

TRANSPORTATION 10

10.1 STATEMENT OF INTENT

Albany County's transportation and land use must be coordinated to ensure that the road system is adequate and matches anticipated land uses.

10.2 BACKGROUND/EXISTING CONDITIONS

One of the major issues for county transportation is the quality and maintenance of the road system. Transportation systems have the ability to significantly influence land development patterns by providing access to areas with development potential. Transportation can be used as a mechanism to achieve desired land development patterns.

The County currently maintains approximately 593 miles of roads. This includes 43 miles of paved roads, 550 miles of gravel roads and 25 bridges. (Albany County Road and Bridge, 2007) The State maintains approximately 55.7 miles of interstate highways and 255 miles of other roads, such as frontage roads, urban routes, bridges, and others. (Wyoming State Department of Transportation, 2007) The City of Laramie maintains approximately 135 miles of roads and 31 miles of alleyway within the city limits. (City of Laramie Streets Division)

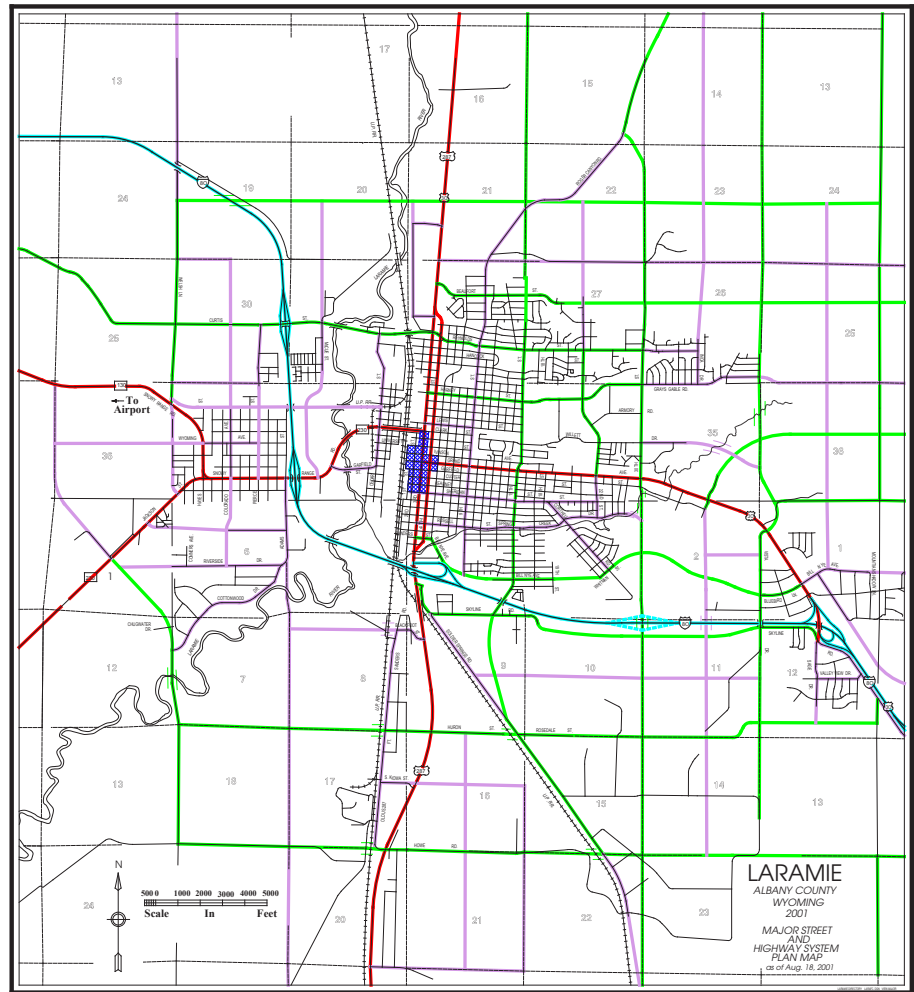
Map 10.1, Roads, shows existing roads in the county. At this time, there is not a complete inventory of information on these roads. However, the County Road and Bridge and Geographic Information Systems departments are currently working to compile information on the county road system.

Most county roads are not paved and as a result the maintenance of these roads is considered poor by county residents. Travel time on existing roads is extended due to conditions and impedes adequate emergency response. County roads are often impassable during extremely wet or snowy conditions.

Funding for the maintenance of County-maintained roads is allocated from the County General Fund. The County cannot use State Land and Investment Board (SLIB) funding or other grant-based revenue to pay for road maintenance.

Currently the County has a policy of not acquiring the maintenance of additional rural roads. During the subdivision process, the County typically requires subdivision roads to be open to public access but maintained by the residents of that subdivision. There are several existing road improvement districts that have been created to pay for road maintenance, including South Knoll, Sage Drive, and Sherman Hills.

Figure 10.1:
Laramie Area Major Street and
Highway System Plan Map.



As of 2007, there is only one master transportation plan in the county. The Major Street and Highway System Plan (see Figure 10.1) was created for the area within and surrounding the city of Laramie. Jointly approved by Albany County, the City of Laramie, the Wyoming Department of Transportation (WYDOT), and the University of Wyoming, the plan identifies locations and functional classifications (highways, arterials, collectors) of future streets.

Public transportation is available only on a limited basis in the city of Laramie, and is provided through the University of Wyoming's shuttle service and the Eppson Center for Seniors' Public Assistance Transportation System (PATS).

The Laramie Regional Airport, located at the western edge of the city of Laramie, is jointly operated and financed by the City of Laramie and Albany County. Oversight is provided by a five-member board. The airport serves an average of 40 based aircraft, including private and corporate planes. The airport also houses the University of Wyoming's Department of Atmospheric Research aircraft. Commercial air service is provided through Great Lakes Airlines to Denver International Airport, and the airport annually serves approximately 10,000 travelers.



10.3 TRANSPORTATION OBJECTIVES

- T1. Build, improve, and maintain a safe and cost-effective transportation system in Albany County while respecting natural resources, agricultural resources, and other valued elements of this plan.
- T2. Ensure maintainable roads and access to county services.
- T3. Allow new development only where adequate transportation facilities exist or could be constructed prior to development. Phase new development to coincide with construction or upgrading of street or road improvements in a manner that meets the demand for new development.
- T4. Preserve adequate right-of-way and infrastructure at the time of the subdivision approval process to meet future transportation system needs.
- T5. Establish and enforce standards for road construction within the county through subdivision and development review processes.
- T6. Identify system-wide improvements to meet existing and future demands, prioritize improvements, and develop a financial plan for project implementation and maintenance. Coordinate the plan with local, state, and federal systems, and reinforce the comprehensive land use plan to assure that roads provide traffic capacity consistent with land use.

10.4 IMPLEMENTATION

STRATEGIES

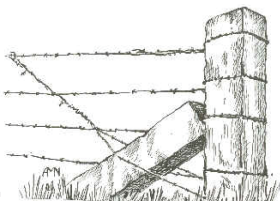
- 1. Assure that the transportation impacts of new development are fully identified and mitigated in the development review process. Adopt policies to address encroachments within County rights-of-way, including, but not limited to, driveway locations, utilities, homes, and mailboxes. (2, 3)
 - ✱ Require subdivision streets to be designed to discourage through traffic within the subdivision while allowing sufficient connections with neighboring subdivisions or developments and the County-wide transportation network. Require road construction permits and grading permits to ensure proper standards are met. (1)
 - ✱ Consider WYDOT accident reports and at-grade crossing evaluations during the subdivision and development review processes. (2)
 - ✱ Refer development plans with proposed impacts to state-maintained roadways to WYDOT. (2, 3)
- 2. Promote the creation of road improvement districts for maintenance of rural subdivision roads in the county. Emphasize resolving conflicts resulting from privately maintained county roads. (3)
- 3. Recognize the Airport Master Plan in helping protect airport-related activities from conflicting land uses. (1)



4. Work with all parties to update the Major Street and Highway System Plan (see Figure 10.1). Take into account newly approved comprehensive plans, development access, and all other issues related to major street planning. (1, 2, 3)
5. Zone land such that new development is located adjacent to major transportation corridors. Amend the zoning resolution to include review criteria and submittal requirements for rezoning that considers the impacts that development proposals will have on the transportation network. Specifically, developers should either demonstrate that the functionality of the existing road network is able to accommodate the traffic generated by the proposed development, or provide, at the developers' expense, the required improvements to accommodate the traffic generated by the development. (1, 2, 3)

ACTIONS

- Prepare a county asset management plan. (3)
- Prepare a county-wide transportation improvement and master plan. (1, 2, 3)
- Evaluate rural roads within the current system to determine if the capacity and function of the roadways is adequate for existing and future land uses and determine improvement needs for northern Albany County roads. (1, 2, 3)
- Coordinate with the City of Laramie and WYDOT, as relevant, for subdivisions and any other changes in land use or development that affect the county or city transportation network. Establish joint City-County standards for road development. (3)
- Consider rural roads for addition into the County-maintained transportation network only when mechanisms are in place to support those additions. The County will exercise its discretion when considering additions to this network. The County will not consider the addition of roads that do not meet with the overall intent of this comprehensive plan. For example, roads through prime agricultural land or valuable natural resource lands will not be considered for addition to the County-maintained network. (3)
- Develop a 5-year capital improvements plan that incorporates the county-wide transportation improvement plan. (3)
- Promote a variety of coordinated transportation network components, including streets, roads, bike and pedestrian ways, and transit, when appropriate. The County will support guidelines for bike/pedestrian transportation (shoulder widths, bike lanes, bike paths, etc.). (1)
- Address encroachments within County rights-of-way, including but not limited to, driveway locations, utilities, homes, and mailboxes. (2)
- Establish engineering standards for road construction within the county through subdivision regulations and development review process and permitting. (2)



- ❑ Amend Albany County platting and subdivision regulations to include:
 - Right-of-way design standards, (1, 2)
 - Road improvement districts requirements and acceptable maintenance standards, (1, 2)
 - When traffic studies should be required as part of the sub-division process, and require an impact analysis when they create significant traffic volume increases. (2, 3)

10.5 RELATED DOCUMENTS

Major Street and Highway System Plan Map: includes roadway classifications for existing and future roads in the city of Laramie and immediate vicinity (2001)

