

CODY ACTIVE TRANSPORTATION PLAN

# SADDLE UP, CODY!

APPENDICES



# Appendices

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# Appendix A - Past Plan Summary

This plan review summarizes key planning efforts related to active transportation in the City of Cody. The following sections provide key take-aways and summaries of individual plans in chronological order.

## 2002 Cody Parks & Pathways Plan

The Plan classifies parks and trails according to National Recreation and Park Association (NRPA) definitions, identifies and assesses existing parks and pathways, and identifies opportunities for new or improved facilities. At the time of publication, the city exceeded national standards for parklands per capita, and it was recommended that implementation focus on trail/pathway development and on activities that would strengthen the park system.

### The following trail categories are discussed in the plan:

- Park Trails – Multipurpose trails located within greenways, parks, and natural resource areas.
- Connector Trails – Multipurpose trails that connect to and from key destinations. Typically located within existing rights-of-way and utility easements or along canals.
- Bikeways – Paved paths (lanes or routes) that separate vehicular and bicycle traffic. Bike lanes share the road with automobiles but are given preference on part of the road. Bike routes are paved shoulders that are separate from vehicular traffic. While bike routes are preferable, none existed in Cody at the time of this plan. (Editor’s Note: This definition is inconsistent with current bikeway facility terminology.)
- All-Terrain Bike and Equestrian Trails – Often located in natural resource areas, community parks, and greenways. These trails are often developed and maintained by regional and state agencies.

## Park & Pathway Assessment

Existing pathways assessed in the plan include:

- Stock Nature Trail
- Beck Lake Park Trails
- Paul Stock Nature Trail
- Shoshone Riverway Trail
- Lions Club Braille Trail
- Park County Equestrian Park

## Proposed Trail Plan

Proposed actions in the plan include:

- Connect existing park trails to an overall integrated parks system by developing nine miles of peripheral trails (Figure 1).



- Develop 20 miles of connector trails. Develop markers directing different users (e.g., bunny trails leading to schools and parks):
  - 5.9 miles of bunny trails, which are short connector routes to schools/parks.
  - 12 miles of elk trails, which are short commuter routes cutting across the city.
  - 16 miles of bear trail, which will form a circuit around the city, that joins Bureau of Land Management Land (North and East of the Cody City limits), Newton Lake, and sites along the Shoshone River including the Buffalo.
- There are currently no designated paved bike paths in the City of Cody. Consider developing these types of recreational space in the future.
- Develop 14 miles of all-terrain bike and equestrian trails that connect to Bureau of Land Management lands along the periphery of the city.

## Zoning Analysis

Zoning analysis in the plan includes:

- Local zoning review identifying areas of intense public use and areas of future development which may require pathway links.
- City-owned property – pathways system should take advantage of city owned lands and right of ways.
- Traffic arterials and school zones overlap – one of the major constraints on the development of the pathways system. Automobile traffic on major arterials (state highway) overlaps many of the 15-minute (1 mile) walksheds from local schools.
- Dangerous street crossings – traffic arterials overlapping with potential trails, these crossings will need special design attention.
- Geographic barriers – steep topography adjacent to the Shoshone River and the upper steppe that divide pre-war and post-war development areas. The stepped landscape will require special design considerations for developing new facilities.
- Canal right of ways – developing access links from these areas to the pathway system could create safe off-road pedestrian and bike travel.
- Sidewalk conditions – inconsistent presence of sidewalk and curb setback.

## Phasing

Three phases of pathway development are described in the plan:



- Phase I – priority is given to connector pathways that link to local schools, downtown business district, and City Hall (5.9 miles of bunny trails).
- Phase II – developing perimeter path around the city (16 miles of bear trails).
- Phase III – developing shortcuts and extensions that crosscut the city (12 miles of elk trails).

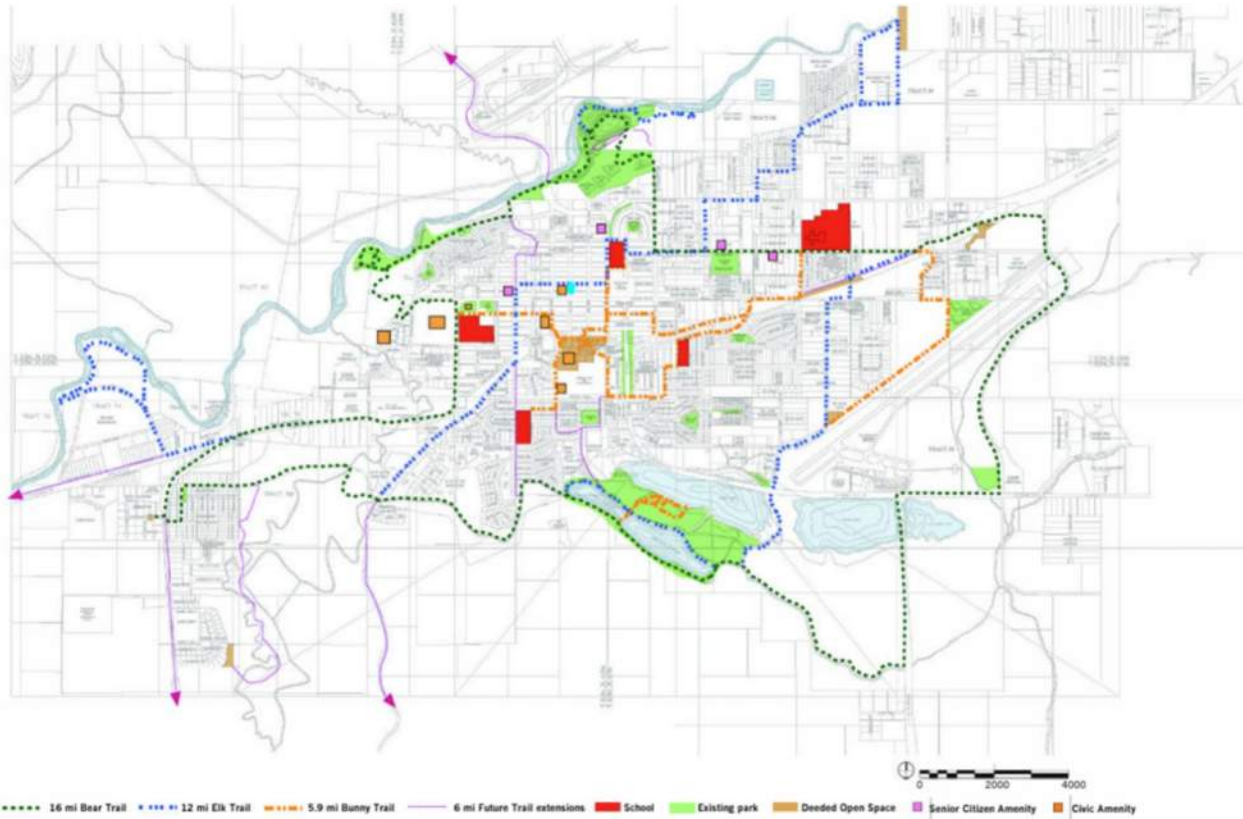


Figure 1. Summary of Marked Pathways in Cody (City of Cody 2002)

## 2009 School Travel Improvement Plan – A Safe Route to School Program

The plan was developed by the City of Cody to improve the health and safety of the community and encouraging more students to walk and bicycle to school. Plan development included an engineering study to establish pedestrian travel patterns, evaluating path deficiencies, identifying vehicle travel patterns and concerns, and gathering information from local stakeholders and residents.

The plan provides sociodemographic background for the Park County School District #6 and a summary of the current travel environment for students. Highlights include:

- 98.5% of the district’s student body is white; 0.1% have limited English proficiency; 28% are on free or reduced lunches (2009).



- Due to walkway inadequacies, parents and students often use streets as walkways and cross at diagonals as vehicle traffic allows.
- Crossing guards facilitate crossings at Stampede Avenue to Livingston Elementary School.
- Law enforcement/school staff/neighborhood watch programs pay close attention to pedestrian/bicycle traffic during admittance/release times.
- Bus transportation carries students to and from schools. Localized bus stops are available to encourage students to walk to designated areas. Improving walkways/bikeways around these bus stops is a priority.

## Barriers to Active Transportation

Individual barriers identified to active transportation are listed below, from highest-lowest priority (photos for some of these areas provided in Figure 2:

### 1. Improvements along East Sheridan Avenue

- Residents are concerned about connectivity around the new Sunset Elementary.
- Includes the addition of sidewalks, curb and gutter, and/or bike path along East Sheridan Avenue east of 29th Street.
- 2023 Status: mostly completed except for bike lanes from 29<sup>th</sup> to 33<sup>rd</sup>.

### 2. Bike Path along 29<sup>th</sup> Street

- Add a bike path on the west side of 29th Street with a crosswalk at the intersection of 29th Street and Central Avenue.
- 29th Street is a collector for the residential areas in the southeast portion of Cody and will be a direct path to the new Sunset Elementary School but does not currently have pedestrian facilities.
- 2023 Status: partially completed multi-use pathway along the west side from Central Avenue to Sheridan Avenue. City planning an extension to the south from Central Ave to Mountain View Dr in 2023-2024.

### 3. Bike Path along Central Avenue

- Add a bike path along the north side of Central Avenue from 23<sup>rd</sup> Street to 29<sup>th</sup> Street.
- This would include a crosswalk at the intersection of 23<sup>rd</sup> Street and Central Ave.
- Address lack of sidewalks, bike paths, or crosswalks along a portion of Central Avenue from 23<sup>rd</sup> Street to 29<sup>th</sup> Street, which will become a travel path for kids attending the new Sunset Elementary School.





- 2023 Status: not completed.

#### **4. Extension of Cougar Avenue and Possible Pathway**

- Extend a bike path along Cougar Avenue east to Date Street where it would connect into an existing bike path that extends south to the Holm View Addition.
- 2023 Status: not completed.

#### **5. Pathway Behind New Sunset Elementary School**

- Create a pedestrian and bike path from the new Sunset Elementary to the Cody Middle School.
- Potential to follow a natural grade cut in the hillside from Sunset Elementary to Cody Middle but would need to be evaluated to create a steady slope down the hillside within a new easement.
- 2023 Status: not completed.

#### **6. Intersection Improvements at Freedom Street and Big Horn Avenue**

- Add a crosswalk and lighted pedestrian signs at the intersection of Freedom Street and Big Horn Avenue.
- Existing sidewalks along Big Horn Avenue are underutilized due to volume and speed of vehicle traffic on Big Horn Avenue and crossing conditions are unsafe for kids.
- 2023 Status: not completed but area was identified in Big Horn Avenue study and City has applied for 2024 WYDOT TAP Grant funding to complete the project.

#### **7. Sidewalks and Bike Path on Robert Street**

- Includes the addition of sidewalks and/or a bike path along the east side of Robert Street from Big Horn Avenue to “E” Avenue.
- Would create a continuous route for kids living in residential areas north of Cody Middle.
- 2023 Status: not completed but City has applied for 2024 WYDOT TAP Grant funding to complete the project.

#### **8. Sidewalk and Bike Path on West Cooper Lane**

- Add a sidewalk and/or paved bike path along West Cooper Lane from Big Horn Avenue to “E” Avenue.
- Would support kids getting to school and improve the transition to new residential areas on outskirts of town.



- 2023 Status: not completed.

### **9. Crosswalks Along 19<sup>th</sup> Street**

- Add a crosswalk at 19<sup>th</sup> and Cougar Avenue and at the intersection of 19<sup>th</sup> Street and East Sheridan Avenue.
- 19<sup>th</sup> Street connects Big Horn Avenue to East Sheridan Avenue near Eastside Elementary and has areas of missing sidewalk and only one crosswalk.
- 2023 Status: partially completed. City has painted crosswalks at Sheridan in the past and mid-block crosswalks have been placed near Cougar Avenue.

### **10. Crosswalk at 16<sup>th</sup> Street and Wyoming Avenue**

- Add a crosswalk and lighted pedestrian signs at 16<sup>th</sup> Street and Wyoming Avenue to be included in the current school traffic zone.
- 16<sup>th</sup> is a high-traffic barrier for Eastside Elementary has only one crosswalk (traffic light with crossing guard) at Bleistein Ave.
- Nearby 3-way intersection of Big Horn/16<sup>th</sup>/Belfry Highway is unsafe for kids to cross (history of kids being “bumped” during crossing).
- 2023 Status: not completed, 16<sup>th</sup> is a WYDOT facility and additional crosswalks have not been discussed.

### **11. Sidewalks/Bike Path on North 19<sup>th</sup> Street**

- Includes the addition of sidewalks and/or bike lane along North 19<sup>th</sup> Street from Big Horn Avenue to the north.
- 19<sup>th</sup> Street connects baseball fields and Hugh Smith Park to East Side Elementary along a commercial corridor but has no sidewalks or bik paths.
- 2023 Status: not completed.

### **12. Stop Sign at 11<sup>th</sup> Street and Aspen Drive**

- Add a stop sign, crosswalk, and signage at the intersection of 11<sup>th</sup> Street and Aspen Drive to slow down traffic in the bus loading/unloading zone.
- Unsafe conditions for kids crossing 11<sup>th</sup> Street on their walk home, especially during busy pick-up and drop-off times when there is poor visibility due to cars double parking on the street.
- 2023 Status: partially completed, crosswalks have been painted to cross 11<sup>th</sup> Street and a stop sign is placed on Aspen but installing a 3-way stop would be challenging due to the greater traffic flow on 11<sup>th</sup>.



### 13. Additional Sidewalks on 11<sup>th</sup> Street

- Add additional sidewalks along 11<sup>th</sup> Street near Glenn Livingston Elementary to complete a safe route to school.
- Inconsistent sidewalks around Glenn Livingston Elementary and lack of continuing sidewalks on adjacent streets (the only existing school with this issue), so kids are forced to walk in lawns or in the street.
- 2023 Status: partially completed, sidewalks in place along the east side of 11<sup>th</sup> Avenue adjacent to the school.

### 14. Intersection Improvements at Sheridan Avenue and 10<sup>th</sup> Street

- Include a traffic light at the intersection of Sheridan Avenue and 10<sup>th</sup> Street.
- A second option for this location would be adding additional pedestrian crossing signs in the center of the intersecting streets.
- High traffic volumes and speeds creating hazardous crossing conditions near Cody High School at Sheridan and 10<sup>th</sup> at existing crosswalk and at pedestrian signs east and west of the intersection.
- 2023 Status: mostly completed, WYDOT installed push-button RRFB on the west side of 10<sup>th</sup> to cross Sheridan. Location is also a candidate for PHB which has been discussed.

### 15. Bike Path from Valley View to Yellowstone Avenue

- Connect the subdivisions on the southeast part of the city to the existing bike path routes by creating a bike path from Valley View Subdivision north to Yellowstone Avenue.
- Currently no pedestrian or bike paths along Southfork Road which connects to residential subdivisions in the southwest corner of Cody.
- 2023 Status: not completed.

## Creating Solutions

Strategies should involve engineering, education, enforcement, encouragement, and evaluation to successfully implement the plan. An action plan is provided which details individual programs and activities for each of these elements.

Future efforts should:

- Improve coordination with continuing or future construction projects to include bicycle and pedestrian improvements.
- Use prioritization indicated in maps to implement improvements.
- Continue to seek funding and budget for additional projects.



- Coordinate with city planning department to understand needs as new development continues in the future.
- Review annual student and parent surveys to continue to refine community priorities.
- Develop estimates for individual projects as funding becomes available.



Slope Along Back Side of New Sunset Elementary School



Additional Sidewalks Needed Along 11<sup>th</sup> Street



Sidewalks in Front of New Sunset Elementary School



Proposed Bike Path Along 29<sup>th</sup> Street



Slope from Holm View Additions to Cougar Ave.



Marked Crosswalks at 19th Street and East Sheridan Avenue

Figure 2. Areas for Improvements in the City of Cody (City of Cody 2009)

## 2011 Beck Lake Recreation Area Bike Park Conceptual Plan

This plan outlines a concept for 8 miles of bike park facilities and shared-use trails within the Beck Lake Recreation Area (including 3 miles of existing trails). The park provides a controlled environment with natural obstacles for mountain biking and includes wayfinding signs, sun shelters, and other amenities and activities.

## 2014 Cody Master Plan

City of Cody and Forward Cody developed this Master Plan with support from robust community engagement. Priorities identified in this plan include:

- Maintain Cody's western small-town lifestyle.
- Support a thriving local economy.



- Enhance recreation opportunities while protecting open space and the environment.
- Ensure safe and efficient transportation for all residents.

## Recreation, Open Space, and Environment

Within Cody city limits, 10-18 percent of the land use is dedicated to parks and recreation (public and private).

Cody exceeds national standards for parkland per capita. Cody’s multifaceted park system provides all residents with the opportunity to play, exercise, and socialize outdoors.

Based on survey responses, there is a significant demand for additional trails and pathways to connect major destinations in the city and provide additional recreation opportunities. Trail activities consistently topped the list of priorities in the 2012 community survey.

## Transportation and Mobility

As of plan completion, official bike lanes and bike routes within the City of Cody were very limited. Connectivity of pedestrian facilities has been improved due to some reconstruction but still incomplete. Future planning and improvements to pedestrian/bicycle mobility are of interest to the community.

## Relevant Planning Elements

The plan contains the following planning elements relevant to active transportation planning in Cody:

- 2.2. Celebrate Cody’s natural character, its role as a gateway to Yellowstone National Park, outdoor recreation opportunities, and scenic landscape.
  - 2.2.a. Federal Partnerships: Make the most of Cody’s proximity and relationship to Yellowstone National Park and other federal lands through partnerships with the National Park Service, U.S. Forest Bureau, Bureau of Land Management, and Bureau of Reclamation. Look for opportunities to improve transportation connectivity, recreation access, concessionaires, marketing, and operations.
  - 2.2.b. Support Outdoor Recreation: Support the Shoshone Recreation District, other outdoor recreation providers, outfitters, and the Park County Travel Council to continue their efforts to identify, publicize, and expand outdoor recreation activities within and surrounding Cody.
  - 2.2.c. Outdoor Recreation Destination: Present Cody as an international-caliber destination for outdoor recreation. Support the development of additional amenities that complement the visitor experience to extend the length of tourists' stay in Cody.



- 3.1.c Protect Residential Uses: Protect residential neighborhoods by transitioning between residential and non-residential land uses through appropriate zoning, development review processes, and buffer methods. In areas where non-residential land uses are located adjacent to or within neighborhoods, require screening or barriers to limit the impacts on residential uses. Buffer methods could include fencing, berms, native vegetation, plantings, trails and recreation areas, and density transitions.
- 8.3.b Outdoor Recreation Facilities: Parks, trails, and sports facilities offer opportunities for outdoor exercise and leisure for users of all ages. Maintain existing facilities and plan for additional facilities as needed.
- 11.1 Recreational Opportunities: Identify demand for and availability of funding methods for new, improved, or expanded recreation activities, attractions, and opportunities.
- 11.2 Acknowledge and preserve the world class opportunities for outdoor recreation in and around Cody.
  - 11.2.a. Outdoor Recreation: Protect and enhance opportunities for public access to outdoor recreation, including but not limited to motorized recreation, kayaking, fishing, hiking, mountain biking, horseback riding, camping, and climbing.
  - 11.2.b. Trail Recreation: Allow for the completion of the parks and pathways trail plan to include pathway construction, maintenance and improvement, and seek ways in which future trail and pathway development can be funded.
  - 11.2.c. Beck Lake Plan: Continue to support private funding for the implementation of the 2011 Beck Lake Recreation Area Bike Park Conceptual Plan.
  - 11.2.d. River Access: Support increased public access to the Shoshone River.
  - 11.2.e. Recreation Information: Support efforts to maximize communication through enhanced signage and online information about outdoor recreation opportunities in Cody to increase awareness and attract tourists interested in outdoor activities.
  - 11.2.f. Partnerships in Recreation: Assist the Shoshone Recreation District, Bureau of Land Management, U.S. Forest Service, National Park Service, Bureau of Reclamation, Park County, and State of Wyoming to maintain, improve, and expand access to public lands for recreational activities.
- 12.1 Find opportunities to provide park improvements in areas that are currently underserved or in need of additional park space.



- 12.1.b. Park Types: Maintain the current range of park types, including regional parks, community parks, neighborhood parks, specialty parks, athletic fields, playgrounds, trail systems, and community gardens.
- 12.1.c. Interconnected System: Link parks to open space and trails
- 14.1.c. Complete Streets: Design the transportation network to include “complete streets,” which safely accommodate users. Pedestrian facilities do not have to follow the street system in all cases.
- 14.2 Develop a system of sidewalks, pathways, and trails that improves pedestrian connectivity to Cody’s parks, schools, neighborhood services, business districts, and recreation areas.
  - 14.2.a. Pedestrian network: Continue to build sidewalks and off-street pathways to create a complete city-wide pedestrian network with emphasis of connecting neighborhoods to schools, parks, recreation access, and employment/retail centers.
  - 14.2.d. New Pedestrian Amenities: Ensure sidewalks, pedestrian crossings, and other pedestrian safety measures are included with new developments. Consider local improvement districts for installation and long-term maintenance of pedestrian facilities throughout the city.
  - 14.2.e. Safe Routes to School: Prioritize pedestrian enhancements on routes kids use to access schools and school bus stops.
  - 14.2.f Safety Features: Allow for adequate lighting, seating, and other amenities along sidewalks and pathways to improve pedestrian comfort and safety. Consider wayside seating/resting areas with shade trees or structures along major sidewalks and pathways in open/unprotected walking areas.
- 14.3 Plan for a connected network of multi-use pathways and other facilities to support alternative transportation options for commuting, errands, and recreation.
  - 14.3.a. Alternative Transportation Network: Plan infrastructure for alternative transportation options and connectivity according to the Parks and Trails Framework Map (Figure 3) and Street Cross Sections.
  - 14.3.b. Connect to open space: Coordinate with County, State, and Federal agencies and landowners to extend city pathways into the open spaces surrounding the city.

The Cody Master Plan identifies planned upgrades and visions for each Character District in the city, including improvements and expansions to specific pedestrian facilities. Proposed pathways included in the plan are a refinement of those presented in the 2002 Parks and Pathways Plan.



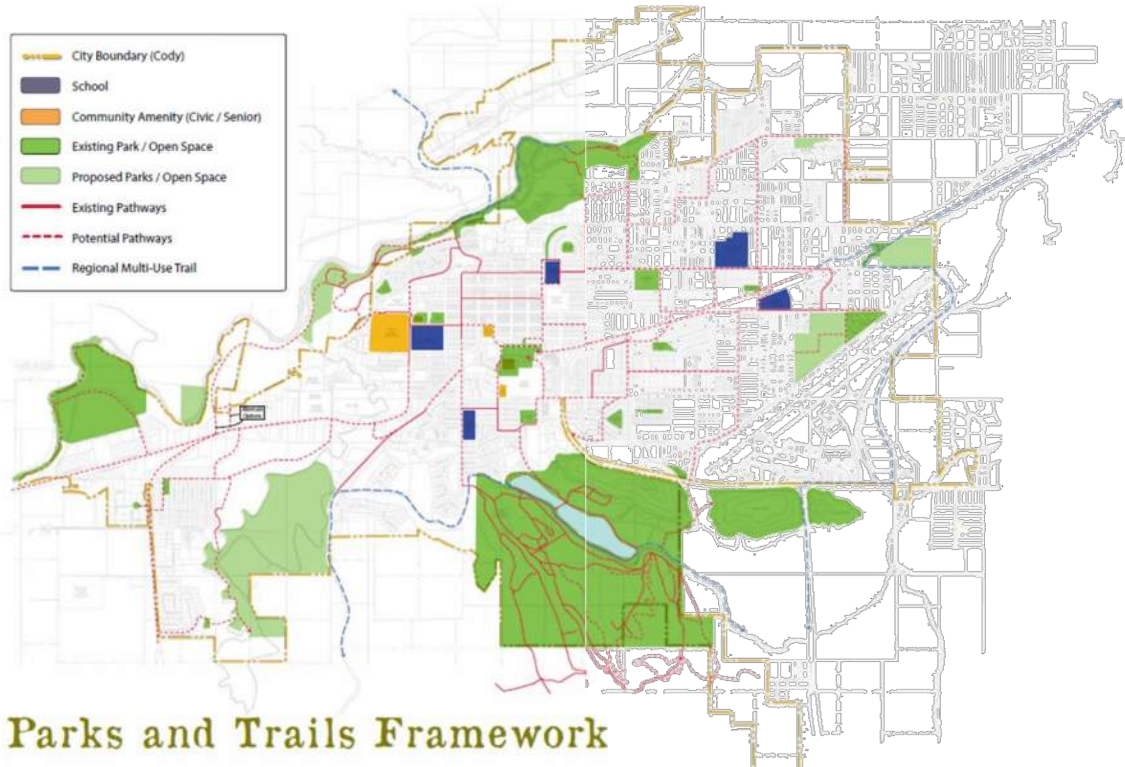


Figure 3. Parks and Trails Framework (City of Cody 2014)

## 2023 Big Horn Avenue Corridor Study

The purpose of this Study was to identify and to document vehicular safety and operational deficiencies; pedestrian/bicycle safety deficiencies and network gaps; and the number of accesses along a 2.2-mile section of Big Horn Avenue (Figure 4).

The study involved assessing existing conditions along the corridor to identify potential concerns, conducting community outreach to understand public perception of the corridor, and analyzing alternatives, and making recommendations for improvements along the corridor.

### Existing Conditions

Existing pedestrian facilities are limited to five feet of sidewalk along both sides of Big Horn Avenue for most of the study area. On parts of the corridor, bicycle facilities are as narrow as two feet of paved shoulder with no signage or marked facilities. According to the study, “conditions along the corridor are not conducive to pedestrian/bicycle travel, especially with respect to crossing movements.”





**Study Location and Area**

Figure 1

Big Horn Avenue Corridor Study  
Cody, Wyoming



Figure 4. Big Horn Corridor Study Location and Area (Stantec 2023)

## Potential Alternatives

### Two design alternatives were advanced for public consideration:

- Restriping – reduction in lane width, additional shoulder for bicycle traffic that would buffer pedestrians, ADA pedestrian ramp improvements.
- Shared-Use Path – new curb along south side of the corridor to buffer a new raised shared-use path. Path would tie into Cody’s proposed path network.

### Location-specific improvements under consideration along the corridor include:

- Blackburn Street Intersection - WYDOT currently implementing traffic signal control which provides designated pedestrian crossing.
- Belfry Highway Intersection – Intersection may meet signal warrants beginning in 2033. Considering either a round-about or traffic signal to slow traffic and accommodate unusual intersection geometry.
- 19<sup>th</sup> Street Intersection – Located in an area with high pedestrian generation opportunity due to proximity of residential development and recreational



facilities. Proposing enhanced pedestrian crossings, including RRFB crossing with a median refuge and a PHB with optional refuge.

- Freedom and Robert Street Intersections – Pedestrian crossing proposed at Freedom Street to support connections to the adjacent Cody Middle School. Implementation of pedestrian refuges, a 20-mph school zone, new sidewalk along Robert Street/other nearby streets, and flashing beacons are also being discussed. Initial consideration was given to a grade-separated pedestrian overpass or underpass, but is no longer being considered. Additional street reconfiguration may also be involved in this project.
- Cooper Lane West Intersection – Traffic signal under consideration which can accommodate pedestrian crossings as the area develops.
- Beacon Hill Road Intersection – Considering development of a round-about to reduce speeds and improve safety.

As part of the evaluation of alternatives, an interim crossing was installed in 2022 at Freedom Street north of Cody Middle School in partnership with WYDOT and PCSD 6. This crossing involved temporary RRFB signage and marked push-button pedestrian signage. A portion of the two-way left turn lane was also sectioned off to create a median refuge. The crossing is still in use and has resulted in a documented increase in pedestrian use since it was implemented.

## Public Engagement

Public engagement provided additional insight into community perception of issues along the corridor. Results from an initial survey included:

- 64% of respondents use Big Horn Avenue daily.
- 64% of respondents use Big Horn Avenue to pass through and destinations outside of the corridor; 46 live nearby; 42 use it for shopping and entertainment; 37% work nearby; and 29% use of school pick up/drop off.
- 20% of respondents travel by walking; 17% travel by bicycle; 3% ride or have kids that ride the bus/school bus.
- 47% of respondents feel safe or very safe driving along the corridor; 23% feel dangerous or very dangerous.
- 21% of respondents do not walk or bike along the corridor; 79% do walk or bike along the corridor.
  - Of those that do walk or bike, 11% feel safe or very safe along the corridor; 16% feel neutral, and 73% feel dangerous or very dangerous.
  - Of those that do walk or bike, 4% feel safe or very safe crossing the corridor; 6% feel neutral; 90% feel dangerous or very dangerous.



- Improvements to pedestrian and bicycle safety was indicated as the top priority improvement by respondents.
- Specific comments mentioned safe pedestrian crossings such as flashing or grade-separated crossings in specific locations (such as near Cody Middle and parks on the west end of the corridor), desire for signals or roundabouts at specific locations along the corridor, concerns about vehicle speeds, and general concerns for pedestrian/bicycle connectivity.
- Freedom and Robert Streets and Blackburn Street were identified as having significant “walk or bike” activity. These intersections were also identified as “dangerous spots” along the corridor, in addition to Cooper Lane West, Beacon Hill Road, and Maverik Gas Station.

Following the survey, in-person meeting and a follow-up survey were conducted to gather more detailed feedback on community preferences for individual design alternatives and preferences at specific locations.

## Conclusions and Recommendations

### Corridor-wide recommendations from the study include:

- Narrowing lanes to 11 feet to reduce speeds in the typical section would provide a wider buffer between vehicles and pedestrians. This buffer space could also be used as a bike lane.
- Reconstructing curb on the south side of the corridor to create space for a shared-use path.
- Reduce speed limit along corridor to 30 mph, possibly reinforced by radar speed indicators below signs at the transitions.
- Any new access or existing access modification should be consolidated into a joint access or moved to an adjacent side street if possible. Raised medians would convert the roadway into a divided section and might require signalization to accommodate increased volumes at major intersections.
- Enhanced lighting along the east end of the corridor (between 36<sup>th</sup> Street and Beacon Hill Road) to bring lighting up to the standard as the rest of the corridor and increase safety.

### Location-specific recommendations along the Big Horn Avenue corridor include:

- Enhanced pedestrian crossing facilities (PHB, median refuges, and other enhanced crossings, beacons and advanced warning signage, school zone designation) should be constructed in areas with high pedestrian generation:
  - Freedom Street/Robert Street (west side of intersection)
  - 19<sup>th</sup> Street (east side of intersection)



The plan also recommends that the PCSD 6 develop a school walking route plan for Cody Middle School to be approved by WYDOT.

As development increases to the north and east, and density increases along the corridor, intersection control modification (including traffic signals or roundabouts) may be warranted at Belfry Highway, Robert Street, Cooper Lane West, and Beacon Hill Road.

Other recommendations include construction of Robert Street connection to provide full access for vehicles and realignment or new connection of Cooper Lane West and Date Street. These improvements would facilitate local traffic and a potential future signalization if warranted in the future.

## Improvements in the Big Horn Avenue Pedestrian Crossing Project RFQ

In August 2023, the City of Cody applied for \$1.105 million in grant funding through the Transportation Alternatives Program (TAP) and issued an RFQ which outlined three phases/areas of work:

- A) Big Horn Avenue Pedestrian Crossing
- B) Robert Street Multi-Use Pathway
- C) Pedestrian and ADA Ramp Improvements in the downtown business district of Cody

## 2016 Park County Transit Feasibility Study

Park County and partners commissioned a study to better understand the overall necessity, feasibility, and desirability of a public transportation system for the county. The study involved a literature review, public outreach, and identification of transportation alternatives and potential funding strategies. Public transportation was the focus of the study, but modes of active transportation were also considered.

Demographic analysis identified that no-vehicle households comprise around 2.5 percent of households in the Park County. Based on U.S. Census Bureau's American Community Survey data, approximately 1,228 households in Park County (and 438 households in Cody) are likely in need of alternative transportation.

In a public survey, 8.3% of respondents identified that they bicycle every day and 24.2% responded that they walk. Additionally, 74% of respondents agreed or strongly agreed that providing public transportation options is important for Park County. Temporary loss of motor vehicle access would cause mobility issues for 63% of households. In general, the survey indicated that increasing transportation options in Park County would support economic development and improve access to healthcare. Individual responses noted:



- Unsafe conditions for cyclists are a barrier for potential bike commuters and are a major safety concern, especially in downtown Cody.
- Redesigning streets to include bicycle lanes would enable safer bike riding in small communities like Cody.
- There is public interest in the creation of a bike share program and more bike racks.

The study concludes a general desirability for increasing transit options in the county, as well as a general concern for the administration, operation, and maintenance of such systems.

- Continue utilization of rumble strips on rural highways.
- WYDOT should track pedestrian and bicycle facilities separately in their improvement program.
- Support consistency with WYDOT's operations/design standards and manuals across the state.
- Establish regular sweeping and maintenance programs.

## 2021 Park County Land Use Plan

Park County does not have a comprehensive transportation plan, and the county's land use plan does not specifically address active transportation. The plan identifies county-wide goals and policies for growth-management, private land use, hazard mitigation, infrastructure and public services, transportation, economy, energy, water, environment & natural resources, agriculture, housing, culture, outdoor recreation, historic preservation, and government. Goals relevant to active transportation in the plan include:

- Coordinate with government partners and other agencies to achieve a regional transportation system that is safe, reliable, and efficient year-round to meet the needs of people, goods, and services.
- Ensure that transportation policy is developed alongside land use planning and regulations to facilitate coordinated decision-making.
- Continue implementation of improvements and maintenance of Park County roads to support safe, efficient, and convenient travel for all users.
- Assess the resilience of existing infrastructure, such as roads, water and sewer systems, and the energy grid, in withstanding existing hazards such as extreme heat, wind, drought, flooding, and wildfires, and identify any improvements or alterations that could increase resilience.



- Partner with public and private partners on opportunities to create trail connections between communities that enhance the health and safety of the community and/or advance planning area priorities.

## 2016 Wyoming Bicycle and Pedestrian Transportation Plan

Wyoming Department of Transportation’s (WYDOT) Bicycle and Pedestrian Transportation Plan is intended to promote the planning and development of bicycle and pedestrian components within the transportation system. Objectives of this plan are:

- To increase safety for pedestrians and bicyclists via engineering, enforcement, and education.
- To provide mobility for all transportation users, including disabled persons.
- To increase economic development opportunities via bicycle and pedestrian facilities.

### To meet these objectives, the specific goals of this plan are:

- To set guidelines and make policy recommendations for WYDOT to include bicycle and pedestrian facilities within their transportation system.
- To provide assistance to local entities who are interested in implementing bicycle and pedestrian features into their street/road networks.
- To provide project design personnel a resource for guidelines and standards
- To identify critical gaps in the nonmotorized system.
- To assist communities with information on available funding programs.
- To summarize safety data and provide recommendations on enhancing bicycle and pedestrian safety in Wyoming.

### Current State of Bicycle and Pedestrian Transportation

The plan states that walking and bicycling are important parts of the overall transportation system in Wyoming. Riding a bicycle and walking are two low-cost modes of travel that also provide proven health benefits to those who participate. According to a report published by the Alliance for Biking and Walking, Wyoming ranks ninth highest for commuter bicycling and walking levels with 3.7% of commuters walking to work and 1% biking. Wyoming ranked seventh for per capita spending on cyclist/pedestrian projects and eighth lowest in terms of cyclist/pedestrian fatality rates.



The plan’s analysis of 2010-2014 safety data showed that pedestrian fatalities account for 3.2% of all traffic fatalities in Wyoming, while bicyclist fatalities account for under 1%. The analysis also indicates that there haven’t been any recent increases in traffic fatalities or injuries (as of publication in 2016). Cody had a total of 9 pedestrian crashes from 2010-2014 and a total of 6 bicycle crashes. Additional safety information is shown in Figure 5.

**Figure 2.2: Pedestrian Crashes by Gender, Age, Light Condition, and Time of Day, 2010 through 2014**

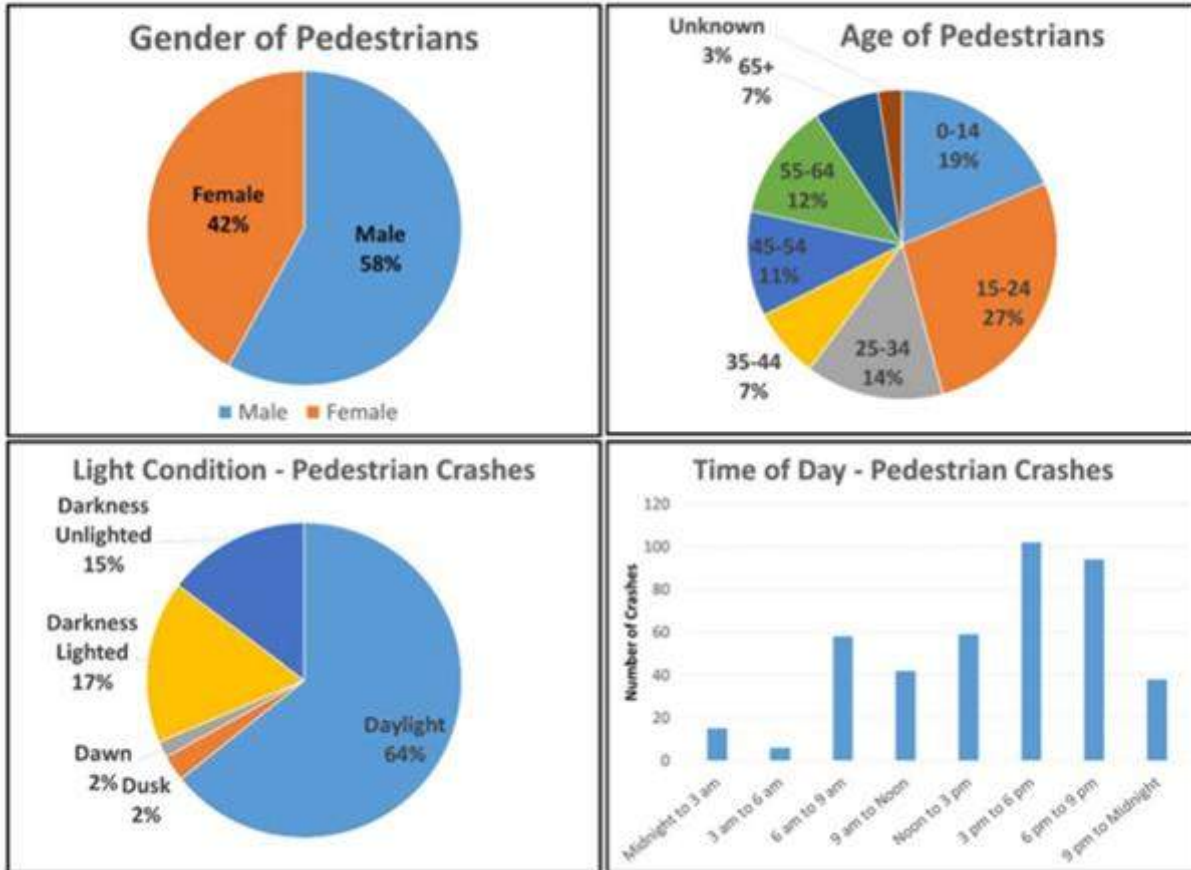


Figure 5. Crashes by Gender, Age, Light Condition, and Time of Day for Pedestrians (top) and Bicyclists (bottom) (WYDOT 2016)

## Existing Facilities

The plan provides an inventory of existing bicycle and pedestrian facilities, including shared use pathways, striped bike lanes, and other recreational paths. The Northern Tier East/West interstate bicycle route passes through Cody and is part of the planned U.S. Bicycle Route system. In addition, the WYDOT has established routes designated as “High Bicycle Use Areas.” Two of these routes pass through the City of Cody (Cody to Powell, US 14A and Cody to South Fork, WYO 291). In addition, Cody to 3Fk Rd, US 14/16 was also identified as a route with higher bicycle usage based on Strava data.



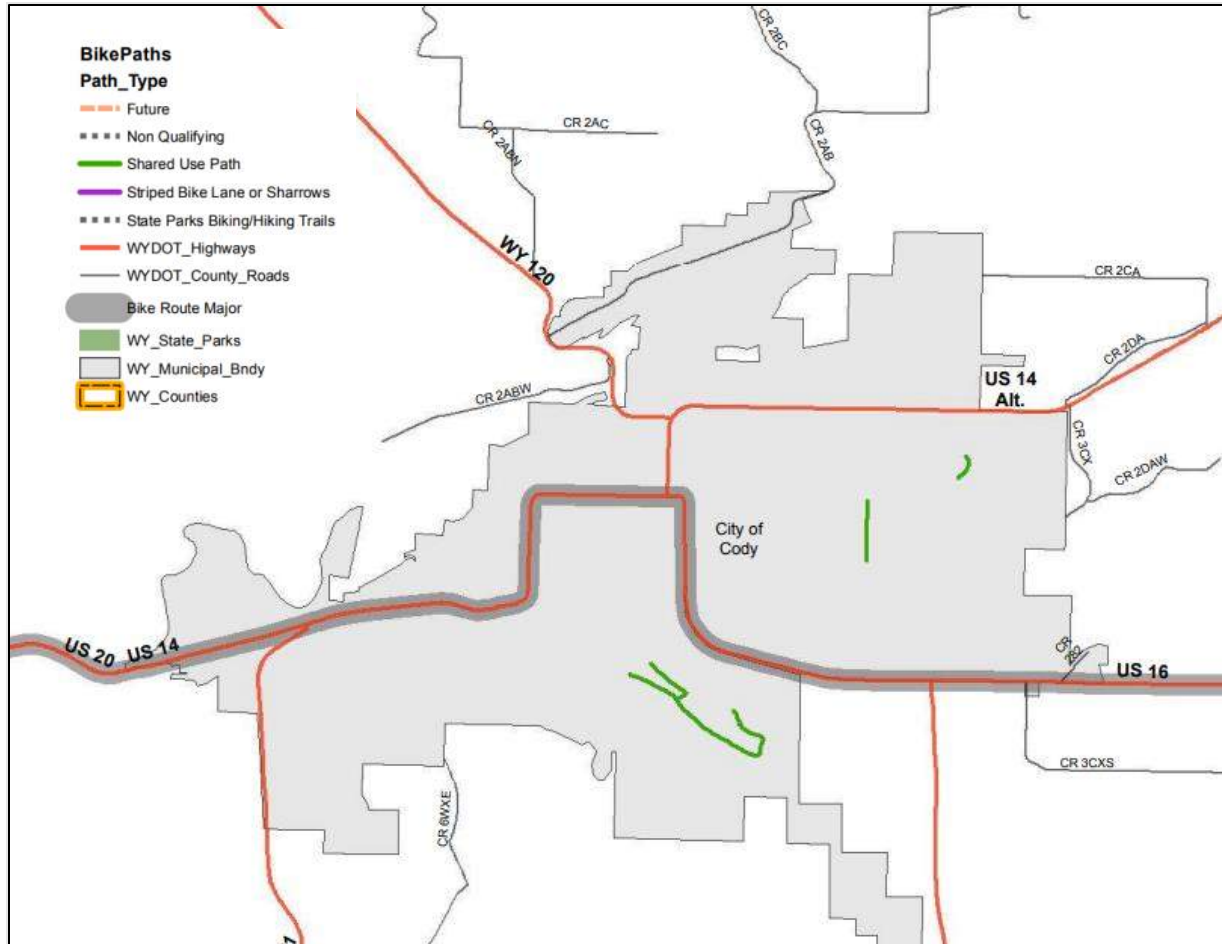


Figure 6. Bike Paths in Cody (WYDOT 2016)

## Standards, Guidance, and Facility Planning/Design

WYDOT requires that pedestrian facilities be considered in the design phase of their projects. Special consideration should be made for bicycle and pedestrian facilities that are in communities connected to one of the Transamerica Bike Routes, such as in Cody. WYDOT indicates that shoulders along these routes should be widened up to a 6-foot minimum and that shared use paths, attached sidewalks, bicycle lanes, and shared lanes should also be considered.

The plan identifies three phases of facility planning and design: planning, reconnaissance, and design. Local and regional planning efforts are described, including the Cody Master Plan. The plan describes design elements of different types of facilities that are seen across Wyoming, and notes constraints and opportunities.

## Facility Funding

Funding for bicycle and pedestrian projects has historically been a relatively low proportion of overall transportation budgets. The plan identifies key funding opportunities that can support repair/new construction of these facilities and





describes project development and funding strategies for specific types of projects, including sidewalks, on-street facilities, and signs/signals.

## Laws & Policies/Education & Enforcement

The plan outlines relevant policies for pedestrian and bicycle right-of-way, signage, pavement markings, and other pertinent statues and policies. Education of both drivers and bicyclists/pedestrians is important to ensure that driver and user expectations are consistent. Drivers must share the road with cyclists and look for pedestrians everywhere.

## Conclusions and Recommendations

WYDOT's recommendations include:

- Recommend installation of stop bars at key intersections.
- Design projects to ADA standards, including accessible ramps on sidewalks and crosswalks.
- Signage and signals at areas with high pedestrian traffic.
- Continued maintenance of state-wide pathways inventory, including use of Strava technology.

# Plan Review Summary of Alternative Transportation Recommendations

- Planning for the future of active transportation in Cody should envision Cody as an international-caliber destination for outdoor recreation.
- Future planning and development should preserve and enhance the small-town, western character of Cody.
- The safety of pedestrians and bicyclists (both commuter and recreational users) is valued highly by community members. Safe connections for kids to schools, parks, and other community resources is a top priority.
- Local, regional, state, and federal partnerships should be emphasized to provide valuable support and connections/access to public lands and recreational areas.
- Previous plans identify and conceptualize shared use pathways that serve many types of trail users through on- and off-street routes. Proposed pathways include park trails, connector trails, bikeways, and all-terrain bike and equestrian trails.
- A complete roadway network that includes access and facilities for bicycles and pedestrians is desired.

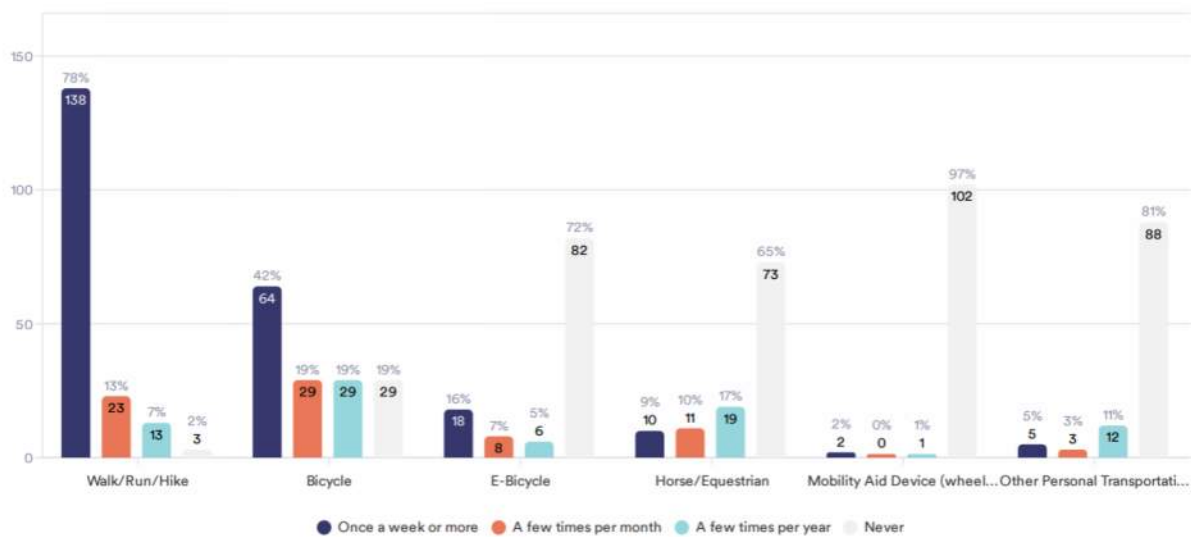


# Appendix B – Public Survey Results

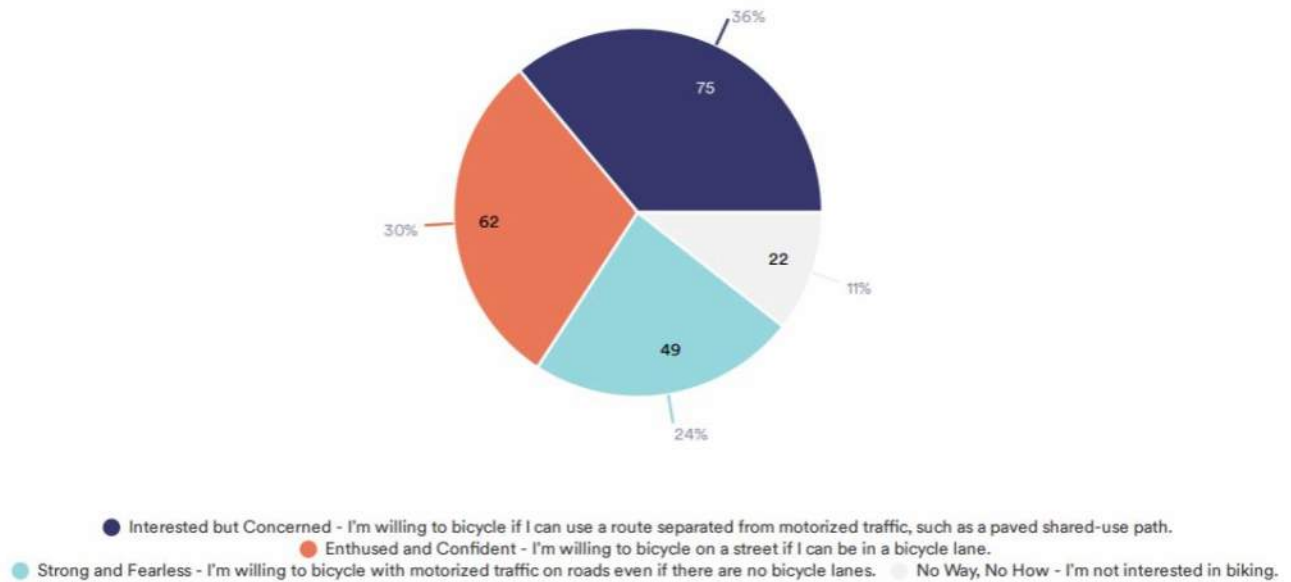
The public survey was open from August 16 through September 29, 2023.

**There were 208 total responses. The questions and answers were as follows:**

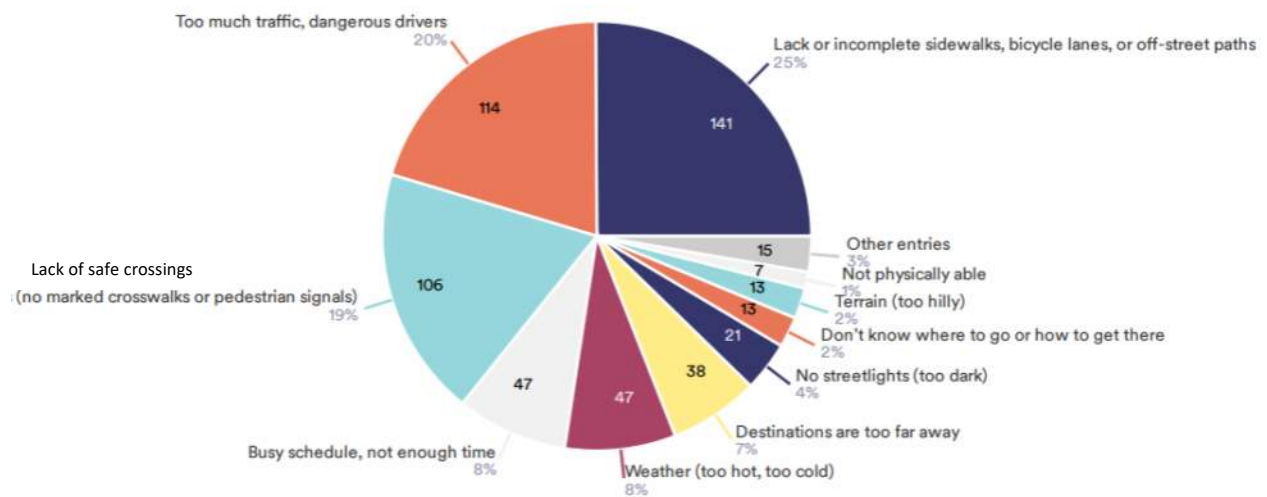
How often do you use the following modes of transportation?



## What type of bicyclist are you?



## What are your obstacles to using modes of active transportation in Cody?



### Other entries:

- Bikes are expensive
- Carrying capacity for groceries
- Coming from rural area to Cody for errands
- Few bike paths in and near town
- No obstacles for my needs

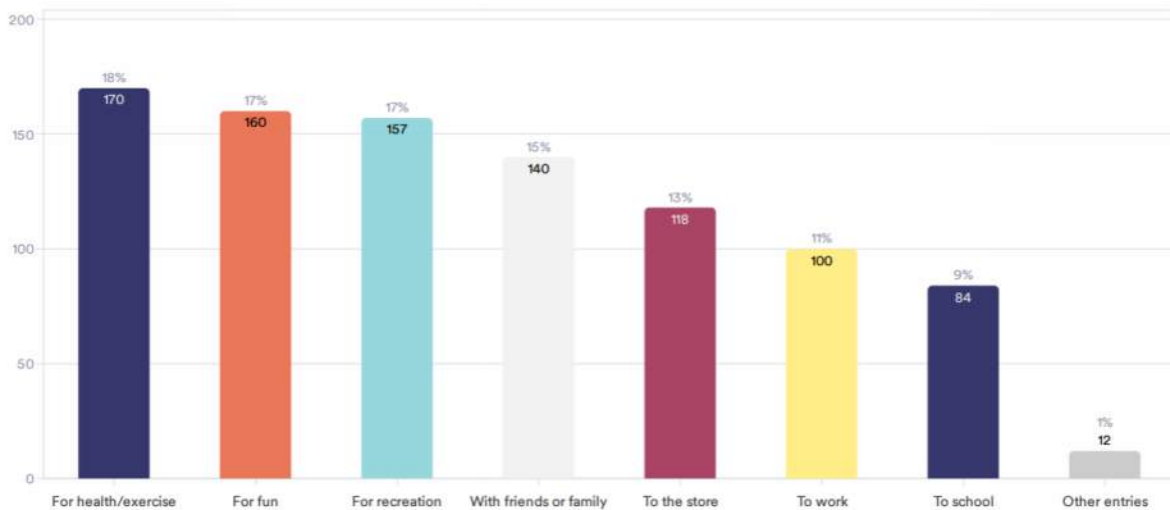


- No obstacles... just do it
- None, I bike commute year round
- The West Cody Strip is a death trap, especially eastbound
- Not interested

What qualities are most important to you? Please rank each of the following in order from 1 (most important) to 5 (least important).

Quality	Total Rank (lower total indicates higher ranking)
1. Safety	206
2. Connectivity	286
3. Comfort	420
4. Attractiveness	584
5. Directness	671

I envision a community where I can walk or roll:



**Other entries:**

- Anything I might not have thought of
- As a young adult with disabilities who is unable to always drive and is limited in access due to lack of public transportation
- To the doctor
- To run errands



- Let visitors know what an amazing community we are
- Ride horses
- Walk to the dogs
- We can already do all of the above
- With connection to other communities trail systems, even a national system

## Are there any other concerns about the future of active transportation in Cody that you would like to share?

*A total of 53 comments were received:*

1. Check out what Missoula, MT has done as far as in town trails, paths, safety. Now that town has this biking, walking, hiking thing figured out.
2. Thank you for this effort!
3. There needs to be a way to connect Diamond Basin with Red Lake without having to cross ditches or the canal. One simple culvert and some dozer/grader work is all that it would take to connect these. It reduces vehicle and pedestrian contact. The cost would be minimal.
4. Cody has the potential to be a good place for active transportation, with its wider streets and generally moderate speed limits. I think the key will be getting routes away from Sheridan, Yellowstone, Big Horn and 17<sup>th</sup>, with short connectors from the main active transportation routes to these main commercial areas.
5. Cost is always a concern
6. Some prioritization of the various options is needed, as the need is enormous but funding always challenging.
7. I am very glad someone is taking a look at this and putting in the effort to make Cody a better place. All efforts are very much appreciated. Thanks you!
8. I think public transportation between Cody and Powell and Billings and Cody would be a lifesaver for so many families. There used to be federal grant monies for public transportation.
9. I'd love bike lanes but I realize the cost of this not to mention the width of our streets
10. There are not a lot of public roadways I would feel safe riding with my 3 small children. We LOVE the Greenway in Cheyenne, I wish we had something like that here.



11. Would like to see more share the road signs on Yellowstone ave and bighorn avenue as well as bike lanes/bigger shoulders
12. I would like to see pave multiuser pathways. However, those take funding to maintain. Where would funding come from? Who would be responsible for the maintenance?
13. Can we organize a bike to work and school day once a month?
14. From Valley View (or other subdivisions on Southfork) there is not a connection to town other than the dangerous highway!
  - o Over the years there have been numerous 'events' when an alternate route was needed for emergency vehicles as the highway was blocked off! Ie., a car fire on the hill, a car crash on the hill. I realize this isn't the same concept which you are asking about, however, it is worth mentioning as you glean data from the community.
  - o The Southfork has no alternate into town for walking, biking, running. Etc. the highway is not a safe route and neither is the west strip as there is not a path or complete sidewalk to take when making one's way off the highway. This has been a topic for years and falls on the City's deaf ears.
  - o Thank you for all of your efforts and dedication to finding positive solutions. You are all valued and appreciated!
15. Love a bike path! A safe place for our boys to ride bikes. Even Beck lake has the section shared with cars and when kids are learning to ride they can veer off.
16. Cody has great opportunities for off-road mountain biking, but for those of us who would love to just use our bicycles for everyday transportation, it drops the ball. A European-style bike path at the same height as the sidewalk, through many areas, would be a huge improvement. Weather is obviously a factor, but we do have plenty of good months where it would be nice to take a bike, instead of a car, also eliminating traffic and overflowing parking lots.
17. It would be nice to have an alternate route to take from the southfork without having to use Yellowstone Avenue
18. the amount of 4 runners, IE polaris type off road vehicles on the main streets and highways is a major concern. They are small, driven recklessly, mostly by tourists renting them, and cannot maintain traffic speeds safely on the highway. Almost daily, i see one creating a logjam on the Greybull highway going to and from BLM. I am sure they are congesting other major thoroughfares N,W, and South as well
19. naturally I'd like to see more large share to road with bike signs.
20. More sidewalks and crosswalks for children.
21. There should be share the road signs all throughout cody, especially downtown



22. I live 6 miles out on south fork. Due to mobility issues, I have problems getting into town for doctor's appointments, grocery shopping etc. There are many options for me
23. A bike path separate from the road on Beacon hill would be awesome
24. I'm concerned the town isn't doing enough to adequately address walking/biking paths and that we are falling behind other communities that are investing in those areas.
25. We moved to Cody from Jackson, WY. Jackson has quite a pathway system for recreation and commuting. The pathways get heavy use and are also an amenity that draws many people to the area.
26. We need a safe place to be, too many distracted drivers. Been run off the road too many times
27. Keep it WEED free and able to be used across all season, ie – keep it cleared in winter.
28. I have heard that there is a national bike trail system that is interested in including Park County WY in its master plan. Has anyone been contact with this organization?
29. My biggest concern beyond a cohesive and safe "trail" system for non-motorized users is the crossing on Big Horn Ave from Roberts to Freedom Streets to get people (especially kids) to/from the middle school.
30. I would like to see a connection belt from one end of Cody to the other somehow like other places seem to have....
31. Please make wide bike lanes
32. We're going to have to work on people's attitudes toward cyclists/riders of all sorts. Locals still honk and throw coffee cups if they think you're riding along too far away from parked cars.
33. there are many neighborhoods that do not have sidewalks, that really needs to be fixed.
34. Many tourists are staying at Walmart and the ponderosa rv park. There is currently a sidewalk only and the area is filled with trash and weeds. Needs improvement.
35. Safe connection through town out to reservoir would be great. It's very dangerous with tourist traffic
36. I would love to see an expansion of Beacon Hill Rd to include a separate path for non-motorized. Lots of cyclists and runners/walkers would use this.



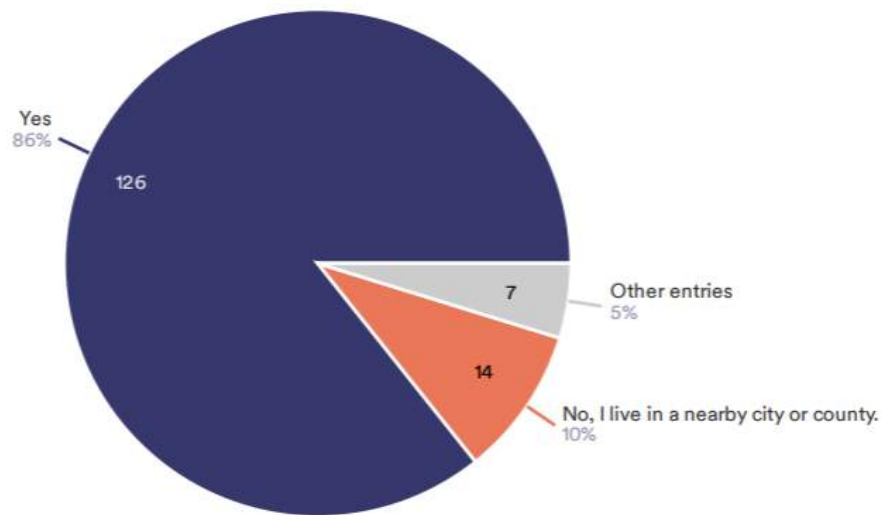
37. Just remember that the outer portions of Cody would like these walking trails too. The concern is only the downtown area would be considered for these trails.
38. My husband and I walk 5 miles daily, all over Cody. Parts are very walkable, but it would be really nice to have safe sidewalks throughout the city. Pipe dream, I know, but having a walkable town is such a draw to an area.
  - o Code enforcement for snow/ice removal on sidewalks, as well as keeping trees/bushes from obstructing would also be helpful. In the older parts of town, the old cracked, broken, uneven sidewalks need to be replaced.
  - o Would be really nice to have a River Walk trail system——so popular in many towns. If nothing else, connecting Paul Stock trails to Shoshone River Trail would be awesome.”
39. Sidewalks! Sidewalks! Sidewalks! They make life easier for everyone! There are far, FAR too many streets with no sidewalks at all! Speaking as both a pedestrian and a biker, I personally don't mind bikes on the sidewalks (it's vastly better than having them on the street). I know intersections and separate paths can be tricky, but there should at least be sidewalks everywhere!
40. Connectivity between areas of interest for walking/biking trails could be improved. Long term maintenance needs to be considered and accounted for.
41. Great
42. We need this in our community!!!
43. Thank you!
44. I would hate to see trees that are along the present road edge removed/cut down for a bike path. I also would not like to see a loss of traffic lines for a bike path.
45. There need to be more bike racks in front of businesses all around town. It's sometimes impossible to find anywhere to lock a bike up.
46. We are a small enough town for more people to be able to walk and bike around town. Especially kids. If we could create more safe pathways this would help get people out of their cars and walking or biking. Helping with our environment and the health of citizens.
47. There has been a historic lack of leadership on this issue. It can take decades to complete, but you have to start with a good plan. I applaud your efforts and hope the City, WYDOT and County all buy in. It costs money, but in the long run it makes Cody a much more desirable place to live.
48. Downtown, west strip are really unrideable for bicyclists





- 49. I would like to see a separate pathway that goes thru town. This would provide a safe main corridor to Cody schools and businesses. Perhaps the alleyways could be used to provide the backbone?
- 50. More crosswalks on bighorn Ave to allow for pedestrians to cross to the Shoshone river trail down the hill
- 51. More crosswalks on bighorn ave. No lights needed
- 52. If you make it they will come. Make the bike lanes and paths and people will use them
- 53. I love the paved trail around the Markham Reservoir, and use it often. However, it is best for walking, and isn't really large enough for bicycling. It also isn't for transportation, but rather just for recreation. My concern is that new proposed plans would just create more loops for recreation instead of "mini highways" for bicycle travel point a to point b, and access all over town.

### Are you a resident of Cody?



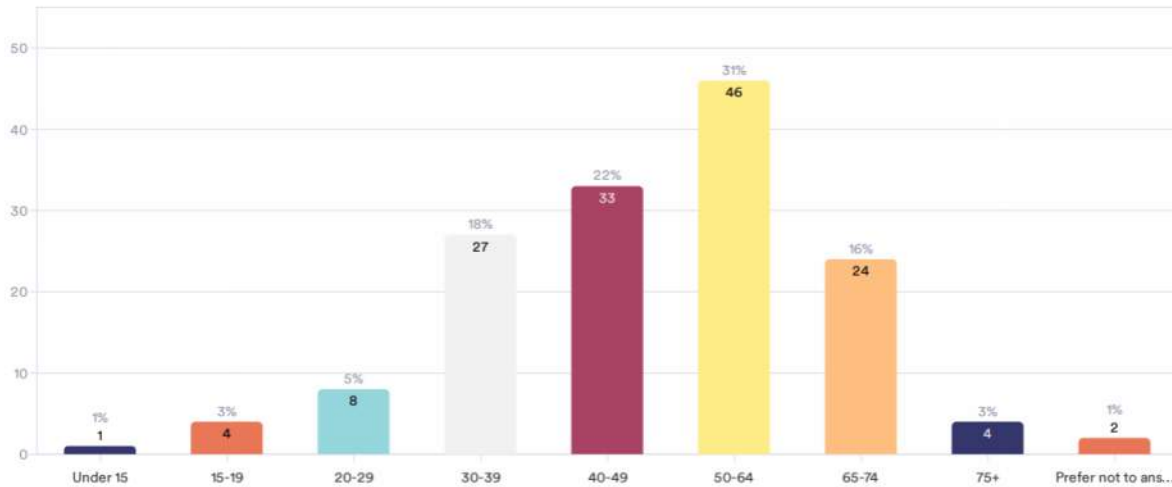
#### Other entries:

- No, I'm a tourist
- Park County, but not Cody
- Outside of town 15 miles
- Born there, but currently reside in Portland Oregon. Moving back very soon.
- Former Cody resident and current Cody property owner

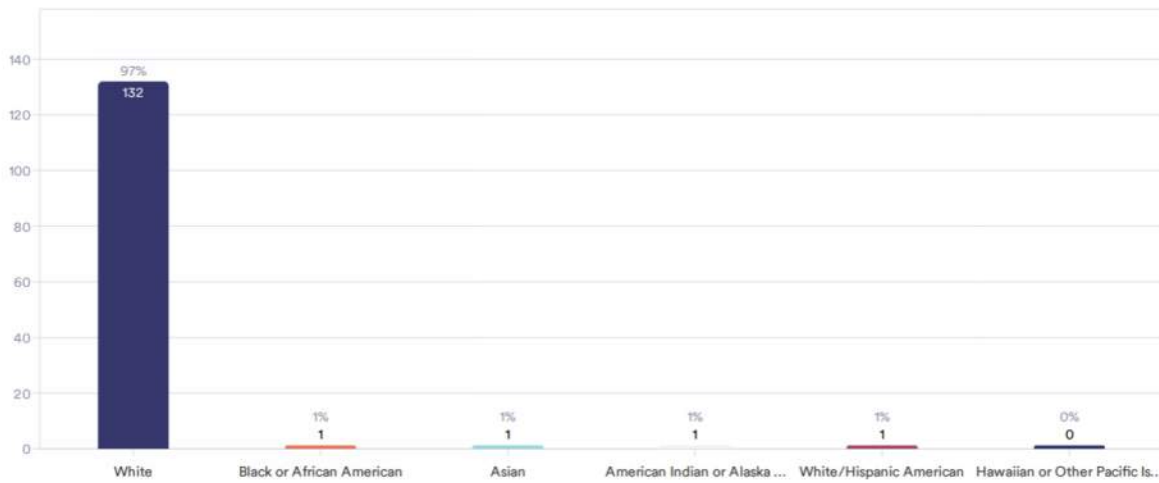


- Live nearby not in the city itself. With tourists looking at sights and not paying attention to their driving its important to watch for THEM. Cody is my go to shopping and medical.

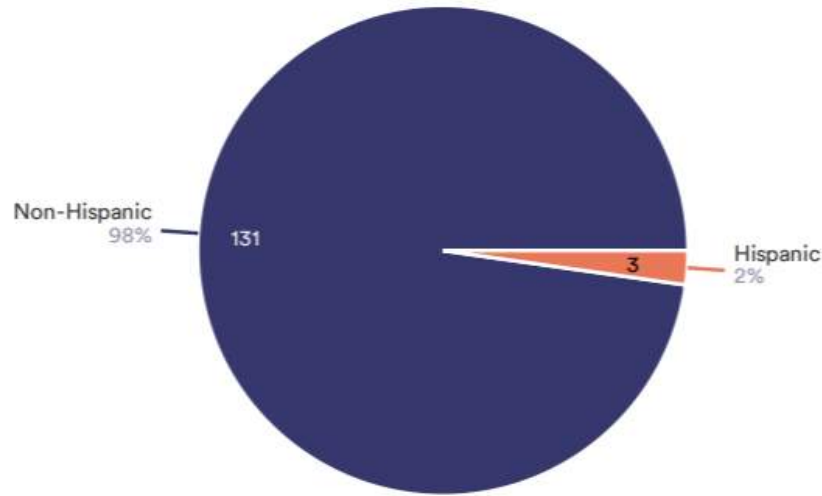
### What is your age?



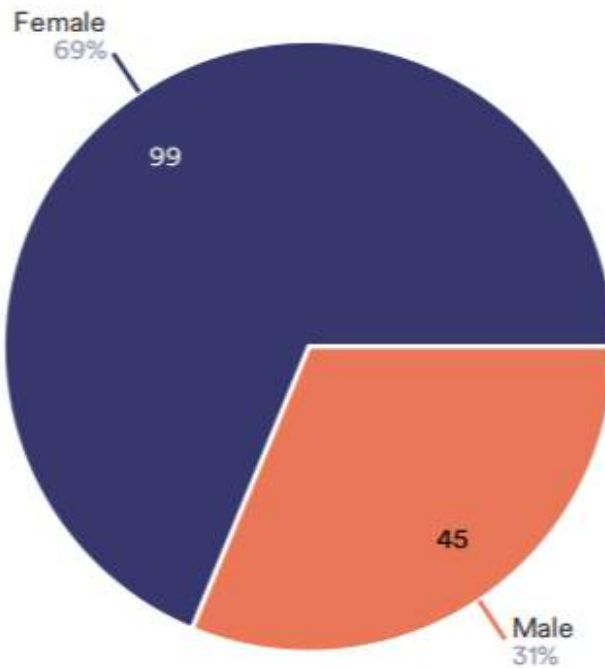
### What is your race?



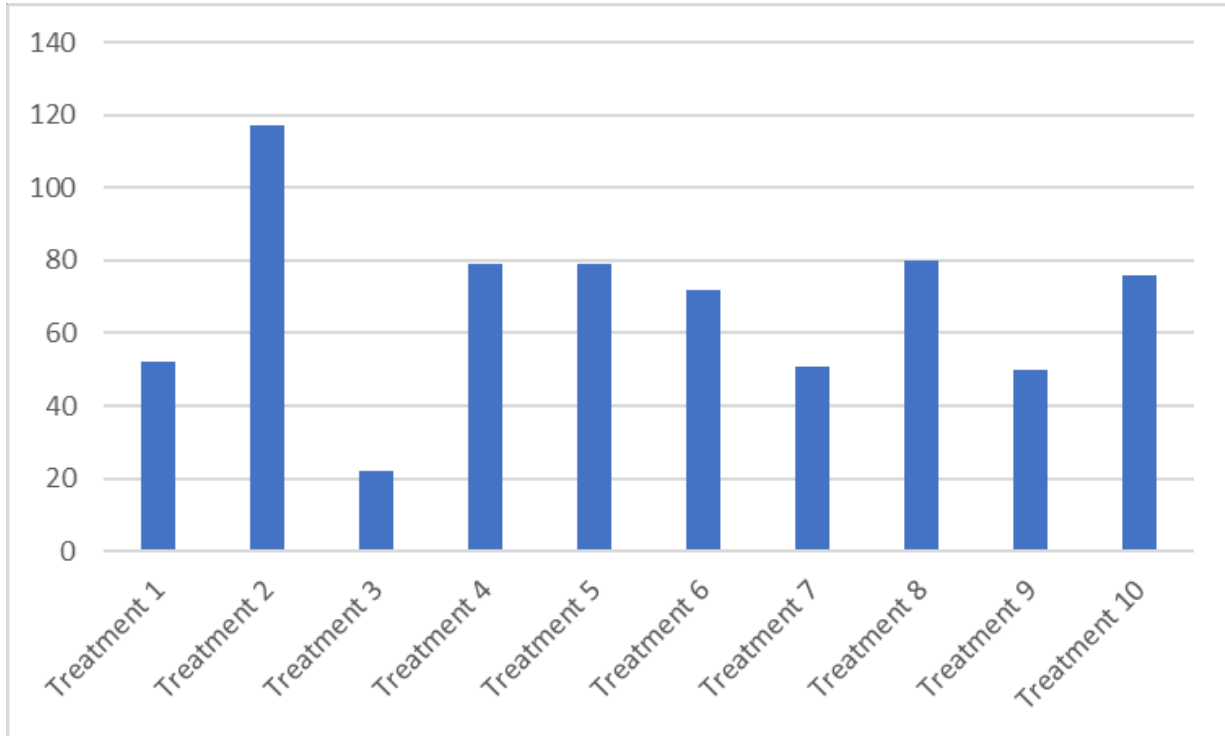
What is your ethnicity?



What is your gender?



What kind of treatment would you like to see where you walk or bike? Select all that apply.



## General Comments

Getting through the core of Cody on a bike is not too hard. It's possible to wind through town on mostly residential streets and avoid the crazy traffic. However, the margins of town are unsafe. Sidewalks, where they exist, don't count as safe, because they are too narrow and have significant dips as they cross hundreds of drives, each an opportunity for a collision.

Big Horn Avenue is not safely bikable, and there are no parallel options approaching from the Powell Highway. Riding or walking Yellowstone from Eighth Street to the west is unsafe and unpleasant. And 17th Street heading out beyond the airport to the Greybull Highway, although the best of the perimeter approaches to Cody, is still not safe from downtown to Taco Johns. Traffic is too heavy, the shoulder and sidewalks too narrow, and there are too many driveways with traffic entering and exiting.

Safety is not possible in heavy traffic areas without physical separation from traffic. This is adequate for utilitarian use - riding to school, the store, etc... For the ride or walk to actually be enjoyable, it must have a distance separation from the heavy traffic, too.

My husband, Chan, and I live off the West Strip at the end of Riverside Ave. In the summer we ride our horses to town to prepare them for the Cody Stampede parades (on the sidewalk from Gulch St. to town and back). After the parades we see Outriders riding their horses on the other side of the HWY heading west. We would LOVE to be able to ride from our home and connect to trails anywhere (especially the Shoshone River walk). Keep up the good work! :)

We need a safe way of walking down the Southfork Hill. People go very fast, there is no safe walking/biking trail up or down the hill. Cody would be a beautiful walking city if it was safe but that is not the case. For the sake of the population, we need to encourage walking and make it a safe mode of active transportation

The Stock trail is a nice example of all of the above, it just needs expansion.

I am mostly concerned about crossing the street from Goodturn to Albertson's. I realize there is a streetlight a few blocks away, but it is not convenient. I would think that the businesses in the area would benefit from more pedestrian or

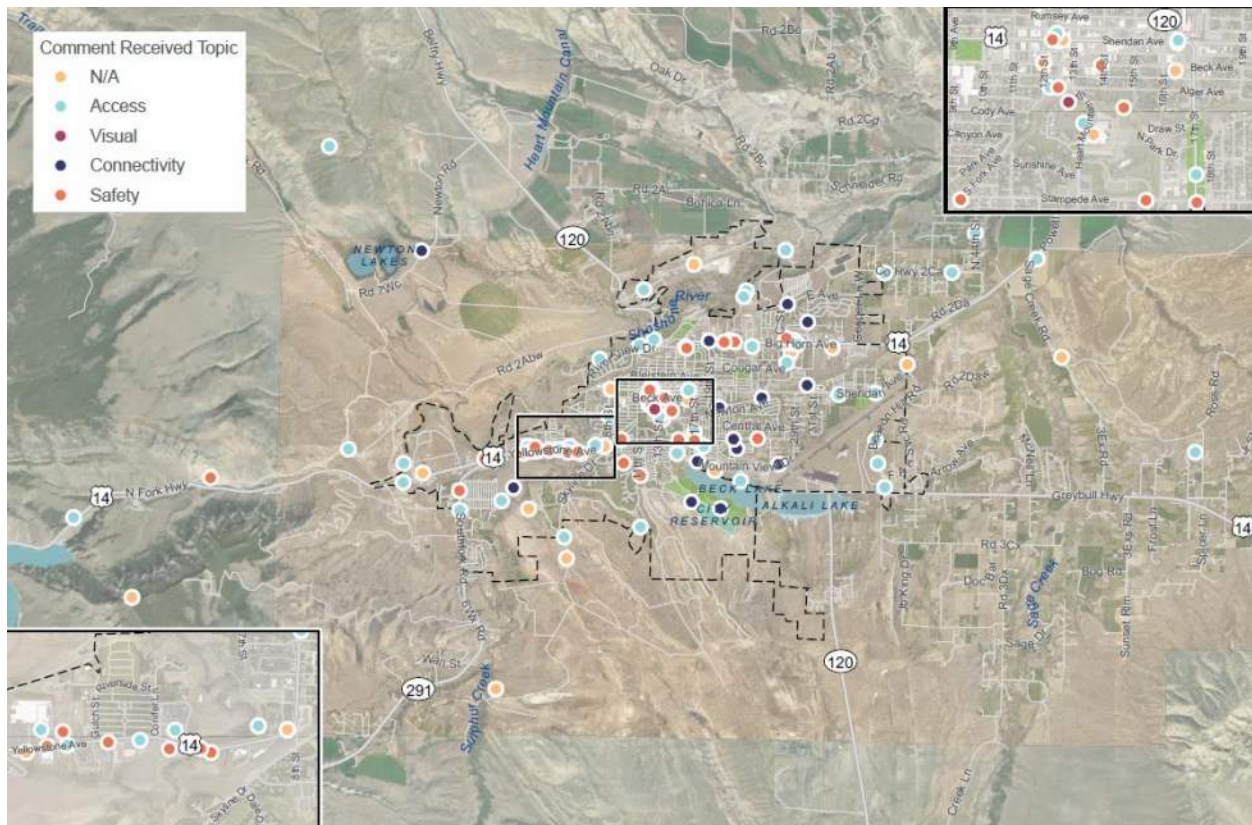


bicyclist usage from residents or tourists who are stranded on the eastern edge across from them.

## Map Comments

Over 100 comments received related to:

- Areas where attractiveness could be improved
- Areas with safety/comfort concern
- Areas with connectivity issues
- Potential destinations



# Appendix C – Walking Audit

## Walking Audit Purpose

The purpose of the Walking Audit is for members of the Active Transportation Committee and the consultants to collectively experience the opportunities and challenges of walking around Cody. While walking, participants can identify areas where they enjoy walking and what characteristics make that area feel safe and comfortable. They also identify challenging areas and discuss potential solutions.

## Time and Weather

The walk audit took place on Tuesday, August 15, 2023 from 2:30 to 4:00 pm. The conditions were about 90 degrees Fahrenheit and sunny. Streets and sidewalks were dry except for locations where residents were watering their lawns.

## Participants

- Janie Curtis, That Other Project
- Tiffany Manion, That Other Project
- Chris Guyer, That Other Project
- Tina Gail, City of Cody
- Nancy Hoffman, Resident
- Kyle Lehto, HDR, Inc.
- Mindy Moore, HDR, Inc.
- Ian Sporkin-Morrison, Engineering Associates

## Route

The route was selected to showcase areas that are considered safe and comfortable to walk as well as those that need improvements.

Starting from the Paul Stock Recreation Center, the Walk Audit team walked north through Canal Park, crossed Alger, then north on 14<sup>th</sup> Street. The team walked west on Salsbury Avenue, south on 11<sup>th</sup> Street, and west on Bleistein Avenue. Then south on 10<sup>th</sup> Street, east on Canyon Avenue and crossed 11<sup>th</sup> Street/old South Fork Avenue, to walk up the steep and narrow path to 11<sup>th</sup> Street. From there, the team walked along Sunshine Avenue to heart Mountain Street and back to the Recreation Center.



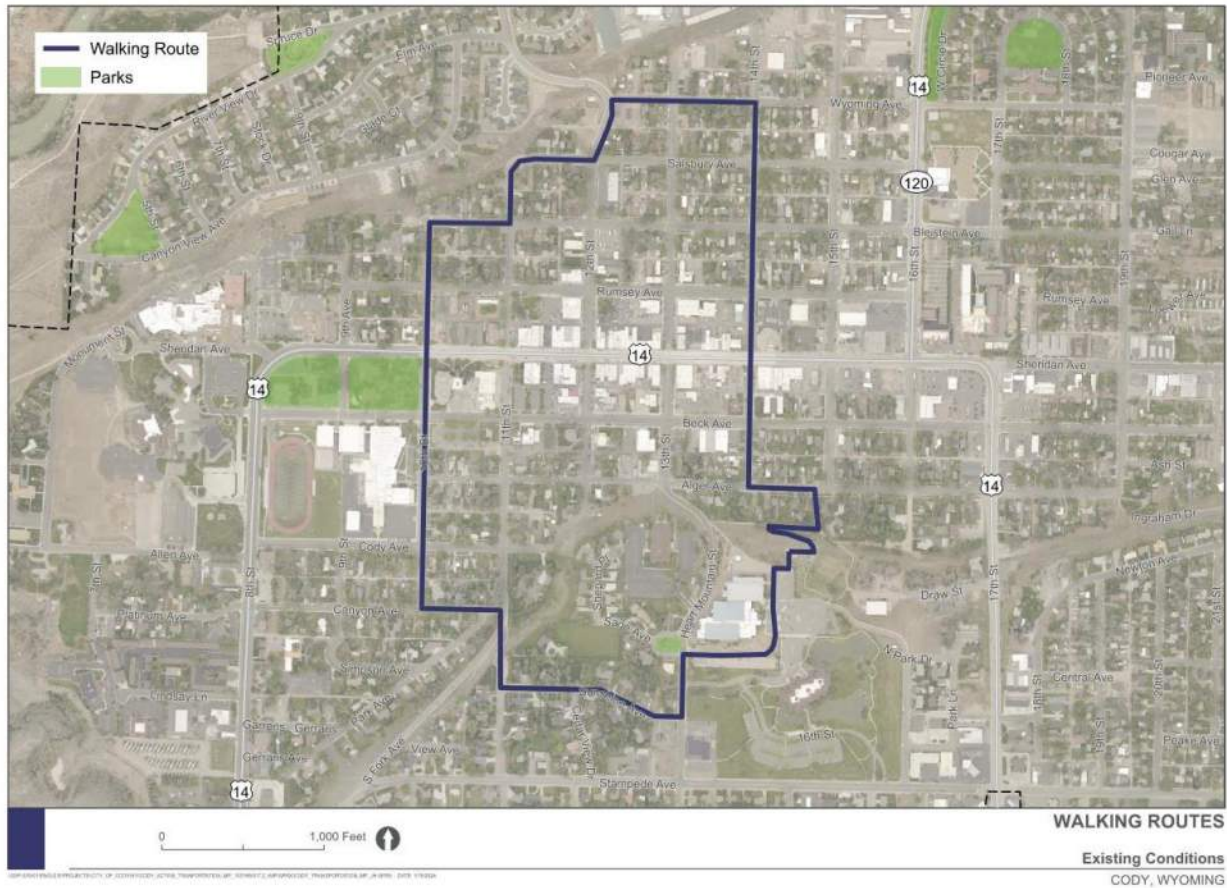


Figure 7. Walking Audit Route

# Findings

## Sidewalk Issues

- Location – placement of sidewalk at back of curb does not provide buffering from street
- Width – narrow width of 4 feet
- Maintenance – several locations of sidewalk were missing, broken, or uneven
- Obstructions – many locations were blocked by overgrown vegetation. Dumpsters placed in front of homes were sometimes placed on the sidewalk.
- Gaps – Some sections of neighborhoods did not have sidewalks or ADA accessible corner ramps/driveways.
- Street Issues
- Excessive width – Streets were built to allow a horse and wagon to turn around. This results in excessively wide local streets. Wide streets are conducive to speeding.





- Wide Crossings – Wide streets result in wide crossings at intersections. Wider crossings increase the amount of time that pedestrians are exposed to vehicular traffic.
- Crossing treatments – There is a Rectangular Rapid Flashing Beacon (RRFB) to assist crossing Sheridan Avenue near Cody Park. Walk audit participants noted that the crosswalk sign and flashing lights are difficult for motorists to see due to occupied on-street parking.

## Bike Lanes

- Previously striped bike lanes were not restriped when road was chipsealed along Salisbury Avenue.

## Walking Audit Photos



Figure 8. Cody's terrain consists of tiers of bluffs. Steps lead from the Community Center at the top of the hill to Canal Park at the bottom of the hill, where the walk audit began.



Figure 9. An ADA-compliant route is also offered along the hard-packed path.



Figure 10. The walk audit followed the granular path down a slope which was experiencing erosion due to stormwater runoff. The eroded surface negates the path's ADA compliance in this area.



Figure 11. The path levels out and connects to Alger Avenue.



Figure 12. No ADA access from path (from photo above) across Alger Avenue to 15<sup>th</sup> Street.



Figure 13. Bicycles locked to a post due to lack of bicycle parking along Sheridan Street.



Figure 14. Along 14th Street, head-in parking overhangs the wheel stops and encroaches onto the narrow sidewalk leaving very little space for people to walk. A quick fix to this scenario would be to move the wheel stops back a foot.



*Figure 15. The trees and ample grassed parkway between the street and sidewalk create an attractive setting and comfortable place to walk; however, the sidewalk has shifted out of place creating a trip hazard for all users and inhibiting use by people with mobility disabilities. Concrete jacking and leveling services may be able to remedy this situation.*



Figure 16. Salsbury Avenue was previously striped with a bike lane, but it was not restriped after the street was chipsealed.



Figure 17. Throughout Cody, many sidewalks are placed at the back of the curb. This places people walking closer to motorized traffic than if a landscaped buffer were between the vehicular and pedestrian spaces.



Figure 18. The City provides garbage collection for many residential properties through dumpsters that are placed in the street. This is detrimental to the aesthetic of the area and the dumpsters sometimes are placed on sidewalks, impeding pedestrian mobility. Collection at the rear of properties when alleys are present or via individual roll-out carts would improve these issues.



Figure 19. This sidewalk ends along Bleistein Street before the corner property, forcing pedestrians into the marked angle parking area in this residential neighborhood.



*Figure 20. A rectangular rapid flashing beacon (RRFB) is located at the intersection of Sheridan Avenue and 10<sup>th</sup> Street near Cody City Park. Walk audit participants noted that the sign can be difficult to see when approaching it as a motorist due to parked cars blocking the view. There is insufficient room to place a sign in the center of the road due to the left turn lane. However, a sign could be placed overhead.*





Figure 21. Biking provides a sense of freedom for children who may bike to the park to climb a tree and enjoy some time outdoors, such as this child at Cody City Park.



Figure 22. Walk audit participants continue through the grass due to lack of sidewalks along Canyon Avenue.



Figure 23. A sidewalk leads up the steep slope along old South Fork Avenue.



Figure 24. Motorists approaching from the stop sign at the right of the photo may have difficulty seeing oncoming traffic from the right (taken at the Canyon Avenue, 11th Street, and old South Fork Avenue intersection).



Figure 25. Mature trees and well-maintained yards along 11th Street create a lovely environment for walking or biking; however, there are no accommodations for people walking or biking.



Figure 26. Fences and railings improve the sense of safety while walking along the sidewalk along 11<sup>th</sup> Street which is placed at the top of a retaining wall.



Figure 27. Children biking to and from the store gives them a sense of freedom and allows them to help their parents by running errands; however, the lack of a dedicated bikeway causes this youth to choose to bike in the street along with motorized traffic.

# Appendix D – Biking Audit

## Biking Audit Purpose

The purpose of the Biking Audit is for members of the Active Transportation Committee and the consultants to collectively experience the opportunities and challenges of biking around Cody. While biking, participants can identify areas where they enjoy biking and what characteristics make the area feel safe and comfortable. They also identify challenging areas and discuss potential solutions.

## Time and Weather

The biking audit took place on Wednesday, August 16, 2023 from 10:00 am until approximately 2:00 pm. The conditions were about 85 degrees Fahrenheit and sunny. Streets were dry.

## Participants

- **Janie Curtis**, That Other Project
- **Tiffany Manion**, That Other Project
- **Chris Guyer**, That Other Project
- **Randy Merritt**, Wyoming Department of Transportation
- **Rick Lasko**, Active Transportation Committee Member
- **Kyle Lehto**, HDR Engineering, Inc.
- **Mindy Moore**, HDR Engineering, Inc.
- **Ian Sporkin-Morrison**, Engineering Associates

## Route

The route was selected to showcase areas that are popular for recreational use as well as those that need improvements. The route totaled approximately 12 miles.

Starting from the Joyvagen Bicycle Shop at 901 12<sup>th</sup> Street, the Biking Audit team headed north on 12th Street, then west on Spruce Street to the Paul Stock Nature Trails in River View Park. They headed through the trails and up to Monument Street and used Allen Avenue to access 8th Street/Yellowstone Avenue. The group traveled out and back on 8<sup>th</sup> Street/Yellowstone Avenue along a section the locals refer to as the “gauntlet.” The group then traveled along Gerrans Avenue and Park Avenue, and they climbed old South Fork Avenue to access Skyline Drive, which has an existing bike lane. The group then connected to the canal access road running through Olive Glenn Golf Course which led to 11th Street and connected to a dirt road headed east and ultimately connected over to pathways along Beck Lake Park. From there, they



headed north on 14th Street, east on Stampede Avenue/Ina Ave (a portion of which had bike lane), north on 29th Street (a portion of which had a paved sidepath), east on Sheridan Avenue and north on 34th Street. They connected to a paved pathway to reach Cougar Avenue, headed north on 19th Street, looped back on Circle Avenue, headed south on Highway 14A, then turned west on Bleistein Avenue, back to the Bike Shop.

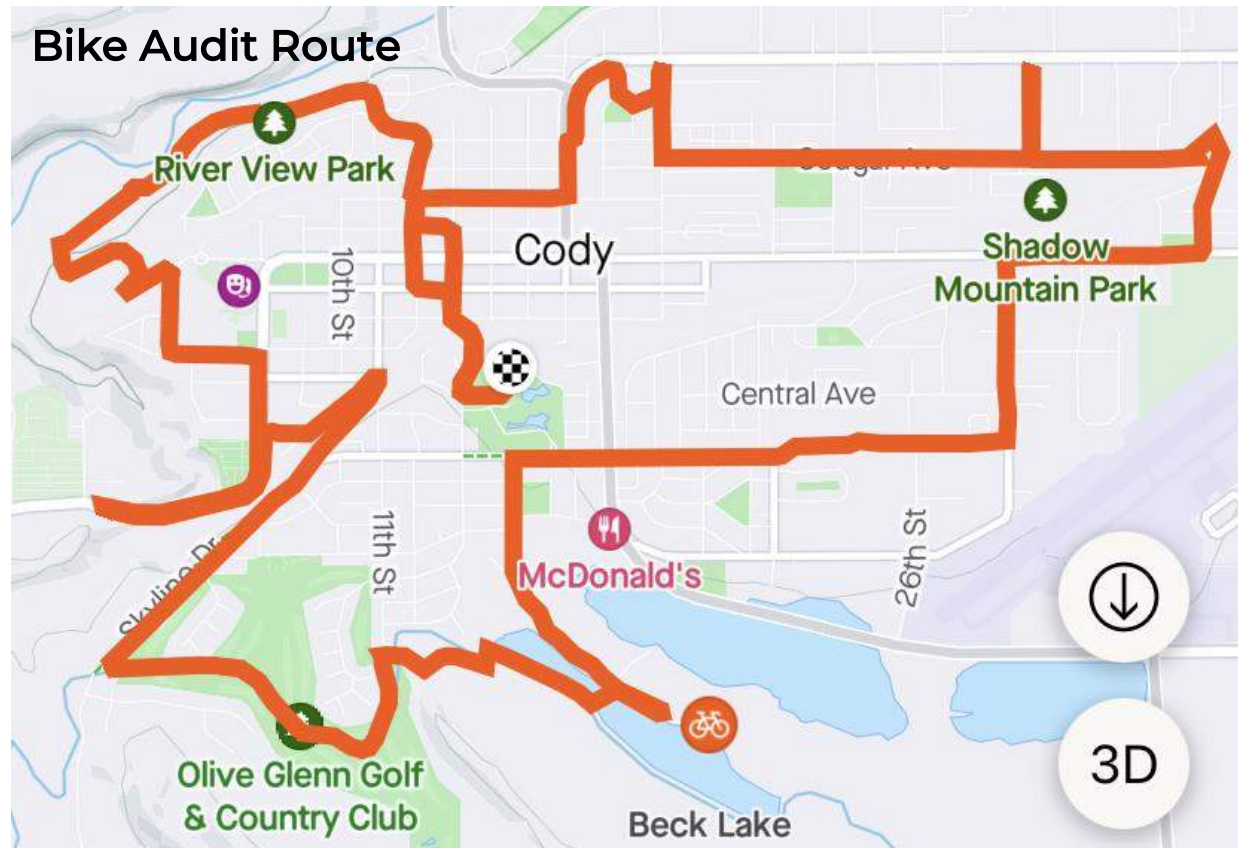


Figure 28. Biking Audit Route

# Findings

## Recreational Trails

- The Paul Stock Nature Trails and Beck Lake Park trails are popular for hiking and mountain biking.

## Bikeway Issues

- Arterial streets – There was a section of 8<sup>th</sup> Street/Yellowstone Avenue that had a wide shoulder and felt comfortable for the group to ride along. However, that shoulder narrowed to nearly nothing south of Gerrans Avenue past the curve, and felt unsafe and traffic sped by. From the curve heading west, there are no dedicated biking facilities and there is sidewalk on the north side of Yellowstone Avenue, but there is not continuous sidewalk on the south side.
- Canal roads – The canal paths provide a comfortable route for biking, walking, and jogging around town, but they are currently restricted to use by canal maintenance personnel.
- Local streets – Local streets which are typically low volume and low speed, feel comfortable biking for many people. Streets that have been recently chipsealed temporarily create a granular surface that may cause some bicyclists to slip until the chips are swept off. The resulting surface improves friction for biking and driving.
- Paved pathways – Existing pathways feel comfortable for biking for all ages and abilities.

## Crossings

- Big Horn Avenue – A permanent Pedestrian Hybrid Beacon crossing with median refuge islands will be installed across Big Horn Avenue at Freedom Street. A signal is planned at Blackburn Street, which will also include a pedestrian crossing.



# Biking Audit Photos



Figure 29. The bike audit participants stopped to discuss the Paul Stock Nature Trails and connectivity to this area from the rest of town.



Figure 30. Bike audit participants continue to discuss issues at Paul Stock Nature Trails.





Figure 31. Section of Yellowstone Avenue past the curve known by some locally as “the gauntlet” due to narrow shoulders. Also note the missing sidewalk on the south side of the highway (right side of picture).



Figure 32. After biking along the section Yellowstone Avenue known as “the gauntlet,” bike audit participants discuss the challenges associated with providing biking and walking facilities along this arterial road which included discussions about the narrow right-of-way.



Figure 33. Bike audit participants biked along this narrow bike lane on Skyline Drive.



Figure 34. Bike audit participants stopped along Skyline Drive to talk about the use of this area for viewing fireworks and the narrow bike lane.



Figure 35. Canal roads throughout Cody are narrow granular paths which are sometimes used for biking and walking but are legally only for use by the Canal District.



Figure 36. The canal roads provide a peaceful and scenic route for biking and walking.



Figure 37. Because the canal roads do not allow general vehicular traffic, they would be comfortable for all ages and abilities to walk or bike.



Figure 38. Paved trails encircle Beck Lake Park.



Figure 39. People enjoy walking around the paved trails at Beck Lake Park.



Figure 40. This map posted at Beck Lake Park provides users with information to plan their ride.

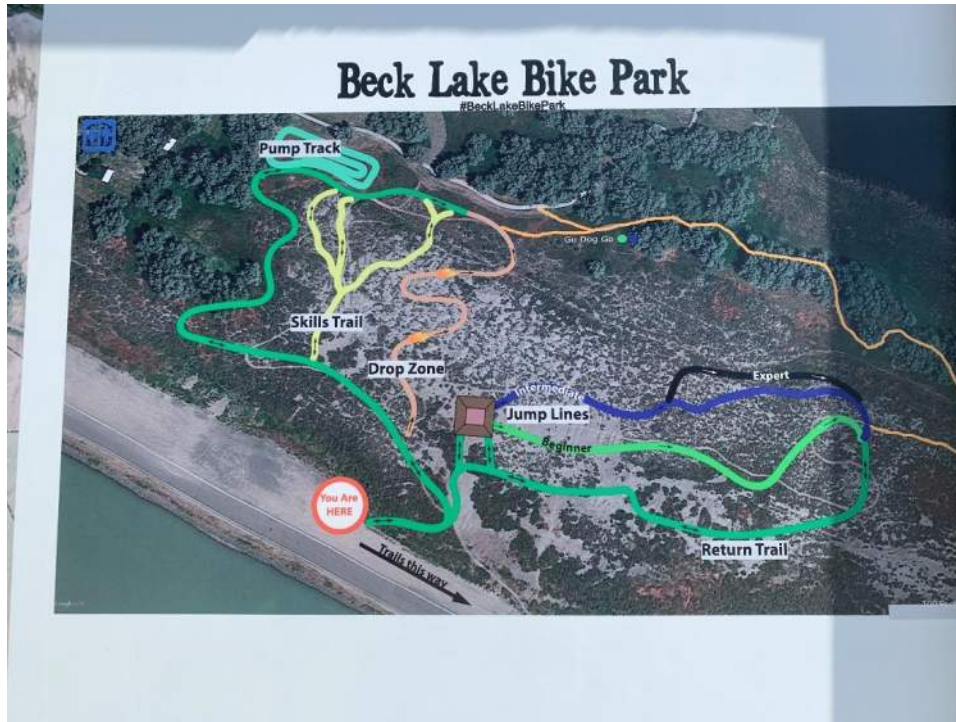


Figure 41. This map posted at Beck Lake Park provides users with information about the mountain biking skills portion of the park.



Figure 42. This paved sidepath can be shared by people biking and walking.



Figure 43. This paved pathway provides a non-motorized route through a residential neighborhood between 34<sup>th</sup> Street and Date Street on the east side of town.



Figure 44. This temporary crossing of Big Horn Avenue will be replaced with a permanent crossing including crosswalk signage, pavement markings, pedestrian hybrid beacons, and a pedestrian refuge in 2024. Left turns will be prohibited on and off Big Horn Avenue at Freedom Street.



Figure 45. Bike audit participants discuss the crossing of Big Horn Avenue.



# Appendix E – Active Transportation Maintenance Plan

## Annual Active Transportation Inspections and Implementation

City staff should monitor all active transportation facilities on a weekly basis to address immediate concerns and monitor ongoing or recurring issues. City staff should conduct a more detailed inspection annually, including assessments of surface condition, erosion, drainage, amenities, bridges, and signage. This inspection should provide information needed to plan and budget for more significant repairs and improvements.

### Action items include:

- City staff complete an annual system inspection in the spring of each year.
- An annual report should be prepared from the inspection to address needed repairs and improvements.
- A priority scale should be assigned to pathway projects to address safety concerns first and enhancements throughout the season.
- Projects should be assigned to specific staff to ensure completion and documentation.
- Weekly inspections should be completed by staff during regular maintenance activities.
- Pathway surface cracking should be rated and appropriately scheduled for repair or replacement.

## Plowing, Sweeping, and Blowing

Pedestrians are susceptible to slipping or tripping on snow, ice, and cut or fallen vegetation. Mown grass or fallen leaves that become wet can be a slip and fall hazard.

Bicyclists often avoid shoulders, bike lanes, and bridges filled with sand, gravel, broken glass, and other debris; they will ride on the roadway to avoid these hazards, potentially causing conflicts with motorists. On bridges, debris is often swept to the curb edge or the jersey barrier wall, requiring cyclists to take a lane or share a narrow facility with cars.



Action items include:

- Sweep pathways whenever there is an accumulation of debris on the facility. Extra sweeping may be necessary in the fall.
- Establish a seasonal sweeping schedule that prioritizes roadways with major bicycle routes and bridges.
- In curbed sections and bridges, sweepers should pick up debris; on open shoulders, debris can be swept onto gravel shoulders.
- Debris from the roadway should not be swept onto sidewalks, bikeways, or pathways.
- Pave gravel driveway approaches to minimize loose gravel on paved bikeways, sidewalks, or pathways.

## Pathway Surface Repair

Bicycles, pedestrians, and horseback riders are much more sensitive to subtle changes in roadway surface than motor vehicles. Ridges, cracks, and uneven transitions between materials can cause hazardous conditions.

On streets with concrete curbs and gutters, 1' to 2' of the curbside area is typically devoted to the gutter pan, where water collects and drains into catch basins. On many streets, the bikeway is situated near the transition between the gutter pan and the pavement edge. It is at this location that water can erode the transition, creating potholes and a rough surface for travel. The pavement on many streets is not flush with the gutter, creating vertical transition between these segments. This area can buckle over time, creating a hazardous environment for bicyclists.

Additional maintenance may be required on pathways that accommodate horses due to the increased weight impact on pathway surfaces and transitions.

### **Actions items include:**

- Programs for regular crack sealing, pothole repair, and broken sidewalk panel repair.
- Maintain transitions along gutters and manholes.
- Special attention to routes accommodating horses due to increased weight impacts.



## Pavement Markings and Signage

Pavement markings help guide bicyclists to proper position in the roadway, direct pedestrians to safer crossing locations, and provide awareness of the potential for bicyclists and pedestrians to be in the area. Wet pavement markings can become slippery. Pavement markings can wear off quickly due to weather and vehicular traffic.



### Action items include:

- Inventory existing signage and markings
- Repaint pavement markings following maintenance activities
- Consider silica broadcast in pavement markings for traction

## Drainage and Grates

Drainage grates are typically located in the gutter area near the curb of a roadway. Many grates are designed with linear parallel bars spread wide enough that if a bicycle were to ride on them, the front tire would become caught and fall through the slot.

Drainage grates and culverts that become clogged can cause hazardous flooding along bikeways and crosswalks and mud or algae from frequent ponding can be extremely slippery and hazardous to bicycle, pedestrian, and equestrian traffic.

### Action items include:

- Identify poorly-drained areas along pathways where surface should be raised or drains installed.
- Inspect seasonally and remove debris
- Consider grates that are “bicycle-friendly” and remove hazardous grates



## Vegetation

Vegetation along pathways can improve aesthetics and prevent erosion, especially in areas with steeper slopes. Without proper maintenance, trails, bikeways, and sidewalks can be rendered inaccessible or dangerous due to overgrown vegetation that can become an obstacle or block an otherwise clear line of sight.



### Action items include:

- Trim landscaping such that it does not impede passage or clear view, particularly at intersections and along curves.
- Keep a 2-foot minimum clear zone horizontal on each side of the trail and a 10-foot clear zone vertical.
- After major damage incidents, such as storms or nearby construction, remove fallen trees or other debris from pathways, bikeways, and sidewalks as quickly as possible.
- Remove noxious and invasive weeds along pathways that accommodate horses.

## Vandalism and Encroachments

Harmful vandalism and encroachments to pathways can create uncomfortable or unsafe conditions for pedestrians, bicyclists, and riders on horseback. Regular inspections and prompt removals are the best way to manage these issues.

### Action items include:

- Develop reporting procedure to ensure prompt responses and removals
- Promote community beautification programs, volunteer clean-ups, reporting hotlines.

## Maintenance Coordination

Coordination of maintenance responsibility between stakeholders avoids duplicated efforts and missing sections of pathways. Roles and responsibilities should be clearly defined as part of the initial maintenance planning and should be revisited annually as part of annual inspections and prioritization process. Findings from annual inspections should be shared between all partners.



# Appendix F – Wyoming State Statutes

## 2023 Wyoming Statutes, Title 1 – Code of Civil Procedure, Chapter 1 – General Provisions as to Civil Actions

1-1-121. Recreation Safety Act; short title.

This act shall be known and may be cited as the "Recreation Safety Act".

1-1-122. Definitions.

(a) As used in this act:

- (i) "Inherent risk" with regard to any sport or recreational opportunity means those dangers or conditions which are characteristic of, intrinsic to, or an integral part of any sport or recreational opportunity;
- (ii) "Provider" means any person or governmental entity which for profit or otherwise, offers or conducts a sport or recreational opportunity or regulates an interscholastic sport or recreational opportunity. This act does not apply to a cause of action based upon the design or manufacture of sport or recreational equipment or products or safety equipment used incidental to or required by the sport or recreational opportunity;
- (iii) "Sport or recreational opportunity" means commonly understood sporting activities including baseball, softball, football, soccer, basketball, swimming, hockey, wrestling, cheerleading, rodeo, dude ranching, nordic or alpine skiing and other alpine sports, snowboarding, mountain climbing, outdoor education programs, river floating, hunting, fishing, backcountry trips, horseback riding and any other equine activity, snowmobiling and similar recreational opportunities and includes the use of private lands for vehicle parking and land access related to the sport or recreational opportunity. "Sport or recreational opportunity" does not include skiing in a ski area as defined by the Ski Safety Act;



- (iv) "Equine activity" means:
  - (A) Equine shows, fairs, competitions, performances or parades that involve any or all breeds of equines;
  - (B) Any of the equine disciplines;
  - (C) Equine training or teaching activities, or both;
  - (D) Boarding equines;
  - (E) Riding, inspecting or evaluating an equine belonging to another, whether or not the owner has received some monetary consideration or other thing of value for the use of the equine or is permitting a prospective purchaser of the equine to ride, inspect or evaluate the equine;
  - (F) Rides, trips, hunts or other equine activities of any type however informal or impromptu;
  - (G) Day use rental riding, riding associated with a dude ranch or riding associated with outfitted pack trips; and
  - (H) Placing or replacing horseshoes on an equine.
  
- (v) Repealed By Laws 1996, ch. 78, 2.
  
- (vi) "This act" means W.S. 1-1-121 through 1-1-123.

### 1-1-123. Assumption of risk.

- (a) Any person who takes part in any sport or recreational opportunity assumes the inherent risks in that sport or recreational opportunity, whether those risks are known or unknown, and is legally responsible for any and all damage, injury or death to himself or other persons or property that results from the inherent risks in that sport or recreational opportunity.
  
- (b) A provider of any sport or recreational opportunity is not required to eliminate, alter or control the inherent risks within the particular sport or recreational opportunity.
  
- (c) Actions based upon negligence of the provider wherein the damage, injury or death is not the result of an inherent risk of the sport or recreational opportunity shall be preserved pursuant to W.S. 1-1-109.
  
- (d) The assumption of risk provisions in subsections (a) through (c) of this section apply irrespective of the age of the person assuming the risk.



(e) This act shall not apply to skiing in a ski area as defined by the Ski Safety Act.<sup>1</sup>

## 2023 Wyoming Statutes, Title 34 – Property, Conveyances and Security Transactions, Chapter 19 – Liability of Owners of Land, Article 1 - Liability of Owners of Land Used for Recreation Purposes

### 34-19-101. Definitions.

a) As used in this act:

- (i) "Land" means land, including state land, roads, water, watercourses, private ways and buildings, structures, and machinery or equipment when attached to the realty;
- (ii) "Owner" means the possessor of a fee interest, a tenant, lessee, including a lessee of state lands, occupant or person in control of the premises;
- (iii) "Recreational purpose" includes, but is not limited to, any one (1) or more of the following: hunting, fishing, swimming, boating, camping, picnicking, hiking, pleasure driving, nature study, water skiing, winter sports, bicycling, mountain biking, horseback riding and other equine activities as defined in W.S. 1-1-122(a)(iv), noncommercial aviation activities and viewing or enjoying historical, archaeological, scenic or scientific sites;
- (iv) "Charge" means the admission price or fee asked in return for invitation or permission to enter or go upon the land;
- (v) "This act" means W.S. 34-19-101 through 34-19-107.

<sup>1</sup> State of Wyoming, 2023 Wyoming Statutes, [Rocket NXT \(wyoleg.gov\)](https://wyoleg.gov). Accessed 12/28/2023.



### 34-19-102. Landowner's duty of care or duty to give warnings.

Except as specifically recognized by or provided in W.S. 34-19-105, an owner of land owes no duty of care to keep the premises safe for entry or use by others for recreational purposes, or to give any warning of a dangerous condition, use, structure or activity on such premises to persons entering for recreational purposes.

### 34-19-103. Limitations on landowner's liability.

(a) Except as specifically recognized by or provided in W.S. 34-19-105, an owner of land, including a lessee of state land, who either directly or indirectly invites or permits without charge any person to use the land for recreational purposes does not thereby:

- (i) Extend any assurance that the premises are safe for any purpose;
- (ii) Confer upon the person using the land the legal status of an invitee or licensee to whom a duty of care is owed;
- (iii) Assume responsibility for or incur liability for any damage or injury to person or property, including to a third party, whether or not on the property, caused by an act or omission of the person using the land.

### 34-19-104. Application to land leased to state or political subdivision thereof.

(a) Unless otherwise agreed in writing W.S. 34-19-102 and 34-19-103 shall be deemed applicable to the duties and liability of:

- (i) An owner of land leased to the state or any subdivision of this state for recreational purposes;
- (ii) An owner of land on which the state or any subdivision of the state has an easement for vehicle parking and land access for recreational purposes.

### 34-19-105. When landowner's liability not limited.

(a) Nothing in this act limits in any way any liability which otherwise exists:

- (i) For willful or malicious failure to guard or warn against a dangerous condition, use, structure, or activity, except an owner whose land is adjacent to a national scenic trail designated by the United States





congress and who has conveyed an easement across his lands for purposes of a designated national scenic trail shall owe no duty of care to keep the adjacent lands safe or to give any warning of a dangerous condition, use, structure or activity on the adjacent lands. The installation of a sign, other form of warning or modification made to improve safety shall not create liability on the part of an owner of the adjacent land if there is no other basis for liability;

(ii) For injury suffered in any case where the owner of land charges the persons who enter or go on the land for recreational purposes, except that in the case of land leased to the state or a subdivision of this state, any consideration received by the owner for the lease shall not be deemed a charge within the meaning of this section;

(iii) Under W.S. 1-39-107.

### 34-19-106. Duty of care, not created; duty of care of persons using land.

(a) Nothing in this act shall be construed to:

- (i) Create a duty of care or ground of liability for injury to persons or property;
- (ii) Relieve any person using the land of another for recreational purposes from any obligation which he may have in the absence of this act to exercise care in his use of the land and in his activities on the land, or from the legal consequences of failure to employ such care.

### 34-19-107. User liability for damages.

Any person using the land of another for recreational purposes, with or without permission, shall assume the inherent risk of using the land for recreational purposes and shall be liable for any damage or injury to property, livestock or crops or to a third party, whether or not on the property, caused by the person while on the property.<sup>2</sup>

<sup>2</sup> State of Wyoming, 2023 Wyoming Statutes, [Rocket NXT \(wyoleg.gov\)](https://wyoleg.gov). Accessed 12/28/2023.



# Appendix G – Turning Movement Analysis

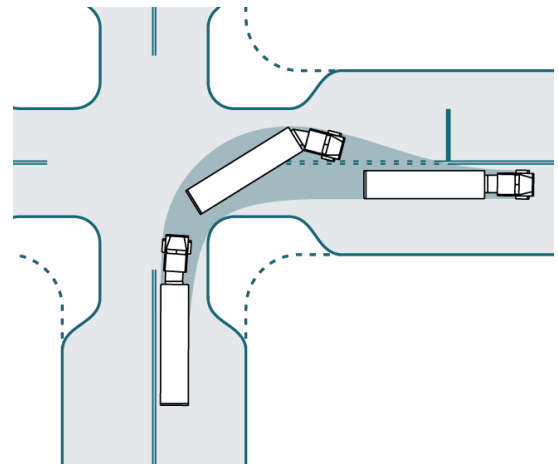
## Concern #1

One of the active transportation tools recommended to improve conditions for people walking in and around downtown Cody is curb extensions. Because curb extensions narrow the roadway width, vehicles must slow down to make their turning movements. For large vehicles, which need more space to make turns, there is some concern about the feasibility of trucks being able to successfully make turns around the curb extensions.

This turning movement analysis evaluates the feasibility of making turns around curb extensions between Sheridan Avenue and 12<sup>th</sup> Street for three design vehicles (WB-40, WB-62, and WB-67). 12<sup>th</sup> Street is the typical width of 10<sup>th</sup> Street through 15<sup>th</sup> Street, so this analysis can be assumed to apply to additional downtown intersections along Sheridan Avenue.

The analysis refers to the 2011 Edition of the American Association of State Highway Transportation Officials (AASHTO) *Policy on Geometric Design of Highways and Streets* for guidance on the minimum turning path of each design vehicle.

According to the National Association of City Transportation Officials, *Urban Street Design Guide*, “Allowing infrequent vehicles to use the whole intersection (moving left slightly before the turn and using the lane adjacent to the right lane on the receiving side) allows the entire intersection to become more compact, reducing turning speeds of regular vehicles to 12–15 mph. A recessed stop bar prevents conflicts with opposing traffic.”



[Source: Design Vehicle | National Association of City Transportation Officials \(nacto.org\)](#)

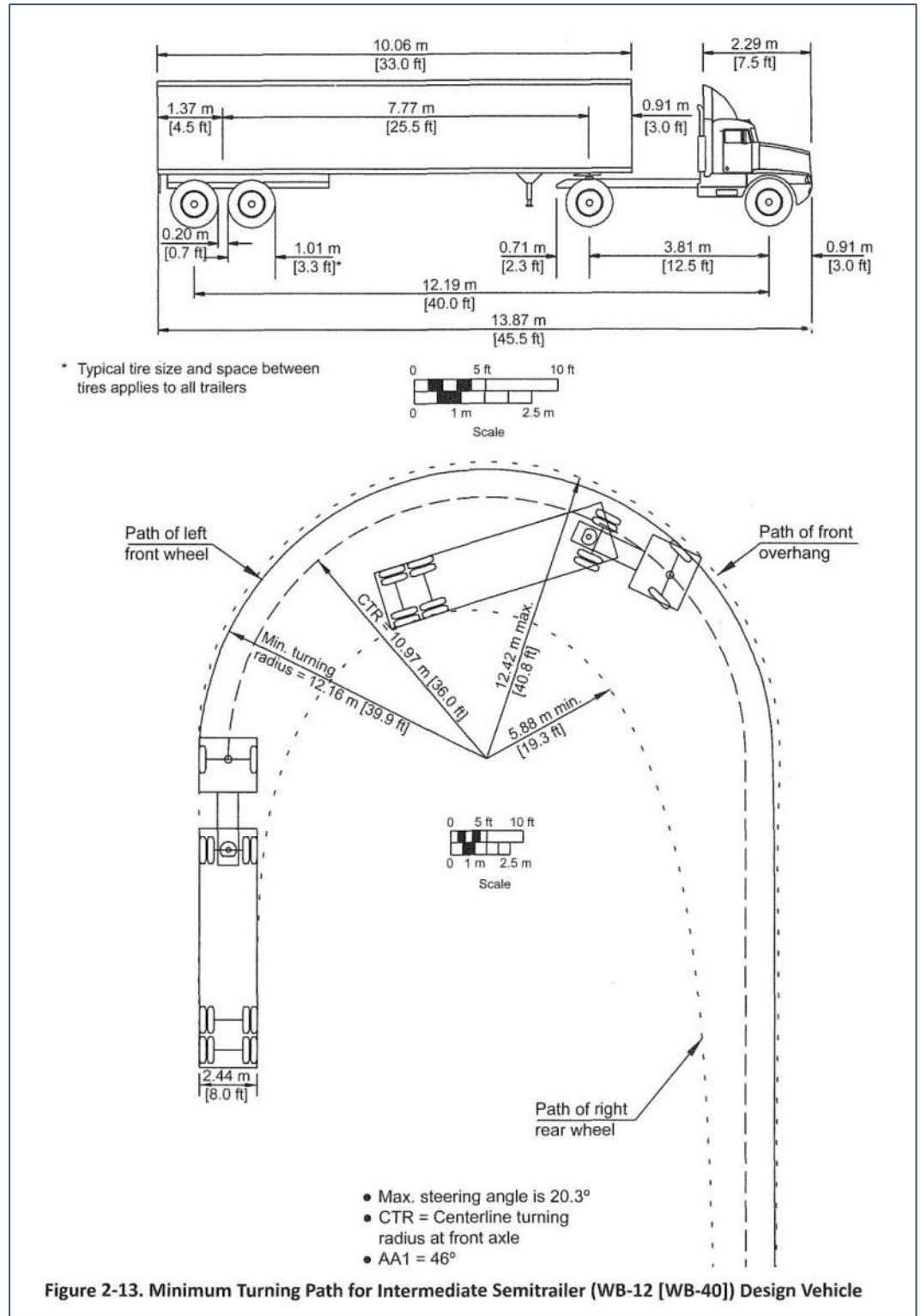
This analysis finds that all three design vehicles can make the turn within the roadway space; however, the two larger truck sizes would encroach into the turn lane on Sheridan Avenue when turning from the side street onto Sheridan Avenue. To manage the needs of both truck and pedestrian safety and mobility, one of the downtown intersections should be designated as part of a truck route and either omit the curb extensions on that intersection or provide truck aprons to accommodate large truck turning movements while continuing to slow and realign smaller vehicle turning movements.



# WB-40 Design Vehicle

The following exhibits show that the WB-40 design vehicle (a 45.5-foot-long truck and trailer) can complete a turning movement from Sheridan Avenue onto a side street by encroaching into the oncoming lanes on the side street.

The WB-40 design vehicle can complete a turning movement from a side street onto Sheridan Avenue while using two lanes of same-direction travel.

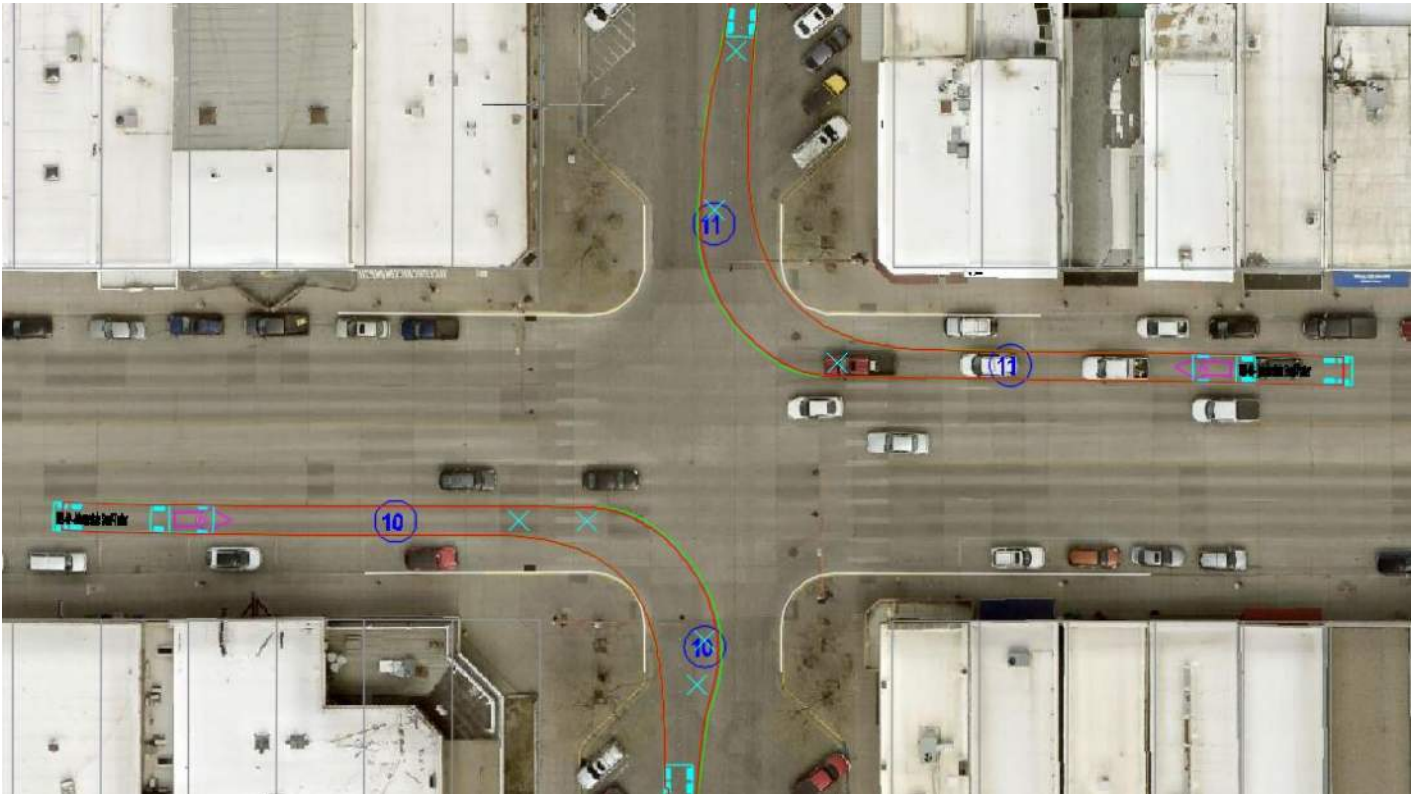


Source: AASHTO Policy on Geometric Design of Highways and Streets



# WB-40 Turning Movement – Sheridan Ave to Side Street

## Current Condition



Red = Wheel Path

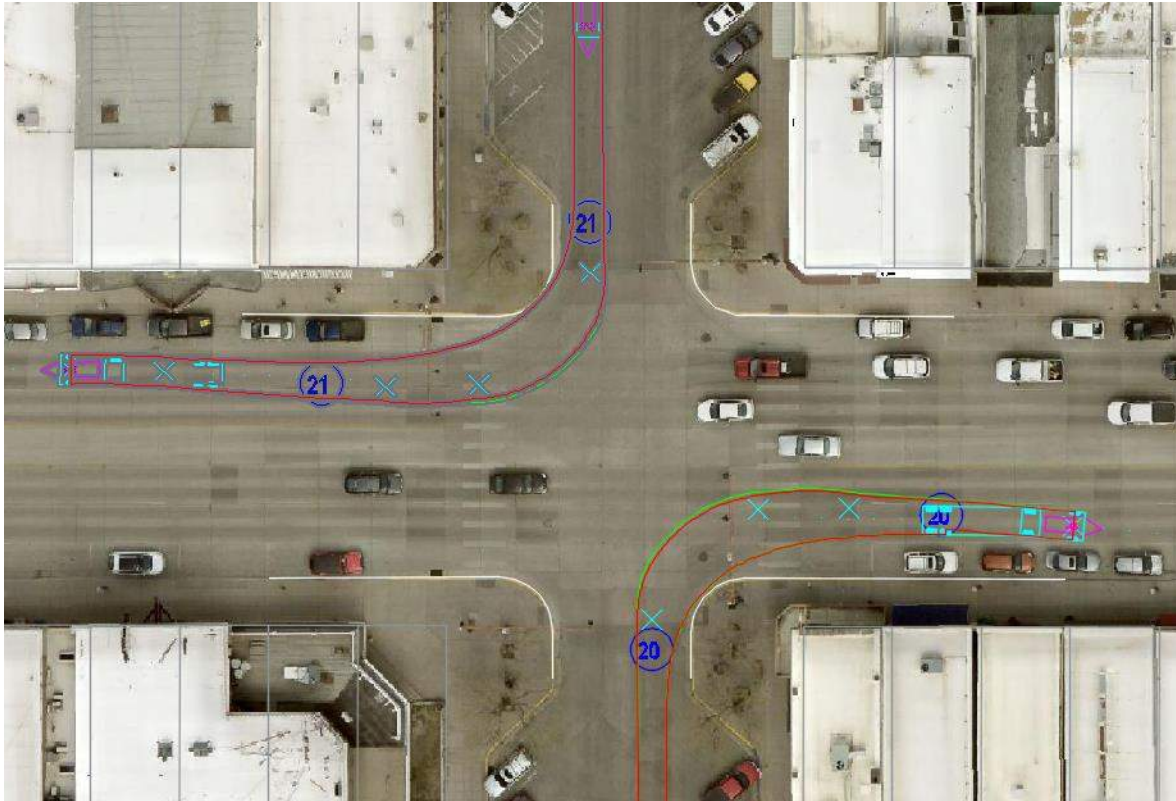
Green = Truck Overhang

## Curb Extension Condition



# WB-40 Turning Movement – Side Street to Sheridan Ave

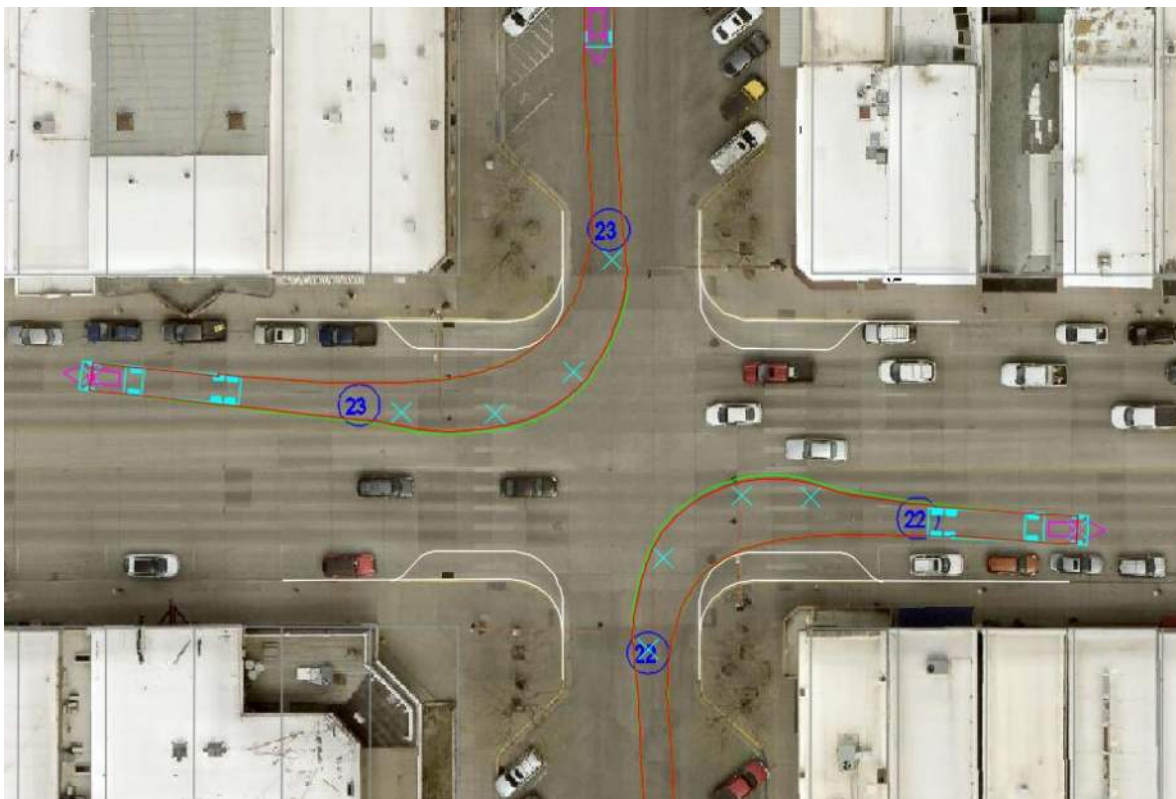
## Current Condition



Red = Wheel Path

Green = Truck Overhang

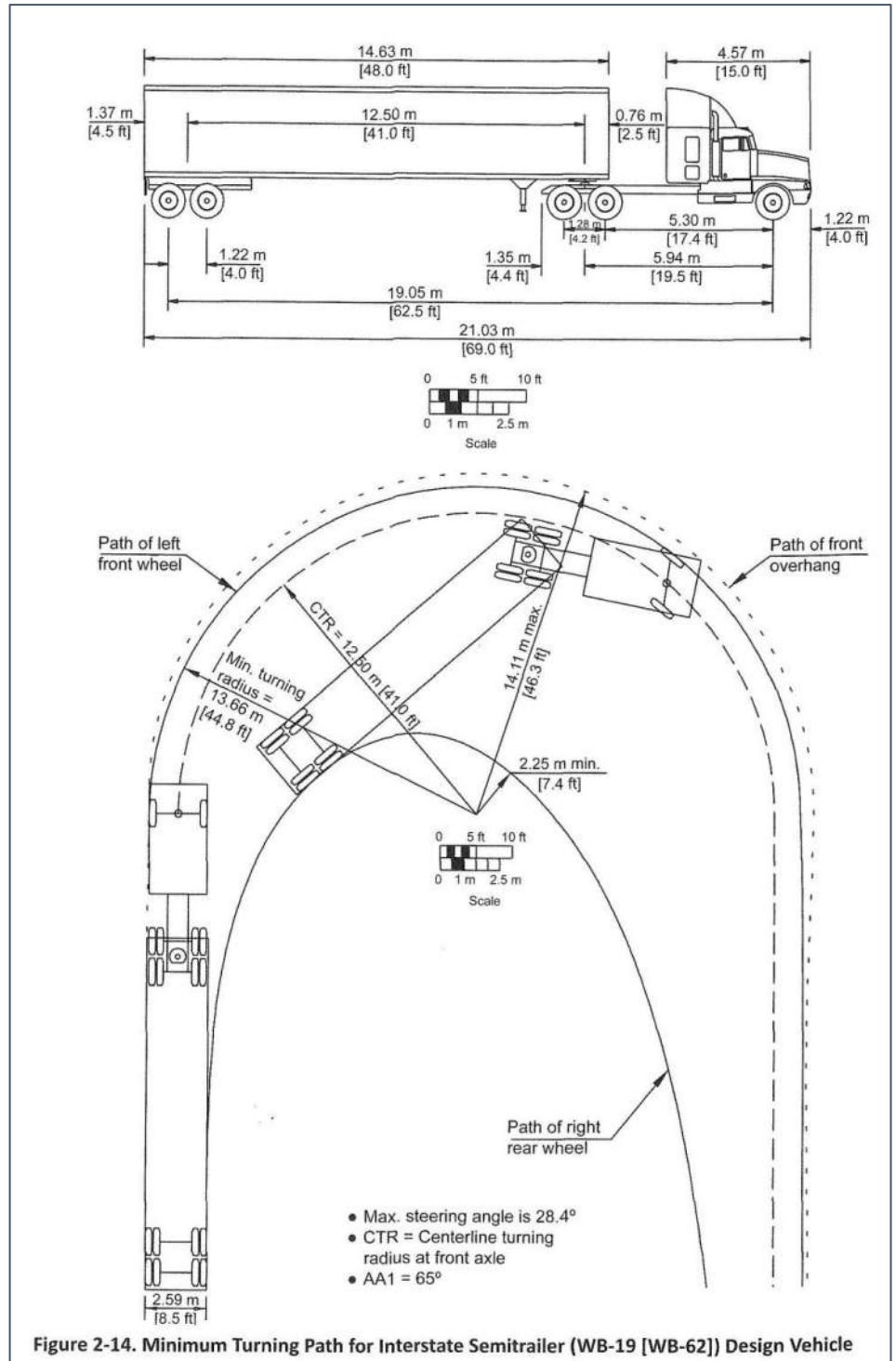
## Curb Extension Condition



# WB-62 Design Vehicle

The following exhibits show that the WB-62 design vehicle (a 69-foot-long truck and trailer) can complete a turning movement from Sheridan Avenue onto a side street by encroaching into the oncoming lanes on the side street. This is consistent with the current turning movement for this design vehicle.

The WB-67 design vehicle can complete a turning movement from a side street onto Sheridan Avenue by shifting into the opposite lane on the side street and turning wide into the intersection, using the two lanes of same-direction travel and the left turn lane on Sheridan Avenue. Encroaching into the turn lane is not a desirable maneuver, and this size of truck should use an alternate route.

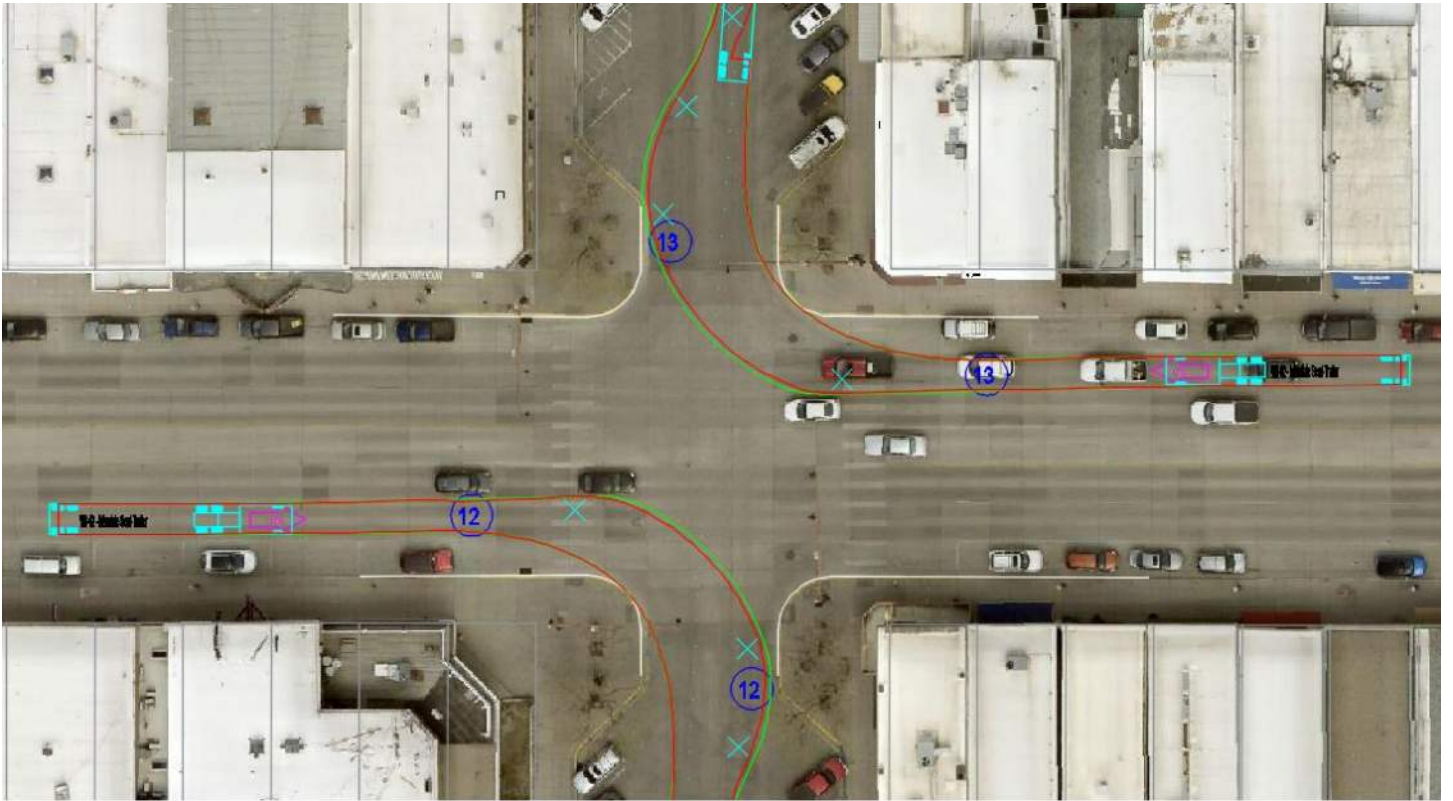


Source: AASHTO Policy on Geometric Design of Highways and Streets

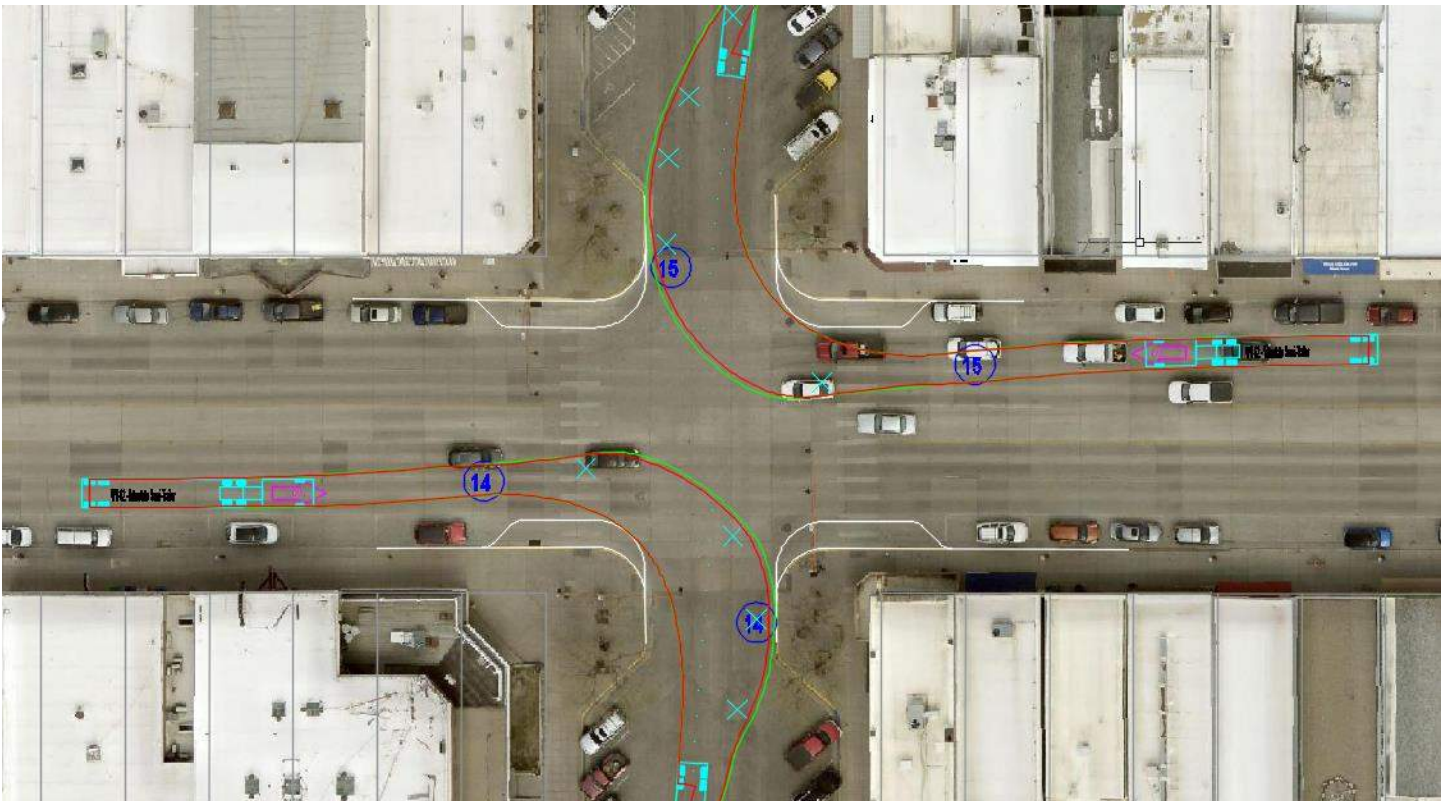


# WB-62 Turning Movement – Sheridan Ave to Side Street

Current Condition

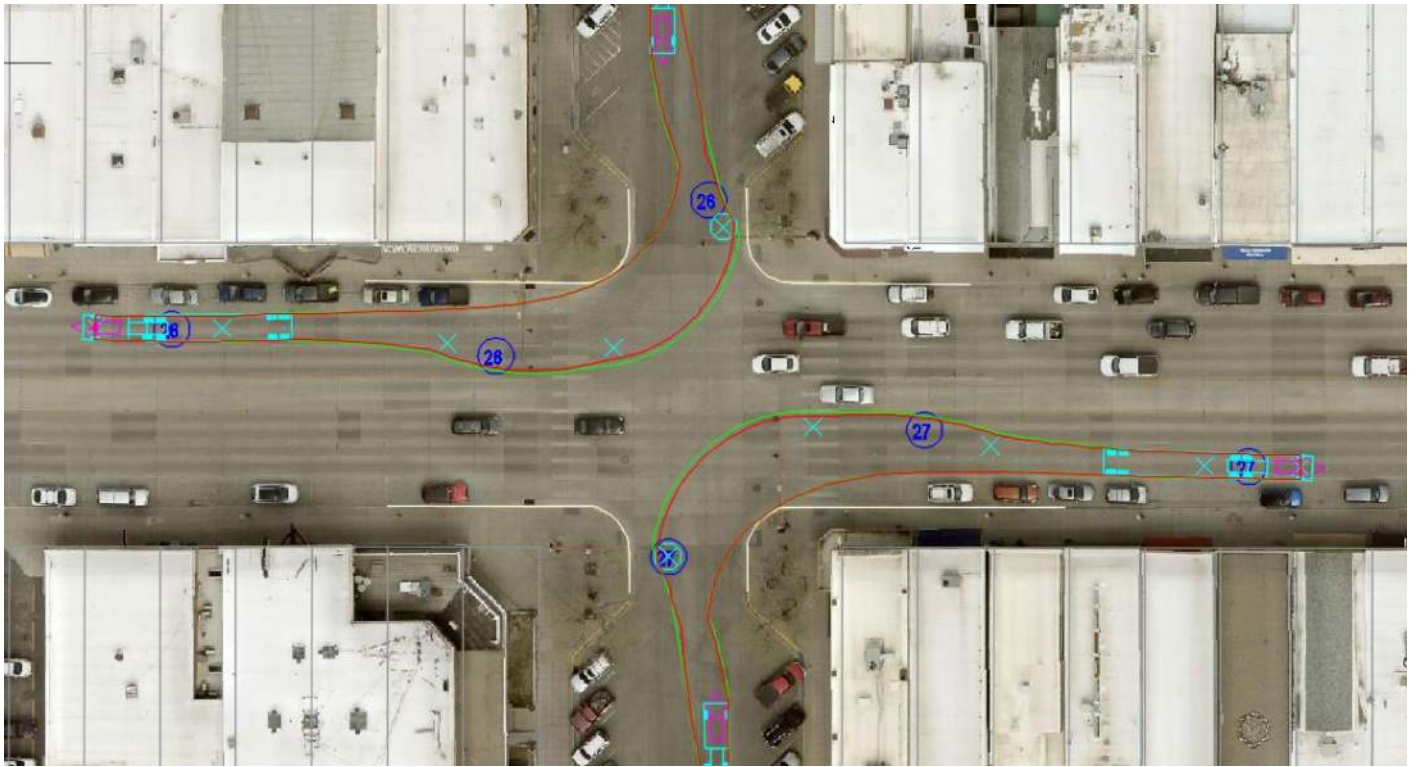


Curb Extension Condition



# WB-62 Turning Movement – Side Street to Sheridan Ave

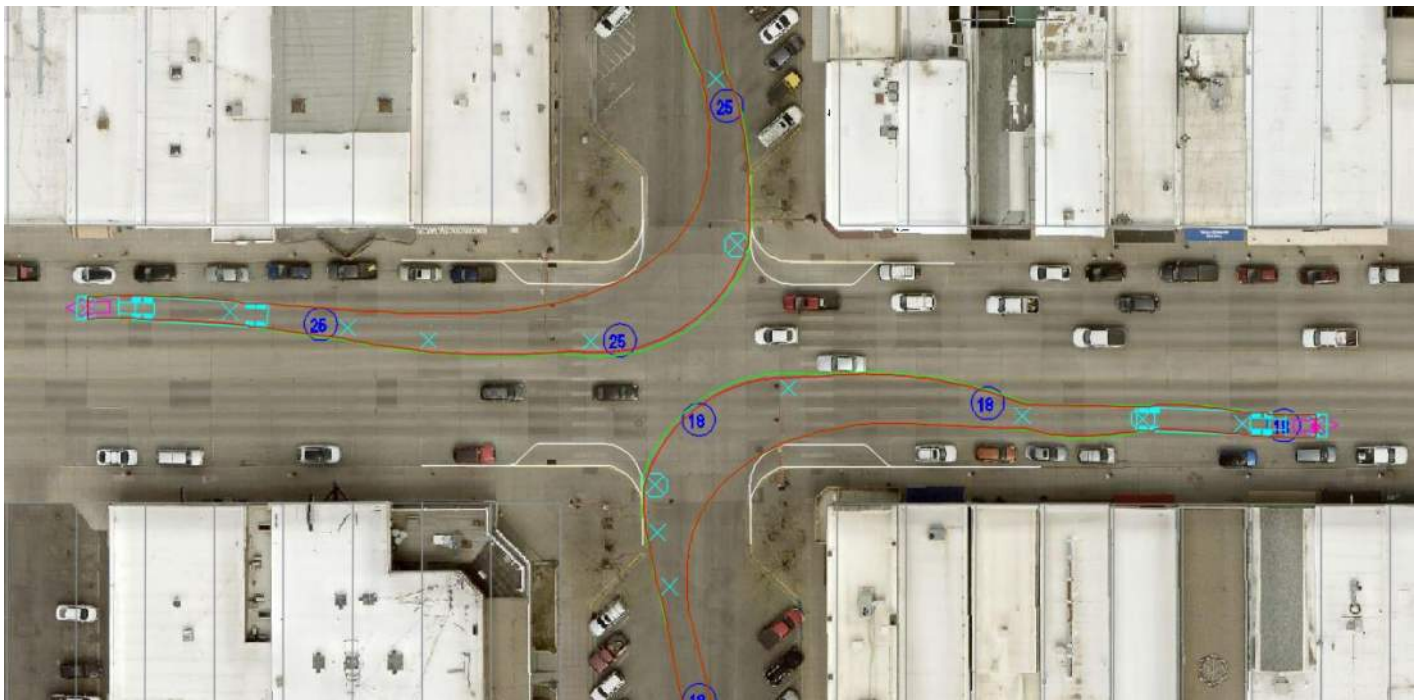
## Current Condition



Red = Wheel Path

Green = Truck Overhang

## Curb Extension Condition

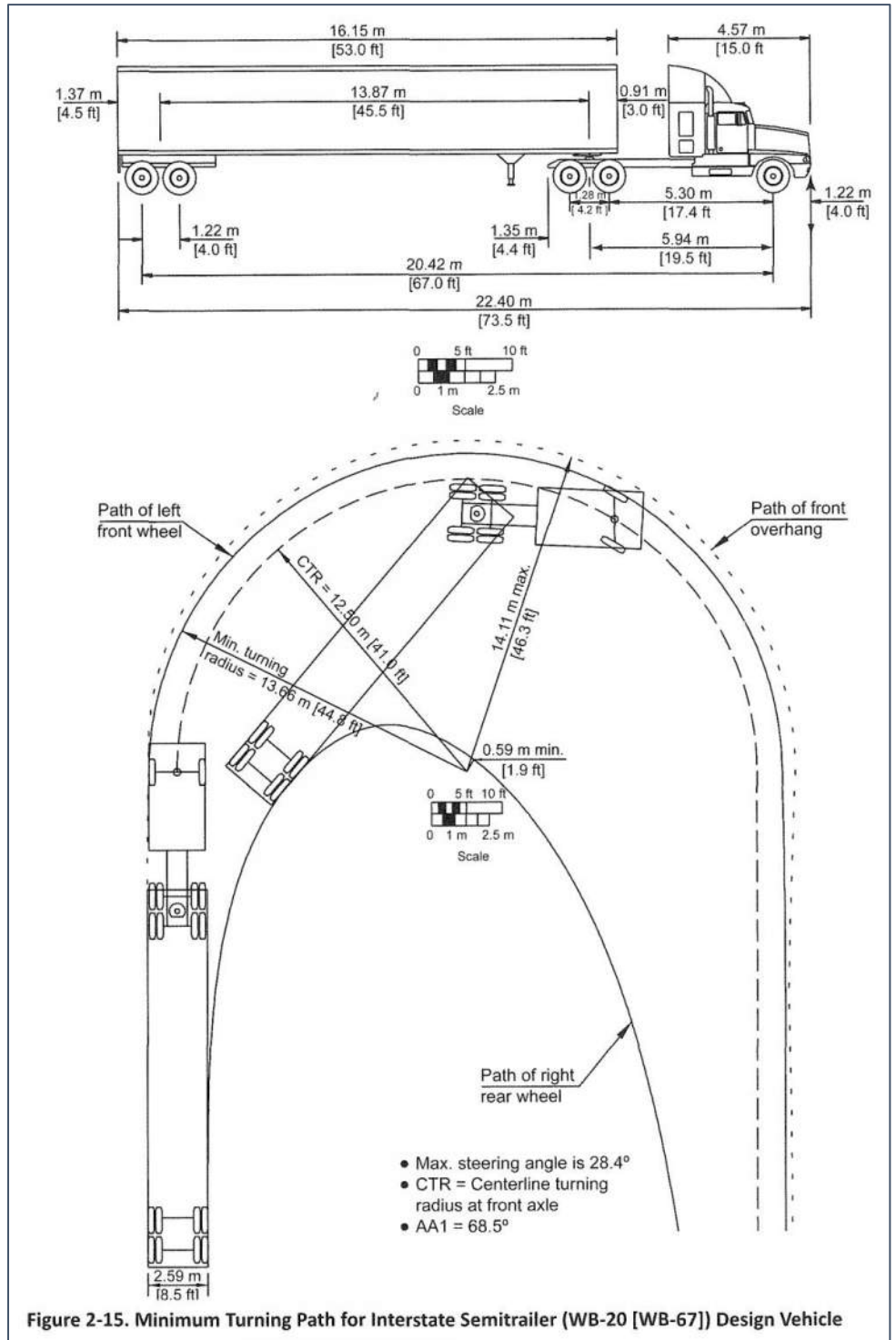




# WB-67 Design Vehicle

The following exhibits show that the WB-67 design vehicle (a 73.5-foot-long truck and trailer) can complete a turning movement from Sheridan Avenue onto a side street by shifting into the left lane on Sheridan Avenue and encroaching into the oncoming lanes on the side street. The current turning movement for this size of vehicle requires encroaching into the oncoming lanes on the side street as well.

The WB-67 design vehicle can complete a turning movement from a side street onto Sheridan Avenue by shifting into the opposite lane on the side street and turning wide into the intersection, using the two lanes of same-direction travel and the left turn lane on Sheridan Avenue. Encroaching into the turn lane is not a desirable maneuver, and this size of truck should use an alternate route.



Source: AASHTO Policy on Geometric Design of Highways and Streets



# WB-67 Turning Movement – Sheridan Ave to Side Street

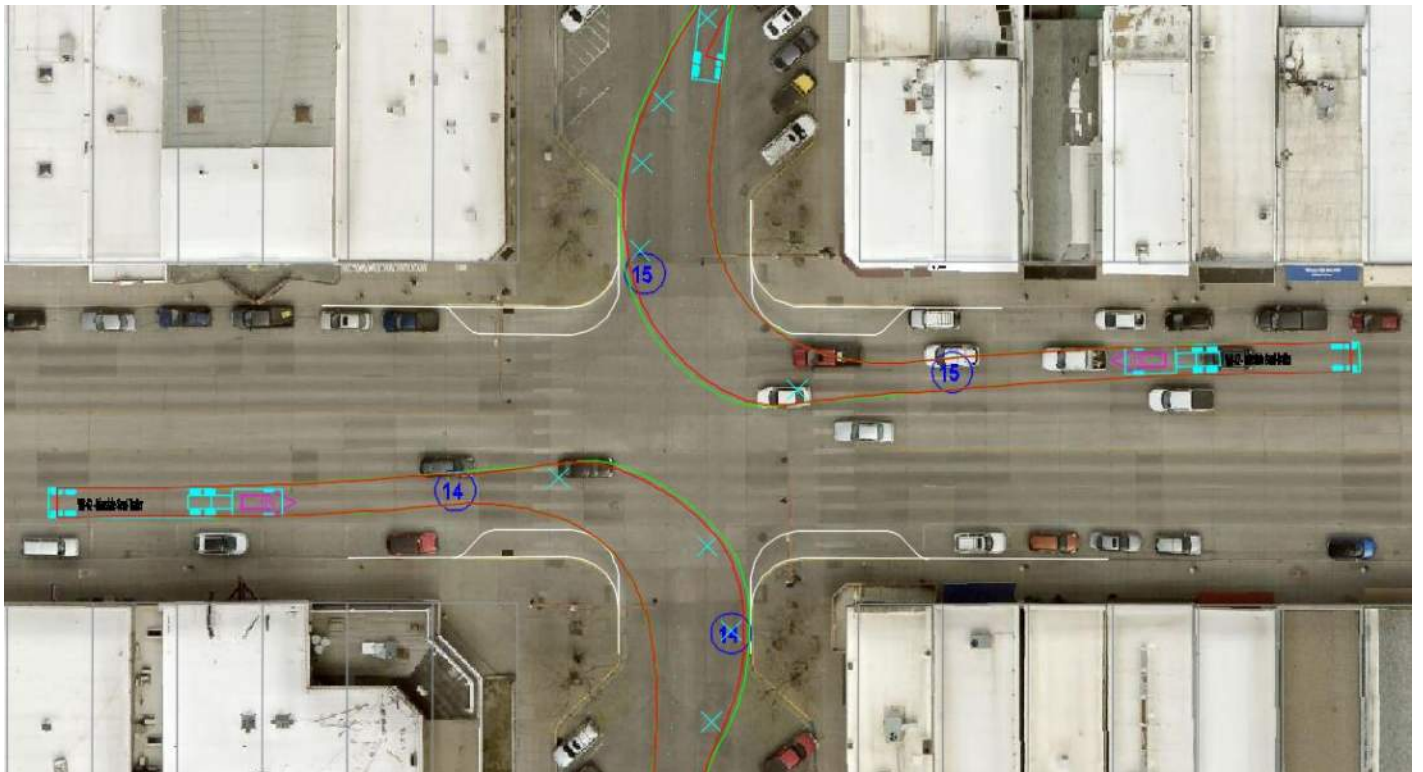
Current Condition



Red = Wheel Path

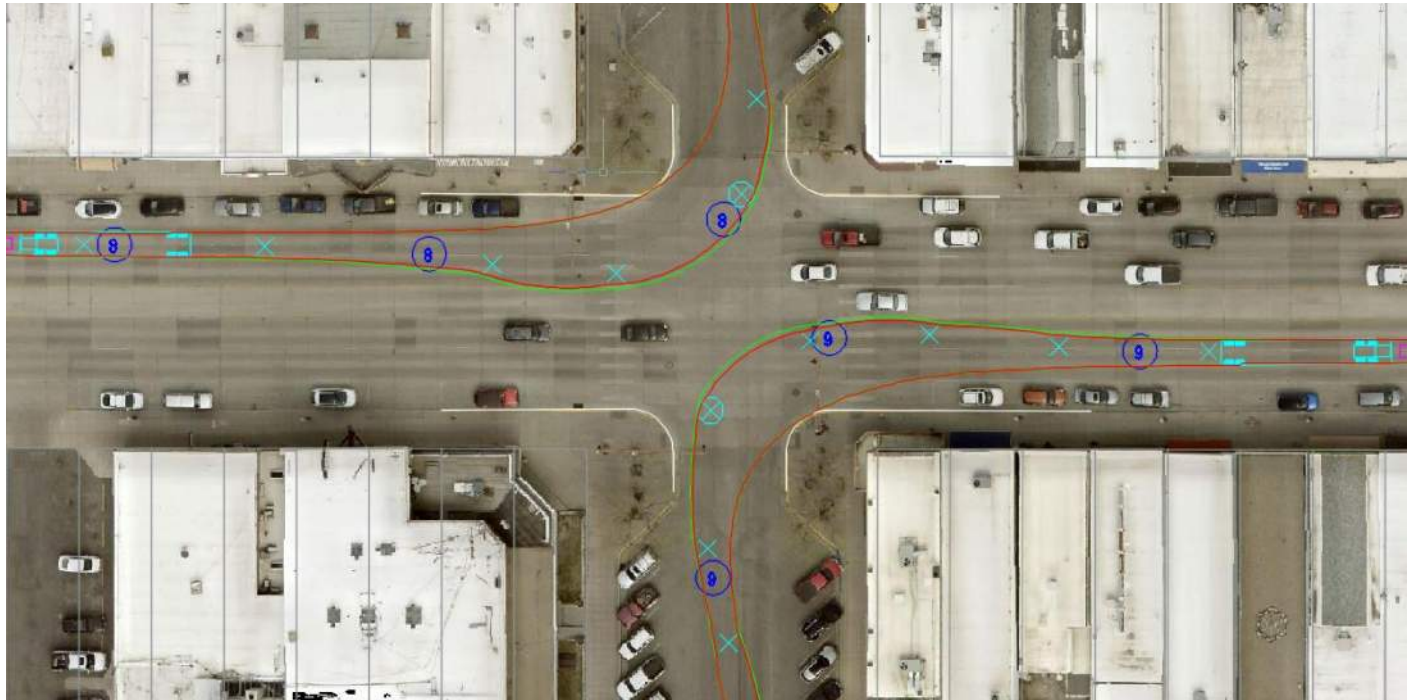
Green = Truck Overhang

Curb Extension Condition



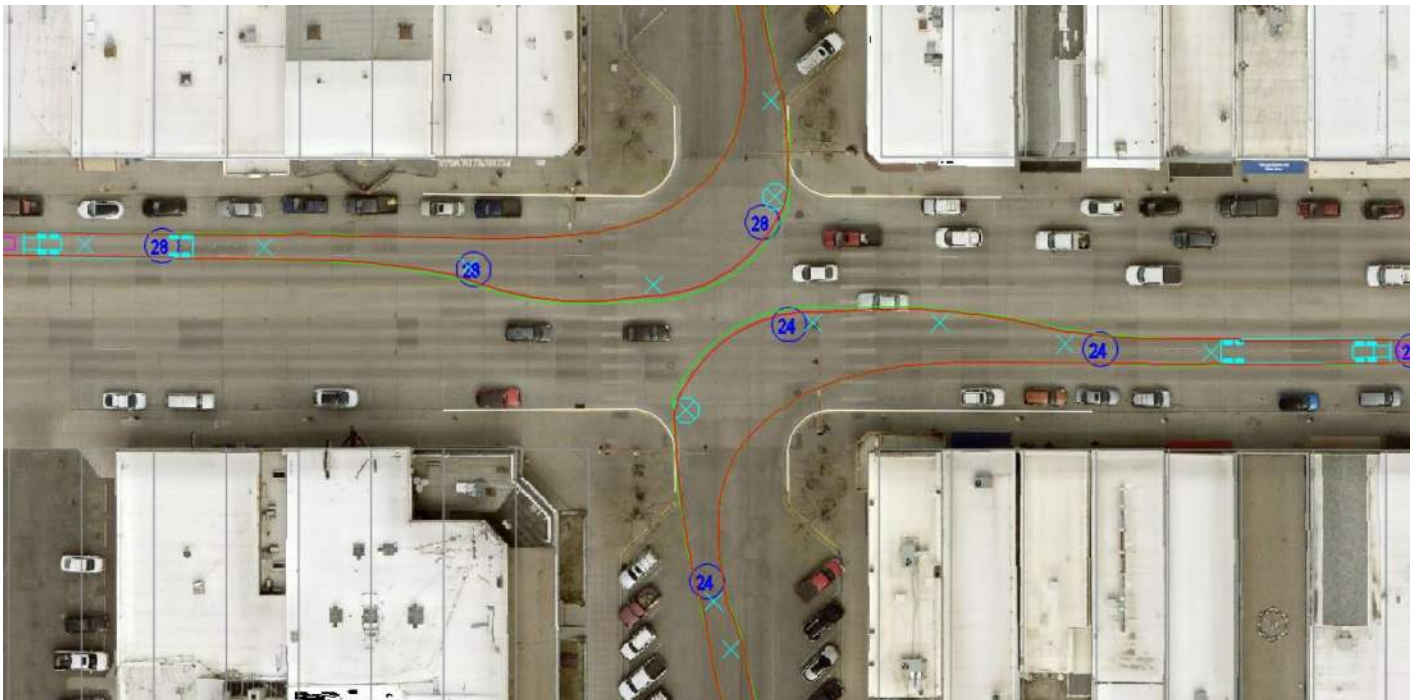
# WB-67 Turning Movement – Side Street to Sheridan Ave

## Current Condition



## Curb Extension Condition

Red = Wheel Path  
Green = Truck Overhang



## Concern #2

A second concern about turning movements is related to the Yellowstone Avenue concept which adds a wide sidewalk and landscaped buffer at the back of curb on the south side of the road. The property from 698 to 706 Yellowstone Avenue uses this space for angle parking. This parking area appears to be located in highway right-of-way. The concept would shift those parking spaces in from the curb and closer to the building and additional parking spaces, which are located perpendicularly to the front of the building.

The turning movement analysis shows that a design vehicle equivalent to a Ford F150 4 x 4 Supercab can successfully complete the back-out movement from the relocated parking spaces.

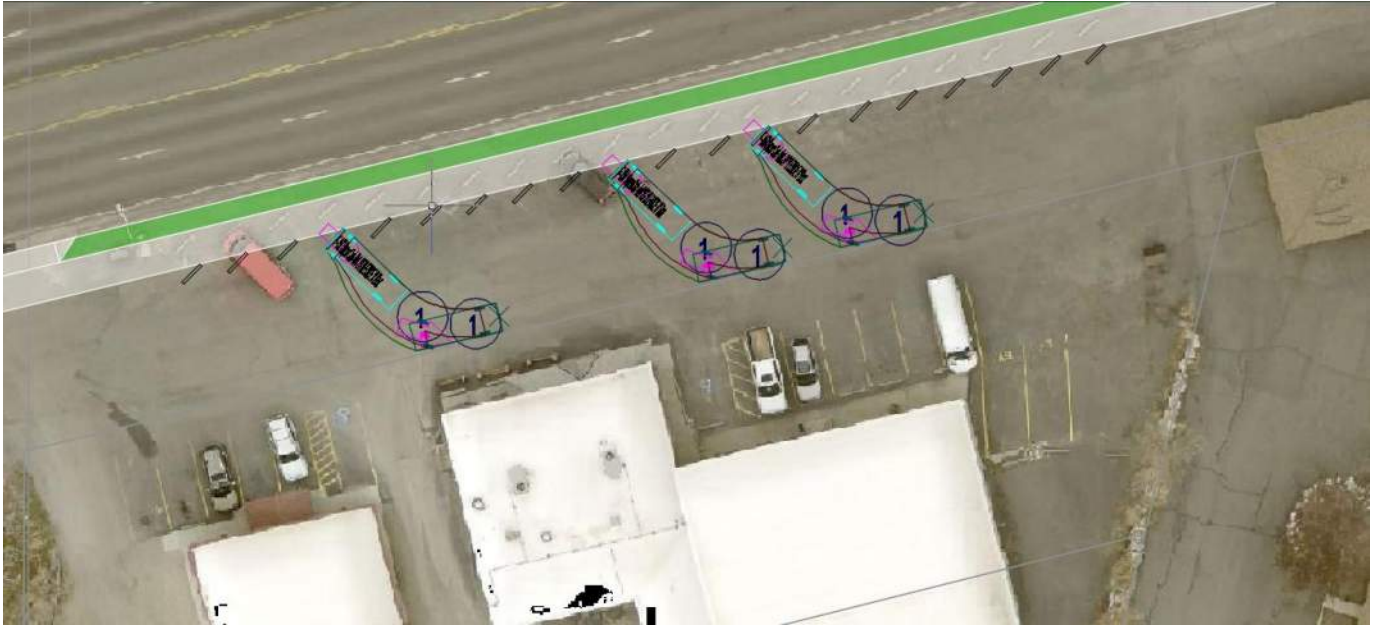
Chapter 16, Off Street Parking, of the Cody Code of Ordinances requires a 24-foot-wide aisle for two-way vehicular travel in a parking lot. The required aisle width for a one-way parking aisle varies based upon the degree of the angle parking. For 30-degree angle parking, the minimum aisle width is 12 feet. (Source: [10-16-8: PARKING LOT DESIGN AND CONSTRUCTION STANDARDS: \(amlegal.com\)](#))

If the shifted parking spaces are 20-feet-long, there is still approximately 24 feet between the end of the relocated parking spaces and the existing perpendicular spaces along the building, sufficient for two-way travel. The aisle width directly in front of the building would be approximately 19-feet-wide. If this is unacceptable to the city, the perpendicular parking spaces could be changed to angle spaces to create a one-way drive aisle.



# Yellowstone Avenue Parking Lot

Backout feasibility from shifted angle parking spaces



Backout feasibility from existing perpendicular parking spaces

