227	455	918	-	-	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	634	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	16.4	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	918	-	341	-	-
HCM Lane V/C Ratio	0.015	-	0.076	-	-
HCM Control Delay (s)	9	0	16.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh 4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	4	5	3	2	13	4	4	22	1
Conflicting Peds, #/hr	10	0	10	56	0	56	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	68	68	68	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	10	6	3	19	6	7	39	2

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	168	156	40	163	157	97	41	0	0
Stage 1	45	45	-	110	110	-	-	-	-
Stage 2	123	111	-	53	47	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	796	736	1031	802	735	959	1568	-	-
Stage 1	969	857	-	895	804	-	-	-	-
Stage 2	881	804	-	960	856	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	763	691	1021	746	690	913	1565	-	-
Mov Cap-2 Maneuver	763	691	-	746	690	-	-	-	-
Stage 1	956	848	-	849	763	-	-	-	-
Stage 2	848	763	-	940	847	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	9.8	10.1	1.1
HCM LOS	A	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1565	-	-	778	734	1495	-	-
HCM Lane V/C Ratio	0.005	-	-	0.031	0.038	0.002	-	-
HCM Control Delay (s)	7.3	0	-	9.8	10.1	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	2	17	3
Conflicting Peds, #/hr	1	0	1
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	65	65	65
Heavy Vehicles, %	2	2	2
Mvmt Flow	3	26	5

Major/Minor Major2

Conflicting Flow All	97	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1496	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1495	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0.7

HCM LOS

Minor Lane/Major Mvmt

14: 9th Street & Clark Street
North Campus Traffic Study

Timing Plan: AM
Year 2034 Traffic

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	20	5	20	52	5	5	20	200	5
Conflicting Peds, #/hr	6	0	6	56	0	56	59	0	59
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	63	63	63	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	7	30	83	8	8	24	244	6

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	750	745	435	760	752	340	386	0	0
Stage 1	390	390	-	352	352	-	-	-	-
Stage 2	360	355	-	408	400	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	328	342	621	323	339	702	1172	-	-
Stage 1	634	608	-	665	632	-	-	-	-
Stage 2	658	630	-	620	602	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	299	314	588	266	311	649	1114	-	-
Mov Cap-2 Maneuver	299	314	-	266	311	-	-	-	-
Stage 1	615	601	-	618	587	-	-	-	-
Stage 2	606	586	-	549	595	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	16.3	24.4	0.7
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1114	-	-	385	283	1216	-	-
HCM Lane V/C Ratio	0.022	-	-	0.174	0.348	0.006	-	-
HCM Control Delay (s)	8.3	0	-	16.3	24.4	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	1.5	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	5	255	15
Conflicting Peds, #/hr	37	0	37
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	71	71	71
Heavy Vehicles, %	2	2	2
Mvmt Flow	7	359	21

Major/Minor Major2

Conflicting Flow All	306	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1255	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1216	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0.1

HCM LOS

Minor Lane/Major Mvmt

3: 9th Street & Lewis Street
North Campus Traffic Study

Timing Plan: PM
Year 2034 Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	20	15	15	40	20	20	265	25	20	265	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.97	0.98		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	162.5	159.3	159.3	162.5	159.3	159.3	159.3	159.3	162.5	159.3	159.3	162.5
Adj Flow Rate, veh/h	112	30	6	20	53	0	27	358	20	22	288	71
Adj No. of Lanes	0	1	1	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.67	0.67	0.67	0.75	0.75	0.75	0.74	0.74	0.74	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	399	83	296	176	300	304	547	744	42	536	613	151
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.00	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	984	369	1318	218	1334	1354	1009	1492	83	989	1229	303
Grp Volume(v), veh/h	142	0	6	73	0	0	27	0	378	22	0	359
Grp Sat Flow(s),veh/h/ln	1353	0	1318	1552	0	1354	1009	0	1576	989	0	1532
Q Serve(g_s), s	1.8	0.0	0.1	0.0	0.0	0.0	0.7	0.0	5.7	0.5	0.0	5.5
Cycle Q Clear(g_c), s	3.1	0.0	0.1	1.3	0.0	0.0	6.2	0.0	5.7	6.3	0.0	5.5
Prop In Lane	0.79		1.00	0.27		1.00	1.00		0.05	1.00		0.20
Lane Grp Cap(c), veh/h	482	0	296	476	0	304	547	0	785	536	0	764
V/C Ratio(X)	0.29	0.00	0.02	0.15	0.00	0.00	0.05	0.00	0.48	0.04	0.00	0.47
Avail Cap(c_a), veh/h	806	0	620	848	0	638	547	0	785	536	0	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	10.9	11.4	0.0	0.0	8.0	0.0	6.0	8.0	0.0	5.9
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.2	0.0	0.0	0.2	0.0	2.1	0.1	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.6	0.0	0.0	0.2	0.0	2.9	0.2	0.0	2.7
LnGrp Delay(d),s/veh	12.5	0.0	10.9	11.6	0.0	0.0	8.1	0.0	8.1	8.2	0.0	8.0
LnGrp LOS	B		B	B			A		A	A		A
Approach Vol, veh/h		148			73			405			381	
Approach Delay, s/veh		12.4			11.6			8.1			8.0	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		13.1		23.0		13.1				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		18.0		17.0		18.0		17.0				
Max Q Clear Time (g_c+I1), s		8.2		5.1		8.3		3.3				
Green Ext Time (p_c), s		4.4		1.2		4.4		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			9.0									
HCM 2010 LOS			A									

5: 9th Street & Flint Street
North Campus Traffic Study

Timing Plan: PM
Year 2034 Traffic

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	15	10	5	20	15	10	5	305	20
Conflicting Peds, #/hr	11	0	11	11	0	11	9	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	84	84	84	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	13	7	24	18	12	7	424	28

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	814	813	335	809	805	452	332	0	0
Stage 1	337	337	-	462	462	-	-	-	-
Stage 2	477	476	-	347	343	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	297	313	707	299	316	608	1227	-	-
Stage 1	677	641	-	580	565	-	-	-	-
Stage 2	569	557	-	669	637	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	272	303	695	278	306	601	1218	-	-
Mov Cap-2 Maneuver	272	303	-	278	306	-	-	-	-
Stage 1	665	631	-	570	555	-	-	-	-
Stage 2	534	547	-	640	627	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	18.1	18.2	0.1
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1218	-	-	315	327	1096	-	-
HCM Lane V/C Ratio	0.006	-	-	0.127	0.164	0.005	-	-
HCM Control Delay (s)	8	0	-	18.1	18.2	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	5	285	10
Conflicting Peds, #/hr	3	0	3
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	5	310	11

Major/Minor Major2

Conflicting Flow All	462	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1099	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1096	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s	0.1
HCM LOS	

Minor Lane/Major Mvmt

6: 15th Street & Lewis Street
North Campus Traffic Study

Timing Plan: PM
Year 2034 Traffic

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	25	90	65	465	425	15
Conflicting Peds, #/hr	16	16	16	0	0	16
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	80	100	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	82	82	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	97	79	567	483	17

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1225	515	499
Stage 1	499	-	-
Stage 2	726	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	198	560	1065
Stage 1	610	-	-
Stage 2	479	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	178	545	1051
Mov Cap-2 Maneuver	178	-	-
Stage 1	602	-	-
Stage 2	437	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1051	-	178	545	-	-
HCM Lane V/C Ratio	0.075	-	0.151	0.178	-	-
HCM Control Delay (s)	8.7	-	28.8	13	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	0.6	-	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	10	25	20	465	315	5
Conflicting Peds, #/hr	4	4	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	83	83	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	27	24	560	366	6

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	981	377	376
Stage 1	373	-	-
Stage 2	608	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	277	670	1182
Stage 1	696	-	-
Stage 2	543	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	267	666	1178
Mov Cap-2 Maneuver	267	-	-
Stage 1	694	-	-
Stage 2	525	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1178	-	467	-	-
HCM Lane V/C Ratio	0.02	-	0.082	-	-
HCM Control Delay (s)	8.1	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

11: 12th Street & Flint Street
North Campus Traffic Study

Timing Plan: PM
Year 2034 Traffic

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	4	22	3	1	20	5	5	19	1
Conflicting Peds, #/hr	11	0	11	34	0	34	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	72	72	72	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	27	4	1	28	7	7	28	1

Major/Minor

	Minor2		Minor1		Major1				
Conflicting Flow All	159	142	55	157	145	66	59	0	0
Stage 1	65	65	-	77	77	-	-	-	-
Stage 2	94	77	-	80	68	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	807	749	1012	809	746	998	1545	-	-
Stage 1	946	841	-	932	831	-	-	-	-
Stage 2	913	831	-	929	838	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	763	715	1003	756	712	966	1545	-	-
Mov Cap-2 Maneuver	763	715	-	756	712	-	-	-	-
Stage 1	933	831	-	901	803	-	-	-	-
Stage 2	868	803	-	893	828	-	-	-	-

Approach

	EB	WB	NB
HCM Control Delay, s	10.1	10	1.5
HCM LOS	B	B	

Minor Lane/Major Mvmt

	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1545	-	-	744	752	1535	-	-
HCM Lane V/C Ratio	0.005	-	-	0.048	0.048	0.003	-	-
HCM Control Delay (s)	7.3	0	-	10.1	10	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	2	17	3
Conflicting Peds, #/hr	4	0	4
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	42	42	42
Heavy Vehicles, %	2	2	2
Mvmt Flow	5	40	7

Major/Minor Major2

Conflicting Flow All	63	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1540	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1535	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0.7

HCM LOS

Minor Lane/Major Mvmt

14: 9th Street & Clark Street
North Campus Traffic Study

Timing Plan: PM
Year 2034 Traffic

Intersection										
Int Delay, s/veh	2.2									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	25	5	25	5	10	5	20	280	10
Conflicting Peds, #/hr	7	0	7	39	0	39	42	0	42
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	75	75	75	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	6	30	7	13	7	27	384	14

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	874	871	410	882	877	468	380	0	0
Stage 1	380	380	-	484	484	-	-	-	-
Stage 2	494	491	-	398	393	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	270	289	642	267	287	595	1178	-	-
Stage 1	642	614	-	564	552	-	-	-	-
Stage 2	557	548	-	628	606	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	240	267	616	226	266	557	1137	-	-
Mov Cap-2 Maneuver	240	267	-	226	266	-	-	-	-
Stage 1	618	606	-	529	518	-	-	-	-
Stage 2	503	514	-	567	598	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	18.3	18.6	0.5
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1137	-	-	336	291	1087	-	-
HCM Lane V/C Ratio	0.024	-	-	0.195	0.092	0.006	-	-
HCM Control Delay (s)	8.2	0	-	18.3	18.6	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	5	290	20
Conflicting Peds, #/hr	39	0	39
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	83	83	83
Heavy Vehicles, %	2	2	2
Mvmt Flow	6	349	24

Major/Minor Major2

Conflicting Flow All	436	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1124	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1087	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0.1

HCM LOS

Minor Lane/Major Mvmt

3: 9th Street & Lewis Street
North Campus Traffic Study

Timing Plan: AM
Year 2034 Traffic - 9th/Lewis Stop Controlled

Intersection

Int Delay, s/veh 10

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	90	30	15	5	5	5	15	195	20
Conflicting Peds, #/hr	28	0	28	32	0	32	43	0	43
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	60	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	59	59	59	80	80	80	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	153	51	25	6	6	6	20	257	26

Major/Minor

	Minor2	Minor1			Major1				
Conflicting Flow All	961	968	579	993	1002	330	583	0	0
Stage 1	614	614	-	341	341	-	-	-	-
Stage 2	347	354	-	652	661	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	236	254	515	224	242	712	991	-	-
Stage 1	479	483	-	674	639	-	-	-	-
Stage 2	669	630	-	457	460	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	209	229	485	159	218	677	955	-	-
Mov Cap-2 Maneuver	209	229	-	159	218	-	-	-	-
Stage 1	458	457	-	642	609	-	-	-	-
Stage 2	627	600	-	359	435	-	-	-	-

Approach

	EB	WB	NB
HCM Control Delay, s	46.3	20.4	0.6
HCM LOS	E	C	

Minor Lane/Major Mvmt

	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	955	-	-	209	278	159	330	1216	-	-
HCM Lane V/C Ratio	0.021	-	-	0.73	0.274	0.039	0.038	0.032	-	-
HCM Control Delay (s)	8.8	-	-	58.1	22.8	28.6	16.3	8.1	-	-
HCM Lane LOS	A	-	-	F	C	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.8	1.1	0.1	0.1	0.1	-	-

3: 9th Street & Lewis Street
North Campus Traffic Study

Timing Plan: AM
Year 2034 Traffic - 9th/Lewis Stop Controlled

Intersection			
Int Delay, s/veh			
Movement	SBL	SBT	SBR
Vol, veh/h	25	295	60
Conflicting Peds, #/hr	28	0	28
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	90	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	64	64	64
Heavy Vehicles, %	2	2	2
Mvmt Flow	39	461	94
Major/Minor	Major2		
Conflicting Flow All	315	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1245	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1216	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Approach	SB		
HCM Control Delay, s	0.5		
HCM LOS			
Minor Lane/Major Mvmt			

3: 9th Street & Lewis Street
North Campus Traffic Study

Timing Plan: PM
Year 2034 Traffic - 9th/Lewis Stop Controlled

Intersection

Int Delay, s/veh 7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	75	20	15	15	40	20	20	265	25
Conflicting Peds, #/hr	12	0	12	35	0	35	28	0	28
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	60	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	75	75	75	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	112	30	22	20	53	27	27	358	34

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	896	873	377	883	905	431	398	0	0
Stage 1	392	392	-	464	464	-	-	-	-
Stage 2	504	481	-	419	441	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	261	289	670	266	276	624	1161	-	-
Stage 1	633	606	-	578	564	-	-	-	-
Stage 2	550	554	-	612	577	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	197	266	648	215	254	595	1134	-	-
Mov Cap-2 Maneuver	197	266	-	215	254	-	-	-	-
Stage 1	612	588	-	548	535	-	-	-	-
Stage 2	454	525	-	537	560	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	36	20.9	0.5
HCM LOS	E	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1134	-	-	197	356	215	314	1112	-	-
HCM Lane V/C Ratio	0.024	-	-	0.568	0.147	0.093	0.255	0.02	-	-
HCM Control Delay (s)	8.3	-	-	44.9	16.8	23.5	20.3	8.3	-	-
HCM Lane LOS	A	-	-	E	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.1	0.5	0.3	1	0.1	-	-

3: 9th Street & Lewis Street
North Campus Traffic Study

Timing Plan: PM
Year 2034 Traffic - 9th/Lewis Stop Controlled

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	20	265	90
Conflicting Peds, #/hr	21	0	21
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	90	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	22	288	98

Major/Minor Major2

Conflicting Flow All	427	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1132	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1112	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s	0.4
HCM LOS	

Minor Lane/Major Mvmt

UPCOMING COUNCIL MEETINGS March 1, 2016

All meetings at City Hall, 406 Iverson Street, unless noted.

March 1, 2016

6:00 p.m. – Pre-Council

6:30 p.m. – Public Hearing: Bright Agrotech BRC Grant Application

6:30 p.m. – Regular Meeting

March 10, 2016

6:00 p.m. – Work Session: Public Comments

6:00 p.m. – Special Meeting: Bright Agrotech BRC Grant Application, Engagement agreement for Specialized Legal Services (*tentative*), Community Partners Deliberation

6:00 p.m. – Work Session: Rules of Procedure and Code of Conduct

6:00 p.m. – Work Session: City Council Updates/Council Comments

6:00 p.m. – Work Session: Agenda Review

6:00 p.m. – Work Session: Public Comments

March 15, 2016

6:00 p.m. – Pre-Council

6:30 p.m. – Regular Meeting

March 22, 2016

6:00 p.m. – Work Session: Public Comments

6:00 p.m. – Public Hearing: Liquor License Renewals

6:00 p.m. – Public Hearing: Ordinance annexing area on the northeast corner of I-80 and Curtis St (*tentative*)

6:00 p.m. – Public Hearing: Resolution certifying Planning Commission action on the Laramie Comprehensive Plan (*tentative*)

6:00 p.m. – Public Hearing: Ordinance establishing zoning for the northeast corner of I-80 and Curtis St (*tentative*)

6:00 p.m. – Work Session: Impact Fees & the Economic Fee Initiative

6:00 p.m. – Work Session: Fire Codes and Building Codes

6:00 p.m. – Work Session: City Council Updates/Council Comments

6:00 p.m. – Work Session: Agenda Review

6:00 p.m. – Work Session: Public Comments

March 29, 2016

6:00 p.m. – Ward Meetings: Ward 1: Lincoln Community Center

Ward 2: Council Chambers

Ward 3: Fire Station 2

April 5, 2016

6:00 p.m. – Pre-Council

6:30 p.m. – Regular Meeting

April 12, 2016

6:00 p.m. – Work Session: Public Comments

6:00 p.m. – Work Session: Annexation & Extra-Territorial Services Policy

6:00 p.m. – Work Session: GIS and CRT Software Demonstration

6:00 p.m. – Work Session: City Council Updates/Council Comments

6:00 p.m. – Work Session: Agenda Review

6:00 p.m. – Work Session: Public Comments

UPCOMING COUNCIL MEETINGS March 1, 2016

All meetings at City Hall, 406 Iverson Street, unless noted.

April 19, 2016

- 6:00 p.m. – Pre-Council**
- 6:30 p.m. – Regular Meeting**

April 26, 2016

- 6:00 p.m. – Work Session:** Public Comments
- 6:00 p.m. – Work Session:** Bill Nye Western Corridor *(tentative)*
- 6:00 p.m. – Work Session:** Pavement Management Program *(tentative)*
- 6:00 p.m. – Work Session:** Art Plan Update *(tentative)*
- 6:00 p.m. – Work Session:** City Council Updates/Council Comments
- 6:00 p.m. – Work Session:** Agenda Review
- 6:00 p.m. – Work Session:** Public Comments

May 3, 2016

- 6:00 p.m. – Pre-Council**
- 6:30 p.m. – Regular Meeting**

May 10, 2016

- 6:00 p.m. – Work Session:** Public Comments
- 6:00 p.m. – Work Session:** Budget/Government Funds
- 6:00 p.m. – Work Session:** City Council Updates/Council Comments
- 6:00 p.m. – Work Session:** Agenda Review
- 6:00 p.m. – Work Session:** Public Comments

May 12, 2016

- 6:00 p.m. – Work Session:** Public Comments
- 6:00 p.m. – Work Session:** Budget/Government Funds
- 6:00 p.m. – Work Session:** Public Comments

May 16, 2016

- 6:00 p.m. – Work Session:** Public Comments
- 6:00 p.m. – Work Session:** Budget/Enterprise Funds
- 6:00 p.m. – Work Session:** Public Comments

May 17, 2016

- 6:00 p.m. – Pre-Council**
- 6:30 p.m. – Regular Meeting**

May 19, 2016

- 6:00 p.m. – Work Session:** Public Comments
- 6:00 p.m. – Special Meeting:** Budget
- 6:00 p.m. – Work Session:** Budget
- 6:00 p.m. – Work Session:** Public Comments

May 24, 2016

- 6:00 p.m. – Work Session:** Public Comments
- 6:00 p.m. – Special Meeting:** Budget
- 6:00 p.m. – Work Session:** Budget
- 6:00 p.m. – Work Session:** City Council Updates/Council Comments
- 6:00 p.m. – Work Session:** Agenda Review
- 6:00 p.m. – Work Session:** Public Comments

FUTURE CITY COUNCIL WORK SESSIONS 3/1/2016

Requested by Council Formal Action:

City Curb & Gutter Policy (Paulekas)
Review general process of Boards & Commissions Program (Weaver/Vitale)
Review of Inter-Agency City/County Agreements (Hanson) (January/Retreat)
UDC WAM Members Poll Results (Shuster)
Review of funding allocation for Child Care providers (Paulekas)
Open 311 (Summerville)
Turner Tract Plan Update (Summerville)
*Pavement Maintenance Program (Weaver)
ACTA (Albany County Transportation Authority)/MPO (Summerville)
Tech Hire Grant Program (Summerville)
Homeless/Homeless Veterans (Shumway/Summerville)
Update on taxi laws (Summerville)
*Public Art (Summerville)

Requested by Staff:

*Policy on Annexation & Extra-Territorial City Services Action Plan (Jordan)
Downtown Design Guidelines Revisions (Hunt)
*Impact Fees for New Buildings/Construction (Hunt)
*Adoption of 2015 International Fire Code (IFC) (Chief Johnson)
*GIS and CRT Software Demo (Derragon)

* Scheduled, not held.