Town of Evansville Wyoming

Evansville East Side Sidewalk & Trail Study

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Acknowledgments

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The study team would like to thank all of the public meeting and survey participants. Without your input and guidance this study would not have been possible.

Thanks to all the community members who helped guide our efforts!

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Study Overview

Evansville East Side Sidewalk Study

The intent of this study is to provide the Town of Evansville with a guiding document when planning pathways and sidewalk improvements on the east side of Town. This plan provides an overall vision of a new connecting loop pathway around Evansville, standards for installation of new sidewalks, and safe routes around town and for pedestrians. The sidewalk and pathway study for the east side of Evansville will play a crucial role in connecting this area to the newer neighborhoods, parks, and businesses in the greater Evansville area.

STUDY GOALS

- Connect residential neighborhoods on the eastern side of Evansville to Reshaw Park, the Rails to Trails Pathway, and each other.
- Allow for additional recreation and multi-modal transportation opportunities for all residents and visitors.
- Create a guiding document for the Town of Evansville to use when planning pathways and sidewalk improvements.

STUDY OBJECTIVES

- Filling in gaps in the current sidewalk network.
- Determining the ideal location of a pathway connecting to parks and other networks in the area.
- Analyze the existing conditions of the network for future planning and maintenance work.
- Improve functionality around the elementary school for children walking, biking, and crossing streets by minimizing pedestrian and vehicle interactions.

MEETING DATES

July 28, 2022	–	Committee kick-off meeting
September 28, 2022	–	Community meeting "Walk the Block"
October 3, 2022	–	Community survey mailed out
November 3, 2022	–	Community meeting findings

An evaluation of the needs and constraints was completed by the project team to better understand the demand for sidewalks in the oldest part of town. The existing conditions of pathways and sidewalks for each street was inventoried and cataloged. Using the information gathered through the on-site analysis, community input, and inventory review process, the team was able to understand the areas of opportunity for multi-modal travel around town and the need for additional connectivity. Potential solutions group comparable neighborhoods together into quadrants with like characteristics. The solutions prescribed reflect the community input, committee's feedback, and consultant expertise.

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General recurring issues within the study area include:

SAFETY
- No safe travel corridors along streets
- Excessive mid-block crosswalks near school
- Crosswalks at offset intersections create confusion
- Lack of adequate ADA accommodations
- Utilities located in center of sidewalks

CONNECTIVITY and CIRCULATION
- Sidewalk gaps throughout residential areas, primarily on east side of town.
- 13 crosswalks on one city block around the school
- Lack of pathways and sidewalks to major business areas and parks
- Lack of uniformity in neighborhoods

MAINTENANCE
- Crosswalk delineation maintenance
- Snow removal
- Weed maintenance along travel routes

General solutions for these issues include:

SAFETY
- Standardization of sidewalk sizes
- Elimination of unneeded crosswalks around town
- Strategically place improved crosswalks with pinchpoints and/or bulb-outs around the school and other intersections

CONNECTIVITY and CIRCULATION
- Utilize Evans Street for a connecting loop pathway
- Infill of sidewalk gaps
- Strategically placed crosswalks around the school

MAINTENANCE
- Snow storage in boulevard and by creating curb extensions with planted areas
- Minimize maintenance by creating buffer zones between street and path with native drought tolerant plantings
- Reduce upkeep by eliminating unnecessary or redundant walks and use permanent inlay striping.

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Definitions

ADA - The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in several areas, including employment, transportation, public accommodations, communications and access to state and local government' programs and services. ADA develops standards for individuals with disabilities which should be applied in design.

Boulevard – The area from the back of the curb to the edge of the road right of way

Buffer Zone – The area from the back of curb to the front edge of the sidewalk

Curb Extensions – A traffic calming measure which widens the pedestrian zone for a short distance, thus reducing the crossing distance and allowing pedestrians and drivers to see each other when parked vehicles or other obstructions would otherwise block visibility. The following are subcategories of curb extensions that may be used in this study.

- **Bulb-outs** – Extensions located at intersections to narrow the crossing distance for pedestrians, slow vehicular turn speeds, reduce illegal parking at corners, and accommodate two curb ramps per corner.

- **Gateway** – A curb extension similar to a bulb-out applied at the mouth of an inter section or entrance to a neighborhood to signify a slower speed street or a transition to a different use area (i.e. commercial area to residential area).

- **Pinchpoint** – A mid-block curb extension used to slow traffic speed and reduce pedestrian crossing distance.

Pathways – Hard surface pedestrian travel-way constructed at a minimum of 8 feet in width.

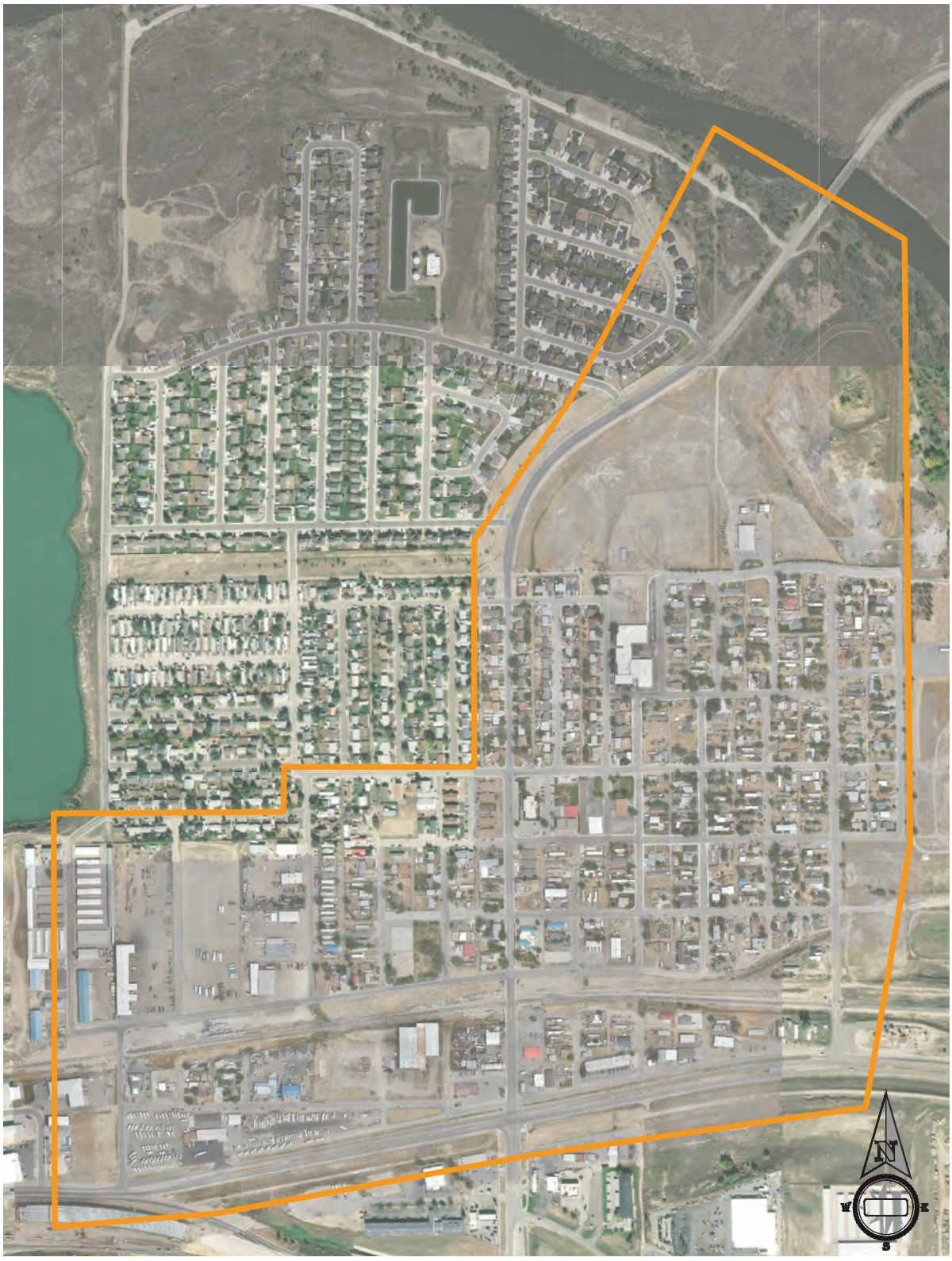
Pedestrian Refuge Island – A median island in the center of two-way traffic streets that allows pedestrians to navigate only one direction of traffic at a time.

Multi-modal – The movement of people with a variety of travel modes including but not limited to walking, biking, transit riders, etc.

Sharrow – Indicated by a painting of a bicycle with two chevron markings above, this marking on a roadway indicates this is a shared use lane. This application is typically used in instances where the road right of way cannot accommodate a bike lane. The marking is meant to alert drivers of the possibility of bicyclist or other users within the travel-way.

Ch 1 Study Introduction

Evansville East Side Study Area



Existing Conditions Overview

The east side of Evansville was the first established area of town. It is also the area of town with the least adequate sidewalks and ADA accommodations. Most of the streets have curb and gutter but no sidewalks. When the curbs were constructed, they were done to accommodate future curb ramps at every intersection. This indicates that at one time the Town envisioned this neighborhood as being walkable with sidewalks on every street.

Curtis Street looking south

Curtis Street is the main arterial in town and bisects the east and west portions of town. There is another distinct bisection half a block north of 5th Street where Curtis Street becomes Veterans Road. The neighborhoods north of 5th Street were constructed in the 2000's and are disconnected from the south portion of town. The northern neighborhoods have established sidewalks and pathways so connecting them to the east side of town will create a well rounded network providing all residents with access to the Evansville amenities.

On the east side of Evansville the neighborhoods are multi-use with businesses, mobile homes, stick-built homes, and shops inhabiting the same block. The Town established a zoning plan in 2007 for new developments and business locations in Evansville. The following excerpt is directly from the Evansville Transportation Plan that was finished in 2021.

"The existing zoning classification for Evansville includes a mix of industrial, residential, and general business. According to the 2012 Survey of Business Owners, existing land uses include 434 businesses, while the American Community Survey estimated that Evansville has 1,221 houses. This is a ratio of approximately 3 homes to every business."

Parking within boulevard section of streets

Most of these shops and businesses were

grandfathered into the current zoning ordinance regulations. With so many businesses inhabiting the Town of Evansville, ease of access to and from these businesses is important for good circulation around and through town.

Residents in the study area commonly utilize the area behind the curb within right of way for short and long term parking of vehicles and trailers. This unplanned use of the right of ways creates a hindrance for safe pedestrian travel down these streets. Other factors that impede pedestrian travel on these streets are the long expanses of mobile home driveways, industrial equipment, fences, and plantings. Pedestrians traveling these streets are forced into the road due to this incidental use of the right of ways.

There are areas that have had sidewalks constructed within the past several years, however, we find these sidewalks to be under sized at 4-feet in width. There are also instances where, despite ample right of way space, utilities such as power poles, hydrants, and communication pedestals are located directly in the path of travel.

One overarching commonality within areas with sidewalk gaps is the location of utility poles, street signs, gas meters, electrical boxes, and fire hydrants where a sidewalk would most conveniently be located. Most utilities are within three feet of the current curb which has caused added pressure on constructing a walkable network of sidewalks and pathways around town. In most cases, local municipalities have franchise agreements with utility companies that would require the utility company to relocate their utility if the municipality requires it.

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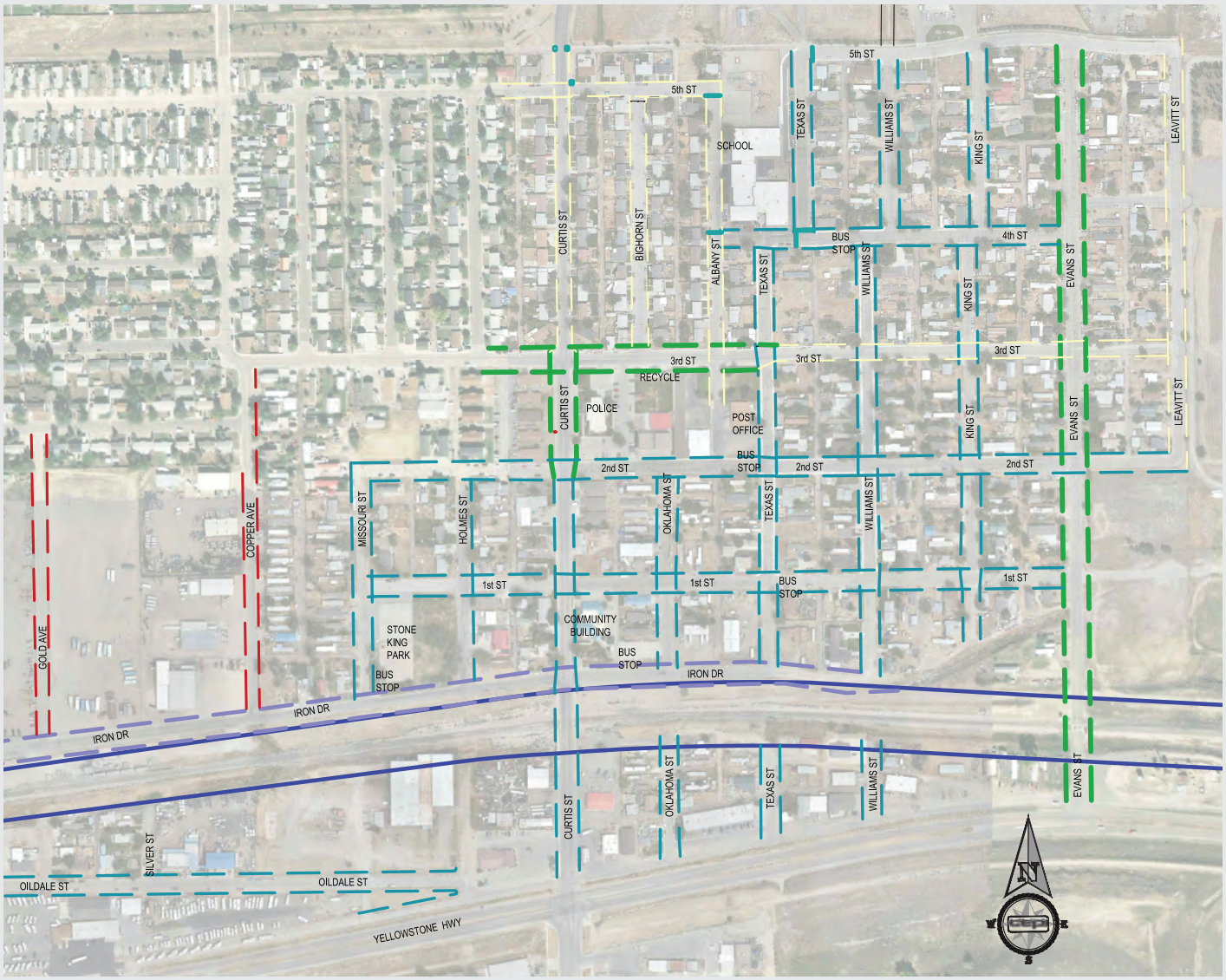
Street Right of Ways

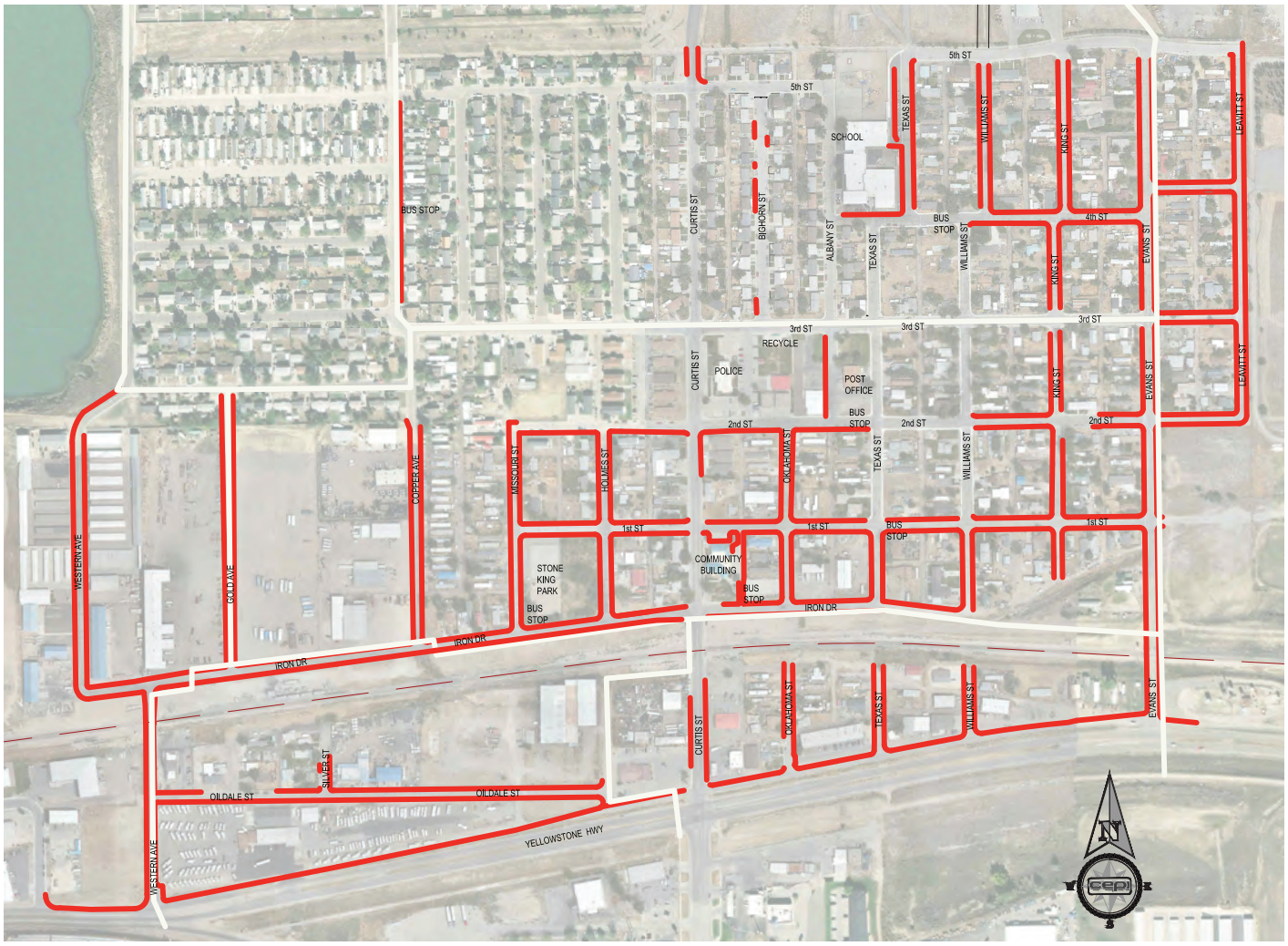


LEGEND

- 40' RIGHT OF WAY
- 46'-50' RIGHT OF WAY
- 60' RIGHT OF WAY
- 70' RIGHT OF WAY
- 80' RIGHT OF WAY
- 100' RR RIGHT OF WAY

Our team completed a drone survey of the area to identify gaps in the current sidewalk network. Once sidewalk gaps were mapped, we put boots on the ground and walked the study area. Our field inventory turned up a number of opportunities for improvement as well as potential pathway connections to local parks and trails. The following maps show a variety of characteristics that were inventoried.

Sidewalk Gaps



LEGEND

SIDEWALK GAPS

RAILROAD

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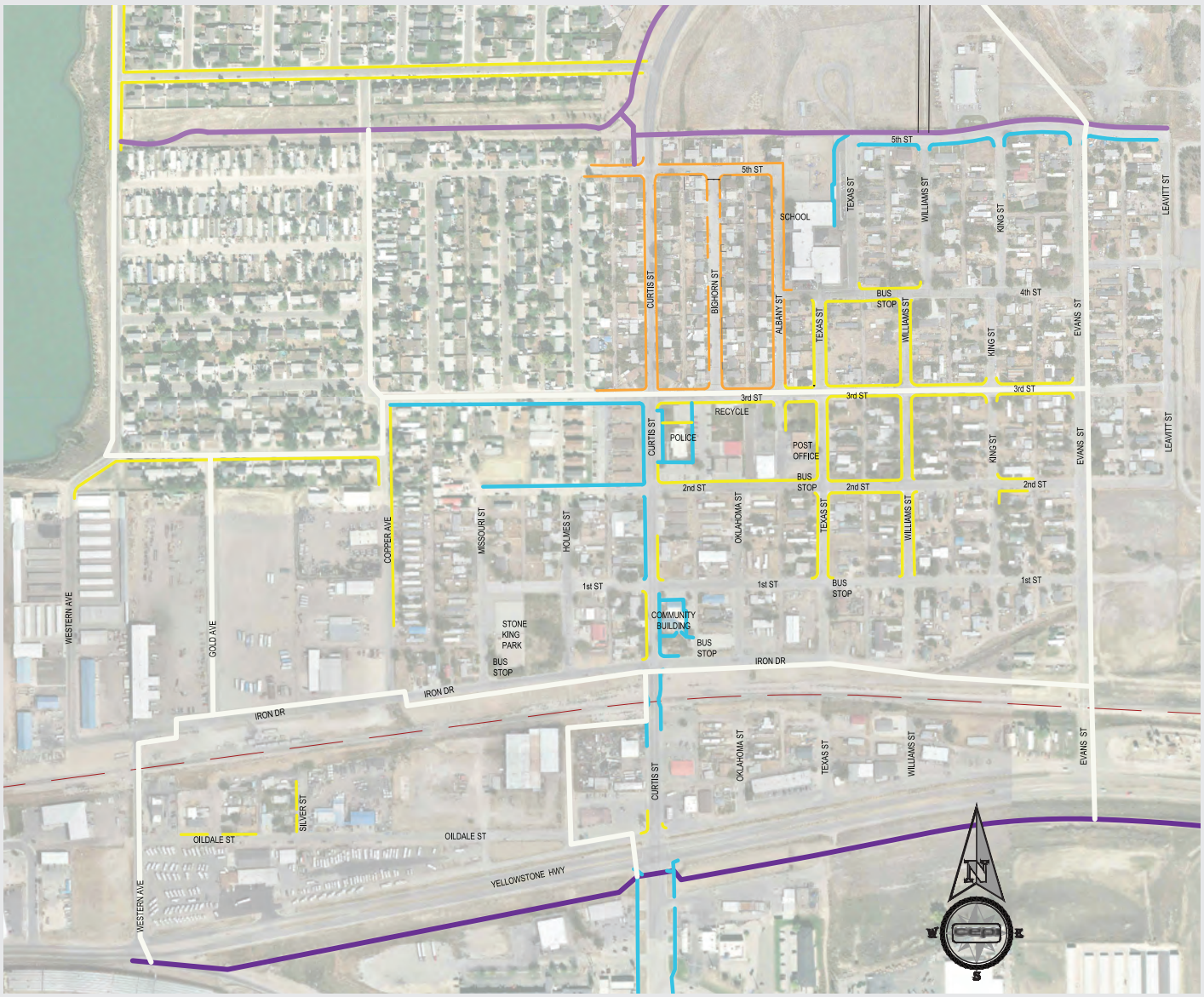
Existing Sidewalks

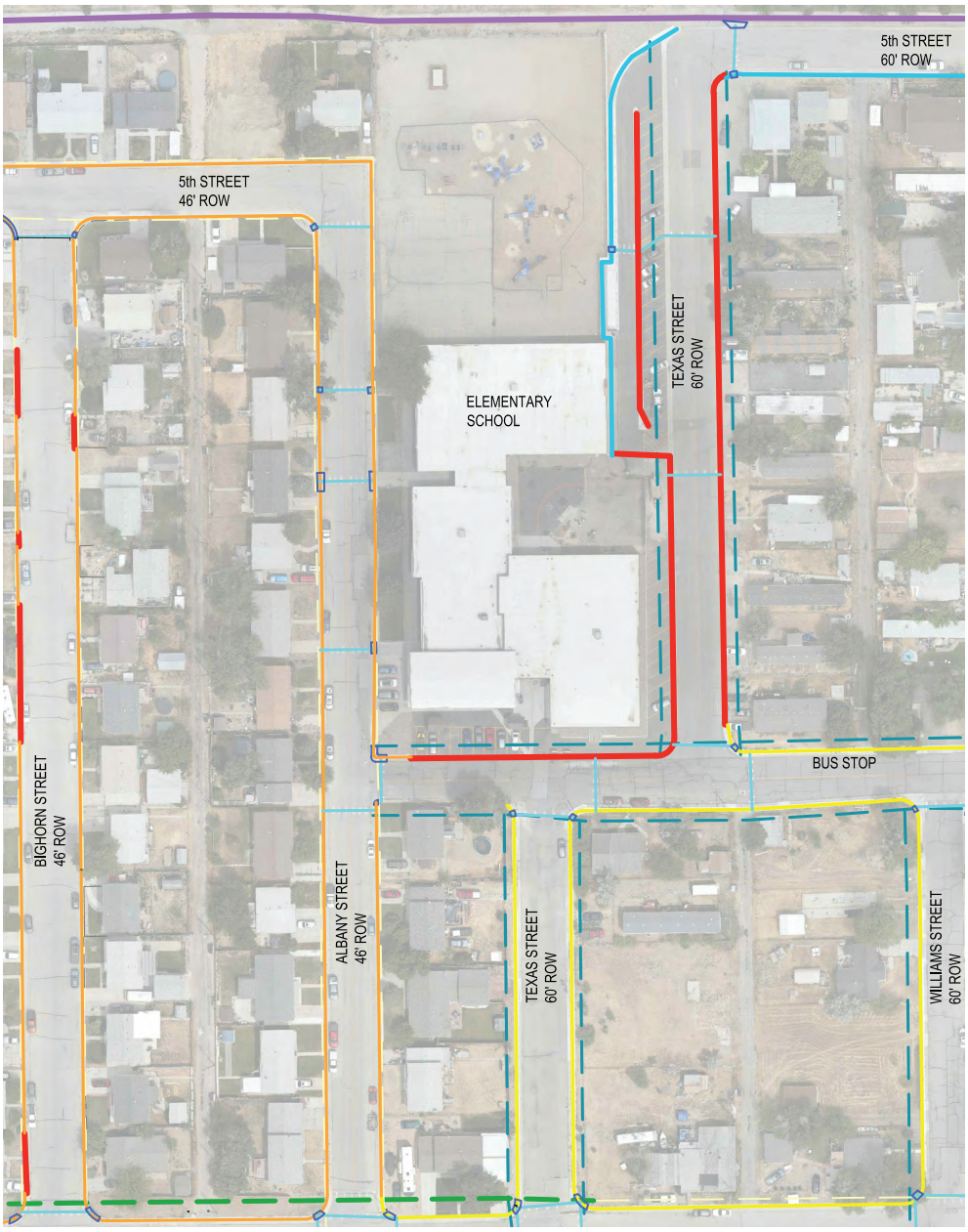


LEGEND

- 2.5'-3' SIDEWALK
- 3'-4' SIDEWALK
- 5'-6' SIDEWALK
- 8' PATHWAY
- GRAVEL TRAIL
- PROPOSED PATHWAYS

Elementary School Safety Concerns

When school is in session, Evansville Elementary School is likely the busiest location in Evansville twice a day. Because the school is located in the heart of a residential neighborhood, the traffic congestion in the morning and afternoon coupled with children venturing to and from vehicles causes many points of interaction between pedestrians an drivers. The study team witnessed traffic congestion, on Albany, 4th Street, and Texas with children crossing in the middle of traffic. The traffic and parking around the school can cause major safety issues for school children. The diagonal parking stalls on Texas Street do not allow for safe passage in front of the vehicles so children walk behind parked cars. There are 13 crosswalks on the one block around the school which introduces more points of vehicle/pedestrian interactions. The walkability around the school is a very precarious situation for children and parents during pick-up and drop-off times.



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Summary

CURRENT CONDITIONS CONCERNS

- Sidewalk gaps
- Right of ways used for storage
- Utilities impede existing sidewalks
- Inadequate ADA Accessibility
- No connections to pathways or other neighborhoods

SCHOOL SAFETY CONCERNS

- Congestion around school at pick-up and drop-off
- Children walking and riding bikes in the street
- Diagonal parking on Texas St with no path for walking
- 13 Crosswalks cause confusion
- Texas Street is void of sidewalks around school
- 4th Street void of sidewalks
- Ill-placed crosswalks

With no sidewalk in front of school's primary parking area, students, parents, and staff are forced into the street to navigate to destination.

NEIGHBORHOOD CONCERNS

- Multiple utilities located within potential path placement
- Southwest area of town is more industrial with minimal area to construct sidewalks
- No north-south pathway connecting to Reshaw Park
- No east-west connection through town
- No connecting loop pathway system

Utilities obstructing potential sidewalk

Ch 2 Previous Studies

Creating a Connected Pathway and Sidewalk System

To fully benefit from the opportunities afforded by the improvements of the sidewalk network and connection to new pathways on the east side of town, the improvements should enhance the character of the neighborhoods while offering the user a safe leisurely route to amenities. The trail and sidewalks must be convenient, safe, and functional for all users, paying close attention to the needs of people with disabilities, the elderly, and children to offer a "Complete Streets" approach to the design. The guiding principles and design standards presented are benchmarks used to achieve a safe network of sidewalks and pathways. These principles grew out of consultation with town officials and citizens, property and business owners, public agencies, and the MPO in concert with the expertise of the study team.

Due to differing eras of construction, each neighborhood holds its own identity and character. The goal for these principles is to create a cohesive network that invites all residents and visitors to patronize. Key elements recommended can be used as building blocks and will need to be thoughtful of the types of residences and businesses inhabiting each particular block.

Network Guiding Principles

EVANSVILLE MISSION STATEMENT:

"The Town of Evansville is a unique community located within a larger urban setting with small town values and a closeness we want to preserve. We wish to grow and strengthen the Town through local communication and participation, improve the physical appearance of Evansville, and provide for a balanced growth of residential and commercial lands. We plan to support our established businesses while creating opportunities for new business and industry. We intend to improve our neighborhoods and provide adequate and safe housing for our residents. In the end, Evansville will be a town that we are proud to be part of." (Evansville Community Development Plan 2005)

CONNECTIVITY GUIDELINES

- Connect all neighborhoods to the greater Evansville area, parks, and local businesses
- Create ADA accessible safe routes on all primary and secondary streets in Evansville
- Create a looped pathway system that connects the west to east and north to south
- Create a standard for sidewalks and pathways to be followed throughout all future designs

PATHWAY AND SIDEWALK GUIDELINES

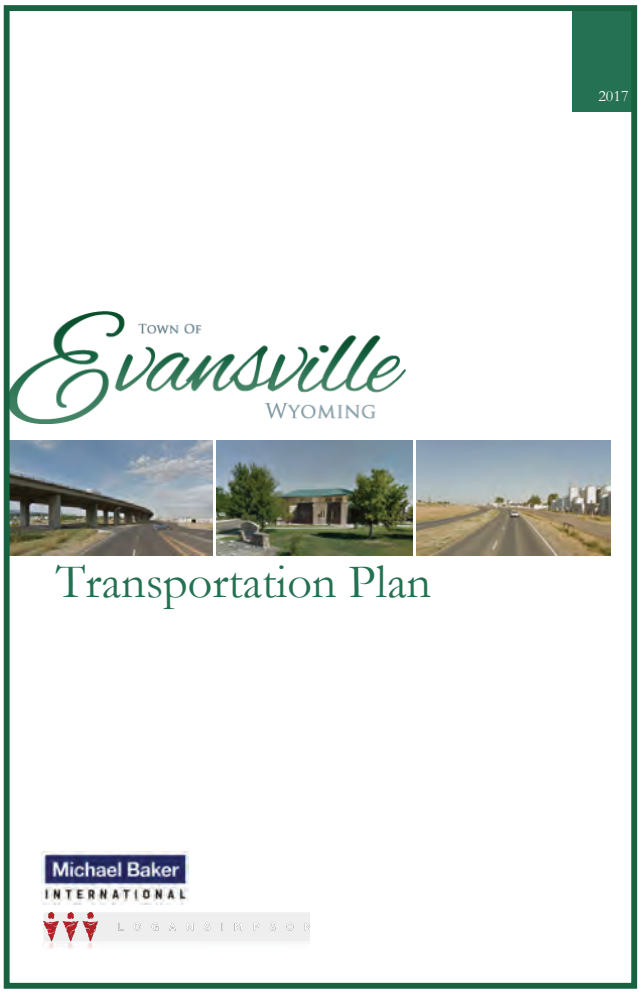
- Designated sidewalk size of 6-foot minimum throughout the town
- New pathway connection supports a green way with plantings for a protected path
- Provide landscaped buffer zones between street and pathway where feasible
- Clearly defined on-street bicycle routes where necessary

Previous Plans

This study builds upon previously completed Casper Area plans and studies to create a more pedestrian friendly community. These studies should supplement this study and each other when completing a comprehensive design.

DOCUMENTS REVIEWED

- Evansville Transportation Plan 2021
- Evansville Trail Linkage Plan 2021
- Evansville Community Development Plan 2005
- Casper Area Long Range Transportation Plan
- Connecting Crossroads 2020
- Casper Complete Streets Plan and Policy 2022
- Casper Wyoming Safe Routes to School 2011
- Casper Walkability Study 2008
- Casper Area Trails, Paths, and Bikeway Plan 2013
- Casper Area Bicycle and Pedestrian Master Plan 2022



The Evansville Transportation Plan surveyed residents of Evansville and found the citizens feel walking and biking are important for a better quality of life.

"Residents of Evansville feel that biking and walking are important, as evidenced in the percentage of people that bike/walk within the community. The Evansville survey asked what modes people use to get around town. Based on the survey, 26.7% of residents use both a car and a bike to get around their community, while 33.3% use both a car and walk. It is important that the Town focus on ways to improve/expand the existing sidewalk and path network to embrace this healthy alternative."

These findings show 60% of Evansville residents drive but also walk or bike around town. Thoughtful designs for leisurely pathways will encourage more multi-modal transportation options cutting down on emissions from motor vehicle use. This will improve the overall quality of life of residents within Evansville. In this study, it is suggested that in order to create a safe route through neighborhoods, the Town of Evansville should follow these guiding principles for new sidewalk installments:

- Respect the identity of the neighborhood
- Offer an enjoyable safe route through town no matter what street the user travels
- Where right of way allows create a buffer of plantings between the street and the path
- Design sidewalks around the current block's character
- Offer enjoyable non-motorized commuting opportunities around Evansville

Town of Evansville Wyoming

CASPER AREA TRAILS, PATH AND BIKEWAY PLAN

The Casper Area Trails, Path and Bikeway Plan is a regional vision for a comprehensive and connected bicycle and pedestrian network that is safe, comfortable, and convenient for people of all ages and abilities.

The plan builds upon previous planning and ongoing infrastructure implementation efforts to identify gaps and barriers to walking and biking in the Casper Area. The plan recommends both infrastructural improvements, as well as policies, programs, and practices that support these modes.

CASPER AREA

Toole Design Group

Accommodation Regulations and Recommendations, which recognize that:

- Bicycling and walking provide low-cost mobility options that place fewer demands on local roads and highways
- Increased commitment to and investment in bicycle and walking networks can help meet goals for less congested roadways and more livable, safe and cost-efficient communities

And as such:

- Walking and biking should be considered with other transportation modes when planning, designing, and implementing transportation system improvements
- Walking and biking facility design should go beyond minimum standards, where feasible, to ensure long-term viability and minimize need for future retrofits

Casper Wyoming Safe Routes To School

SIDEWALKS

"Sidewalks, trails, walkways and ramps should be on both sides of the street around the entire perimeter of the school. Where sidewalk gaps exist or ramps are missing, they should be fixed on a priority basis, working out block-by-block from the school. Sidewalks around the school should be at least eight feet wide and separated from the curb by a "furniture zone" that can accommodate planter strips, tree wells, hydrants, benches, etc. Where appropriate, on-street parking or bike lanes provide an additional buffer to the sidewalk"

SEPARATION

"It is best to separate the different modes of travel (walking, bicycling, bus and parent driving) at the school. Sidewalks and school entries should be designed to keep walking and cycling students from crossing the pathway of motorists. Parking lots should be designed so students do not need to walk through them to enter or exit the school. Where sidewalks and driveways must cross each other, a level sidewalk should continue. Additional design elements such as colorized or raised crossings should give motorists a clear message that they are to slow down and yield to students."

Following the guidelines in this study and recommendations from the existing plans for the Casper and Evansville Area will help model a cohesive connected network of pathways in the Casper Area. By implementing these guidelines, the Town of Evansville will create a key network of sidewalks and a looped pathway system serving the east side neighborhoods while connecting to the entire Evansville area.

Ch 3 Current Plans & Opportunities

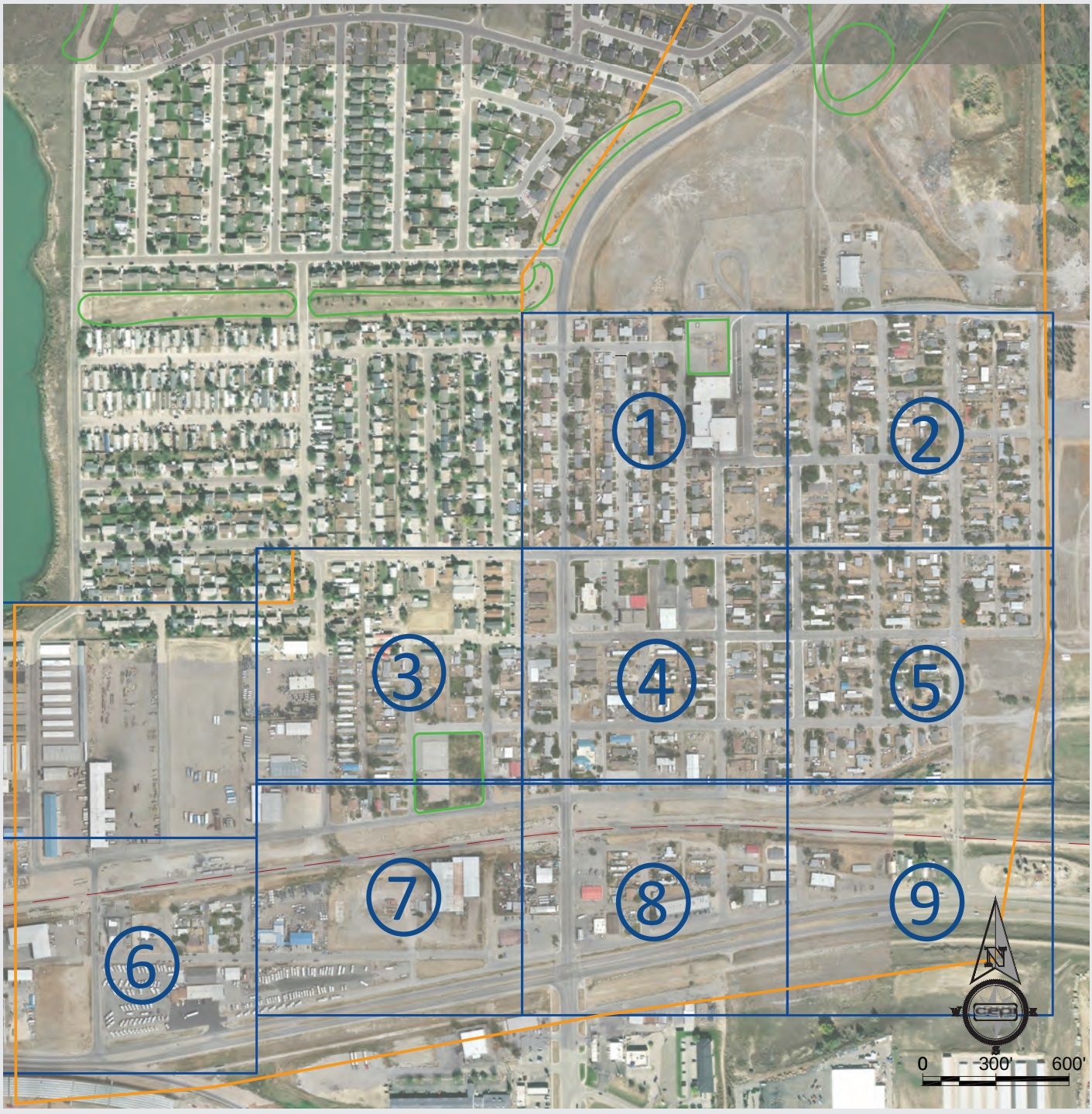
Neighborhood Characteristics

Within the study area, the character of the neighborhoods vary from block to block. Some blocks have expanses of driveways with mobile homes on one side and shops with heavy equipment on the other side. New sidewalks have been installed recently around some of the interior blocks but every block in the study area still lacks in connectivity.

To better analyze the study area, the neighborhoods have been broken down into smaller, more digestible quadrants that encompass a few blocks at a time. That breakout can be found on the adjacent page. In this section, we will go through each quadrant in depth to address the existing conditions and recommendations.

Needs and Recommendations

This study's needs and recommendations reflect extensive stakeholder and public input from Town staff and residents coupled with technical data collection and analysis. The Town's understanding of the needs of the community played a significant role. The Town staff has already targeted areas of importance for upcoming sidewalk projects. As funding and opportunity arise, a cohesive plan to continually expand the existing pedestrian network is essential. A built out network will continue to provide those who need to walk and want to walk an opportunity to do so safely and with a destination through expanded connection.


1
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N
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300'
600'

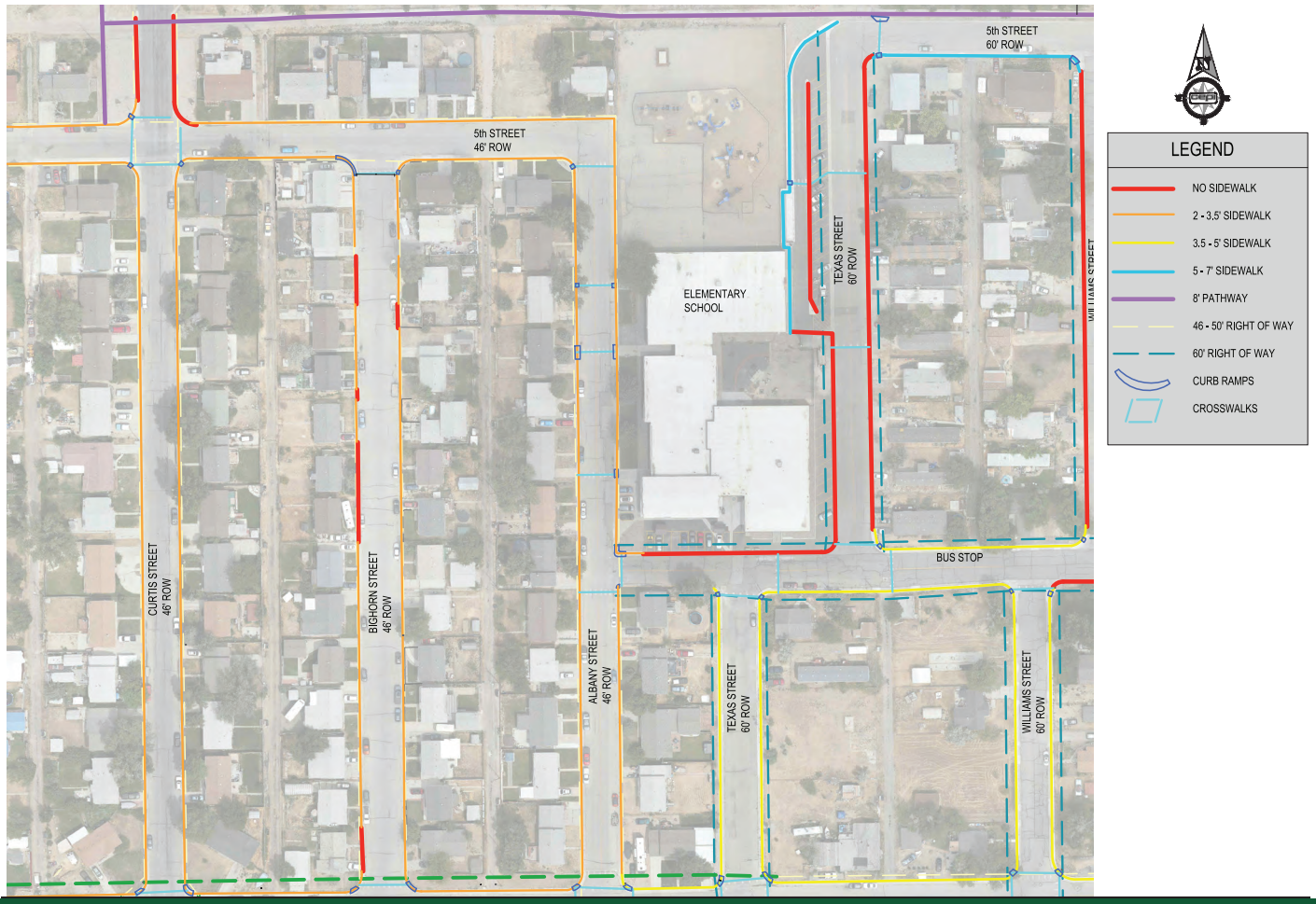
Town Of Evansville Wyoming

Quadrant 1

This quadrant is mostly single family bi-level homes having similar characteristics with the exception of Texas Street around the school, which is primarily mobile homes. The school is what makes this area unique from any other in town. The concerns surrounding the school are detailed in Chapter 1.

Another unique aspect of this area is Curtis Street. Curtis is a primary arterial for all of Evansville but this portion is undersized for the volume of traffic that it moves on a day to day basis. This portion of Curtis has a narrow right of way and a very high volume of traffic. There is no room for logical improvements to be made to this portion of Curtis without first making major adjustments to the traffic patterns in town. What seems to be missing is another major arterial street in and out of Evansville. Evans Street appears to lend itself to filling that void if it were extended north to Veterans Road, but this study's purpose is not to address those types of traffic alterations.

Curtis, Albany, and Bighorn are the narrowest streets in the study area and currently have three to four foot sidewalks on each side. These three streets are also the longest streets in the study area so adequate sidewalks are important for safe navigation to other streets. This portion of Texas Street in this quadrant is devoid of any sidewalks.



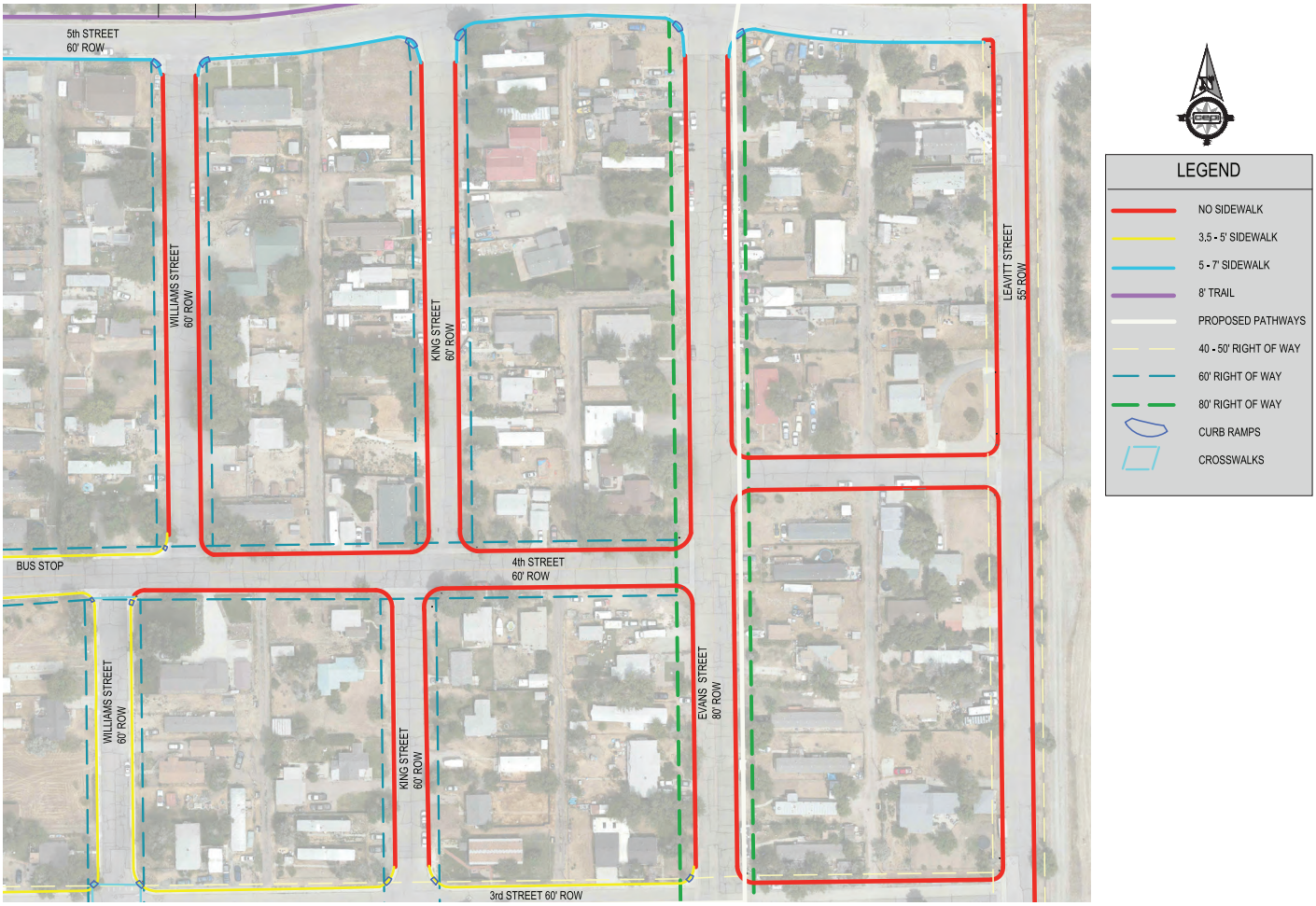
QUAD # 1				
STREET	**Cross Street**	**Side of Street**	**ISSUES**	**PROPOSED SOLUTIONS**
TEXAS				
	3rd	West side	• Northwest corner of intersection has utilities in sidewalk without adequate ADA minimum passage.	• Create a curb extension here to shorten crossing distance and ease of passage.
	4th	Both sides	• Congestion during pickup and drop off here is hazardous for drivers and school children.	• Create curb extension or pinch-point to aide in visual sight lines and refuge for children during crossing.
	3rd to 4th	Both sides	• Both sides of street have a new sidewalk paved width of 4--feet.	• When sidewalks need replaced, investigate 6-foot minimum width.
	4th to 5th	East side	• Expanse of mobile home driveways and 2 crosswalks in middle of street lead to no sidewalk or parking on east side of street.	• Reduce current 36-foot pavement section (18-foot drive lanes) to accommodate minimum 6-foot attached sidewalk on east side of street. • Create pinchpoints at crosswalks.
	4th to 5th	West side	• Angled parking for school forces pedestrians into street.	• Reduce current 36-foot pavement section (18-foot drive lanes) to accommodate minimum 6-foot sidewalk in front of parking area. • Create pinchpoints for crosswalks.

ALBANY				
	3rd to 5th	Both sides	• Street has a narrow ROW (46-feet) and parking on both sides of street. • Current sidewalks on both sides are 3-feet wide.	• Allow parking on one side of street (preferably east) with 6-foot sidewalk on west side of street.
	4th to 5th	Both sides	• Seven crosswalks create too many pedestrian/vehicle interactions. • Street parking on both sides of street with narrow ROW. • Current sidewalks on both sides are 3-feet wide.	• Reduce number of crosswalks to three. Leave crossings with curb extension; at 3rd and 5th streets and one midblock crossing with a pinch-point. • Enlarge sidewalk on school property to 10-feet.
BIGHORN				
	3rd to 5th	Both sides	• Street has a narrow ROW (46-feet) and parking on both sides of street. • Current sidewalks on both sides are 3-feet wide. • Vehicles overhang current side-walks	• Allow parking on one side of street (preferably west) with 6-foot sidewalk on east side of street. • West side is not as conducive to sidewalk because of grade changes that would result in needed retaining walls.
CURTIS				
	Highway 20 to Railroad	Both sides	• The sidewalks are primarily driveways for high-turnover busi-ness (gas station, bar, auto-sal-vage).	• Improve Holmes and Oklahoma Streets as alternatives to pedes-trian travel for this block on Curtis Street. • Improve sidewalks on both sides north of bar and auto-salvage businesses to Iron Drive.
	3rd to 5th	Both sides	• The ROW narrows to 46-feet and the entire space is taken up with 4-foot sidewalks on both sides, on-street parking, and driving lanes	• Because Curtis is a primary ar-terial street for the Town, and this section is currently undersized, no recommendation for pedestrian improvement can be made outside of removal of street parking or until additional routes in and out of town are created.

3rd STREET				
	Curtis to Texas		• Wide street with new sidewalks but no bike lanes with heavy traffic.	• Create a protected bike lane on both sides of street for safe passage off sidewalks.
4th STREET				
	Albany to Texas	South side	• No sidewalk as fence and are utilities located at street edge. • Right of way doesn't allow for safe connection around utilities	• Improve street corners for pedestrians to cross street to sidewalk on north.
	Williams to Evans	Both sides	• No sidewalks	• Install 6-foot minimum sidewalks
5th STREET				
	Curtis to Albany	North side	• 3-foot does not allow for safe passage.	• Install 6-foot minimum sidewalks
	Bighorn to Albany	South side	• Narrow for two-way traffic and parking. Cars parked on south corner obstruct Albany Street.	• Eliminate parking on south side of 5th Street from Albany 35-feet to west

Quadrant 2 Characteristics

This area of town has very diverse housing types. The blocks are small with mobile homes interspersed between single family homes. Other than Evans and Leavitt, the streets within this area all have 60 foot right of ways. Evans has the widest road section and an 80 foot right of way. Leavitt only has a 55 foot right of way with housing only on the west side. The only two streets that currently have sidewalks are 3rd Street from Williams to Evans and 5th street with a nice sidewalk on the south and an asphalt bike path on the north. The only street running north to south that has a sidewalk is Williams Street leading to the bus stop on 4th Street.

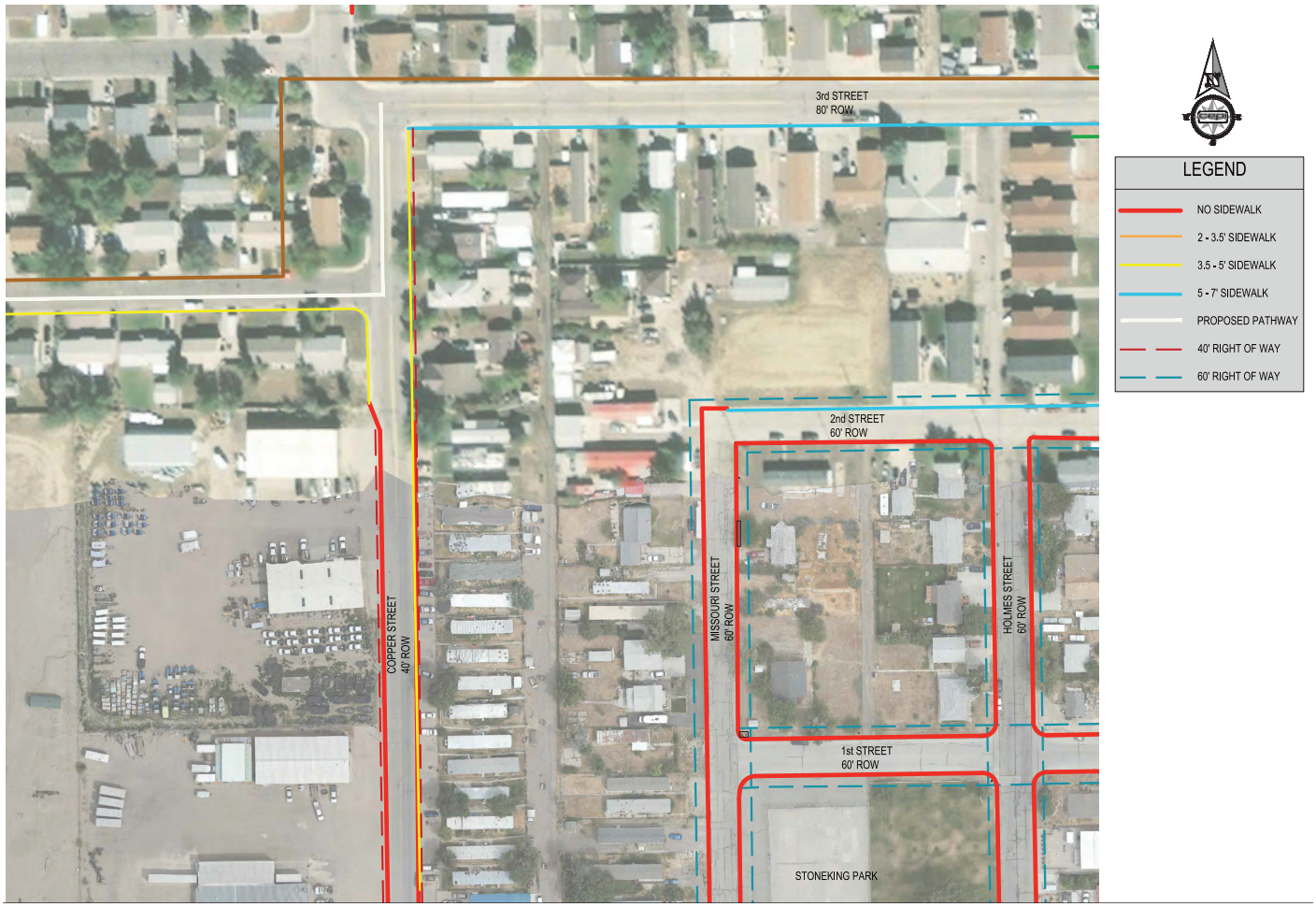


QUAD #2				
STREET	**Cross Street**	**Side of Street**	**ISSUES**	**PROPOSED SOLUTIONS**
LEAVITT				
	2nd to 5th	East side	• Approximately 10-feet of ROW between asphalt and property line	• Install 8-foot asphalt path to tie into pathway at north side of 5th Street as need becomes apparent.
	2nd to 5th	West side	• Some utilities right behind curb at intersections.	• Install 6-foot minimum sidewalk and relocate utilities accordingly
EVANS				
	3rd to 5th	West side	• Diverse use of residential and businesses. • Excessive use of right of way for immobilized vehicle/RV storage.	• Install 6-foot minimum sidewalk with 10-foot buffer zone and relocate utilities accordingly • Install curb extensions at all intersections along Evans.
	3rd to 5th	East side	• Diverse use of residential and businesses. • Excessive use of right of way for immobilized vehicle/RV storage.	• Install 8 to 10-foot concrete pathway with a 6-foot buffer zone the length of Evans. • Install curb extensions at all intersections along Evans.
KING				
	1st to 5th	Both sides	• Little to no issues	• Install 6-foot minimum sidewalk with buffer zone on both sides of street
WILLIAMS				
	4th St intersection	Southeast corner	• Southeast corner of 4th and Williams has utility pole in sidewalk without space to pass	• Create a curb extension to get around utilities and shorten crossing distance or relocate utility.
	4th to 5th	Both Sides	• No sidewalks.	• Install 6-foot minimum sidewalk on both sides of street
4th STREET				
	Williams to Leavitt	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk on both sides of street
5th STREET				
			• No Issues	• All sides have sidewalks and pathway

Quadrant 3 Characteristics

Quadrant Three is in the middle section of the study area on the western side. This quadrant houses industrial use on the west, mobile homes in the center, and parkland and single and multi-family homes on the east portion.

All of the streets have a right of way of 60 feet except for Copper that has a 40 foot right of way. Copper is the only north/south running street that currently has a sidewalk, however the sidewalk runs behind the contiguous parking area for 19 mobile homes. The only other sidewalk in this area is on the north side of 2nd Street.



QUAD #3				
STREET	**Cross Street**	**Side of Street**	**ISSUES**	**PROPOSED SOLUTIONS**
HOLMES				
	Iron to 1st	West side	• Stoneking Park currently has no sidewalks around or to the park.	• Create an 8-foot sidewalk around the park with a planted buffer near street
	Iron to 1st	East side	• Businesses and houses inhabit this side of the street with terraced landscaping in right of way.	• Create a curb extension into the street to reduce street width and eliminate parking on east side.
	1st to 2nd	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk on both sides of street
MISSOURI				
	Iron to 1st	East side	• Stoneking Park currently has no sidewalks around or to the park.	• Create an 8-foot sidewalk around the park with a planted buffer near street
	Iron to 1st	West side	• Long expanse of driveways in front of mobile homes.	• Install 6-foot minimum sidewalk and delineate driveways.
	1st to 2nd	East side	• Utility poles at back of curb.	• Create a curb extension to get around utilities and shorten crossing distance or relocate utility.
COPPER				
	Iron to 3rd	East side	• Long expanse of driveways in front of mobile homes.	• Install 6-foot minimum sidewalk and delineate driveways.
	Iron	East side	• Corner lot is approximately 2-3 feet higher than curb with hubcap retaining wall and no sidewalk	• Install 6-foot minimum sidewalk and delineate driveways.
		West side	• Expanse of industrial driveways the that run the length of property.	• Install 6-foot minimum sidewalk and delineate driveways.
1st STREET				
	Missouri to Holmes	South side	• Stoneking Park currently has no sidewalks around or to the park.	• Create an 8-foot sidewalk around the park with a planted buffer near street
	Holmes to Evans	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk with buffer zone on both sides of street with 4-foot buffer zone where warranted.
2nd STREET				
	Missouri to Curtis	South side	• Utility poles are directly adjacent to the curb.	• Relocate utilities to underground and install 6-foot sidewalk.
	Missouri to Curtis	North side	A minimal sidewalk is established here but doesn't allow for ease of passage near vehicles parked	Extend sidewalk to 6' minimum

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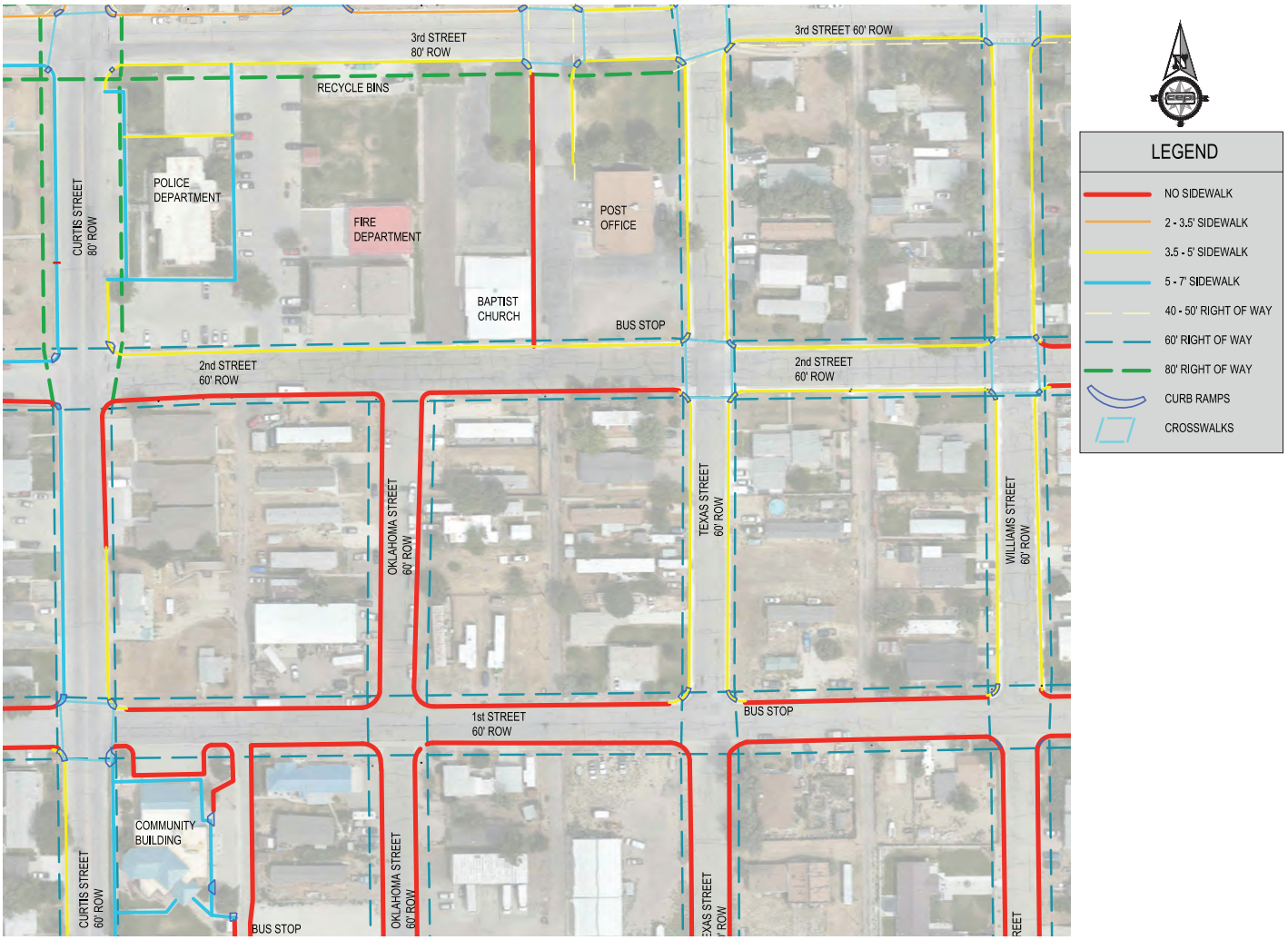
Quadrant 4 Characteristics

This area of town is central to a variety of uses. It is home to everything from businesses, homes, churches, and municipal services such as the community center, town hall, police department, fire department, post office, and recycling center.

All of the streets in this area have a right of way of 60-feet with the exception of 3rd Street from Curtis to Texas being an 80-foot right of way. The blocks are small with multiple sidewalk gaps. The existing sidewalks include both sides of 3rd Street, Texas Street, and Curtis Street, and part of Williams Street, and the north side of 2nd Street.



QUAD #4				
STREET	**Cross Street**	**Side of Street**	**ISSUES**	**PROPOSED SOLUTIONS**
WILLIAMS				
	Iron to 1st	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk on both sides of street
	1st St intersection	Northeast corner	• Fire hydrant is located in new sidewalk with inadequate room for passage. • No ADA curbramp.	• Install ADA ramp with curb extension to allow a minimum of 3-feet clear space around hydrant.
	1st to 4th	Both sides	• Newer sidewalks installed, with utilities located in pedestrian travel way.	• Investigate relocation of overhead power to underground. Or install curb extensions to navigate around obstacles.
TEXAS				
	3rd St intersection	Northwest corner	• Northwest corner has telephone pedestal located in sidewalk.	• Relocate pedestal to behind sidewalk or install curb extension.
CURTIS				
	2nd St intersection	Southeast corner	• This is the only corner of intersection without sidewalk/curbramps. • Fire hydrant and bollards directly behind curb.	• Install approx. 70-feet of 6-foot sidewalk. • Relocate hydrant. • Alternatively, install curb extension.
OKLAHOMA				
		Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk on both sides of street
1st STREET				
	Curtis to Williams	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk on both sides of street
2nd STREET				
	Curtis to Texas	South side	• No sidewalks.	• Install 6-foot minimum sidewalk on both sides of street

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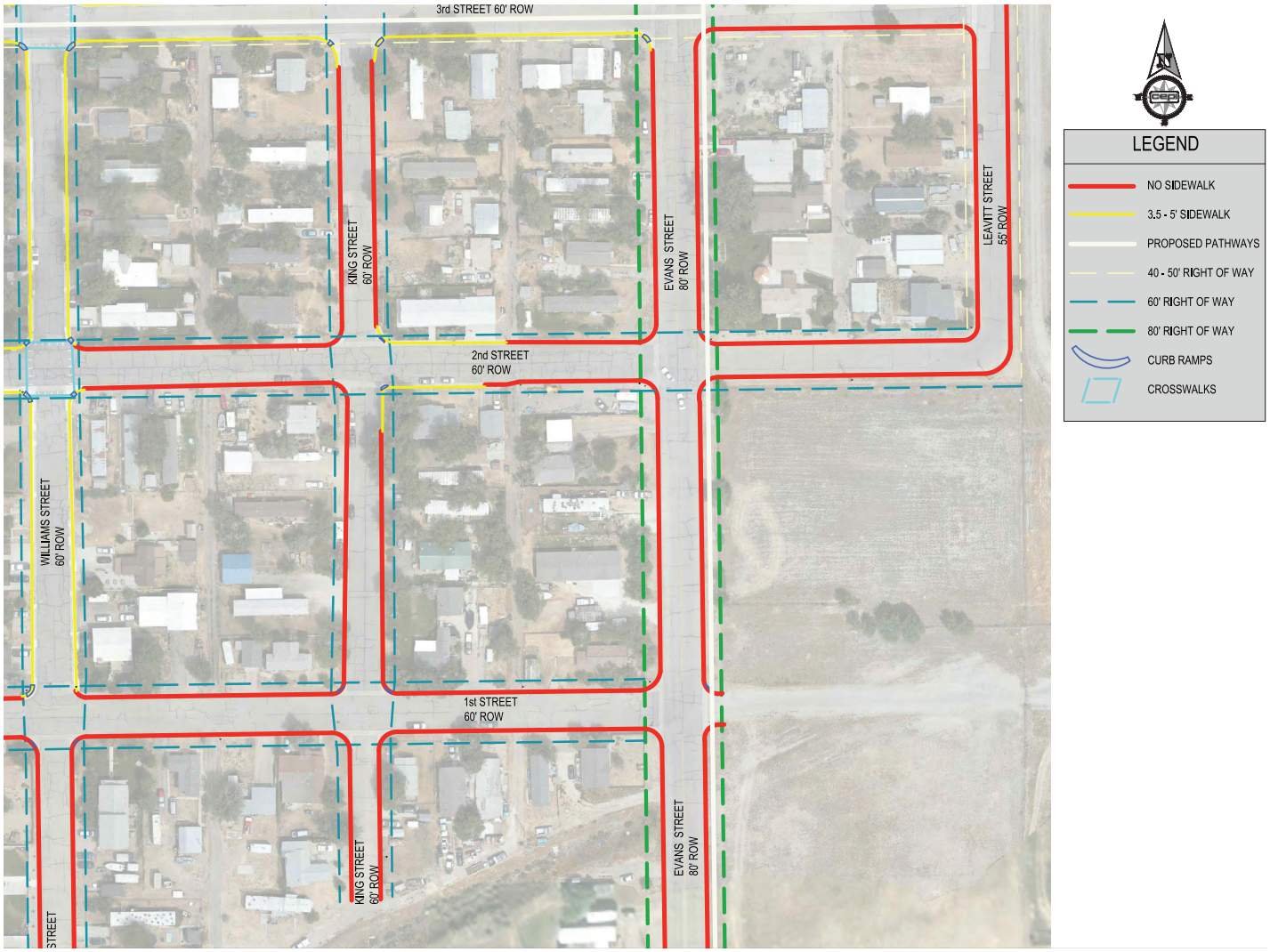
Quadrant 5 Characteristics

This quadrant has multiple housing types dispersed throughout. These streets all have a 60 foot right of way besides Evans and Leavitt. Evans has the widest road surface and an 80 foot right of way. Leavitt only has a 55 foot right of way with housing on the western side only. The only streets that have sidewalks are 3rd Street from Williams to Evans; Williams from 1st to 3rd; and a half block portions of 2nd Street between King and Evans. The rest of the quadrant does not have sidewalks and pedestrians regularly use the street to walk in due to the lack of connectivity.



QUAD #5				
STREET	**Cross Street**	**Side of Street**	**ISSUES**	**PROPOSED SOLUTIONS**
LEAVITT				
	2nd to 5th	East side	• Approximately 10-feet of ROW between asphalt and property line	• Install 8-foot asphalt path to tie into pathway at north side of 5th Street as need becomes apparent.
	2nd to 5th	West side	• Some utilities right behind curb at intersections.	• Install 6-foot minimum sidewalk and relocate utilities accordingly
EVANS				
	2nd to 5th	West side	• Diverse use of residential and businesses. • Excessive use of right of way for immobilized vehicle/RV storage.	• Install 6-foot minimum sidewalk with 10-foot buffer zone and relocate utilities accordingly • Install curb extensions at all intersections along Evans.
	2nd to 3rd	East side	• Diverse use of residential and businesses.	• Install 8 to 10-foot concrete pathway with a 6-foot buffer zone the length of Evans. • Install curb extensions at all intersections along Evans.
	1st to 2nd	East side	• No homes, undeveloped.	• Install 8 to 10-foot concrete pathway with a 6-foot buffer zone the length of Evans. • Install curb extensions at all intersections along Evans.
	1st to 2nd	West side	• No sidewalks.	• Install 6-foot minimum sidewalk with 10-foot buffer zone and relocate utilities accordingly • Install curb extensions at all intersections along Evans.
KING				
	1st to 3rd	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk on both sides of street
1st STREET				
	Missouri to Evans	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk with buffer zone on both sides of street with 4-foot buffer zone where warranted. • Relocate utilities as necessary.
2nd STREET				
	Williams to Leavitt	Both sides	• No sidewalks (except for half a block on between King and Evans).	• Install 6-foot minimum sidewalk with buffer zone on both sides of street with 4-foot buffer zone where warranted. • Relocate utilities as necessary.
3rd STREET				
	Evans to Leavitt	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk with buffer zone on both sides of street with 4-foot buffer zone where warranted.

Quadrant 6 Characteristics

This is one of the entrances into Evansville through Western Avenue. This quadrant is primarily businesses with the railroad bisecting this area from the greater Evansville. There are a few single family homes on Silver and Oildale directly adjacent to industrial businesses. This entire area is without sidewalks, with the exception of some small stretches of sidewalk adjacent homes on Silver Street and Oildale Street.

The current WYDOT project, with an expected completion in 2023, at Western and Yellowstone will incorporate a stoplight with pedestrian signals. This new light will offer the most direct route from Evansville to the Rails to Trails system, making Western Avenue a desirable route for pedestrians in and out of Evansville. The same WYDOT project will have the Old Glenrock Highway from Western Avenue to Holmes Street vacated, thereby eliminating one penetration onto Western.

QUAD #6				
STREET	**Cross Street**	**Side of Street**	**ISSUES**	**PROPOSED SOLUTIONS**
IRON				
	Western to Curtis	Both sides	• No sidewalks. • Oversized industrial driveway aprons.	• Install 8-foot minimum sidewalk with buffer zone if warranted. • Reduce and delineate appropriately sized driveways. • Relocate utilities as necessary.
OILDALE				
	Western to Holmes	Both sides	• Diverse use of residential and industrial businesses.	• Install 6-foot minimum sidewalk on both sides of street.
WESTERN				
	Iron to Yellowstone	East side	• Narrow right of way. • No sidewalks	• Install 6-foot minimum sidewalk. • Install painted sharrow markings on street.

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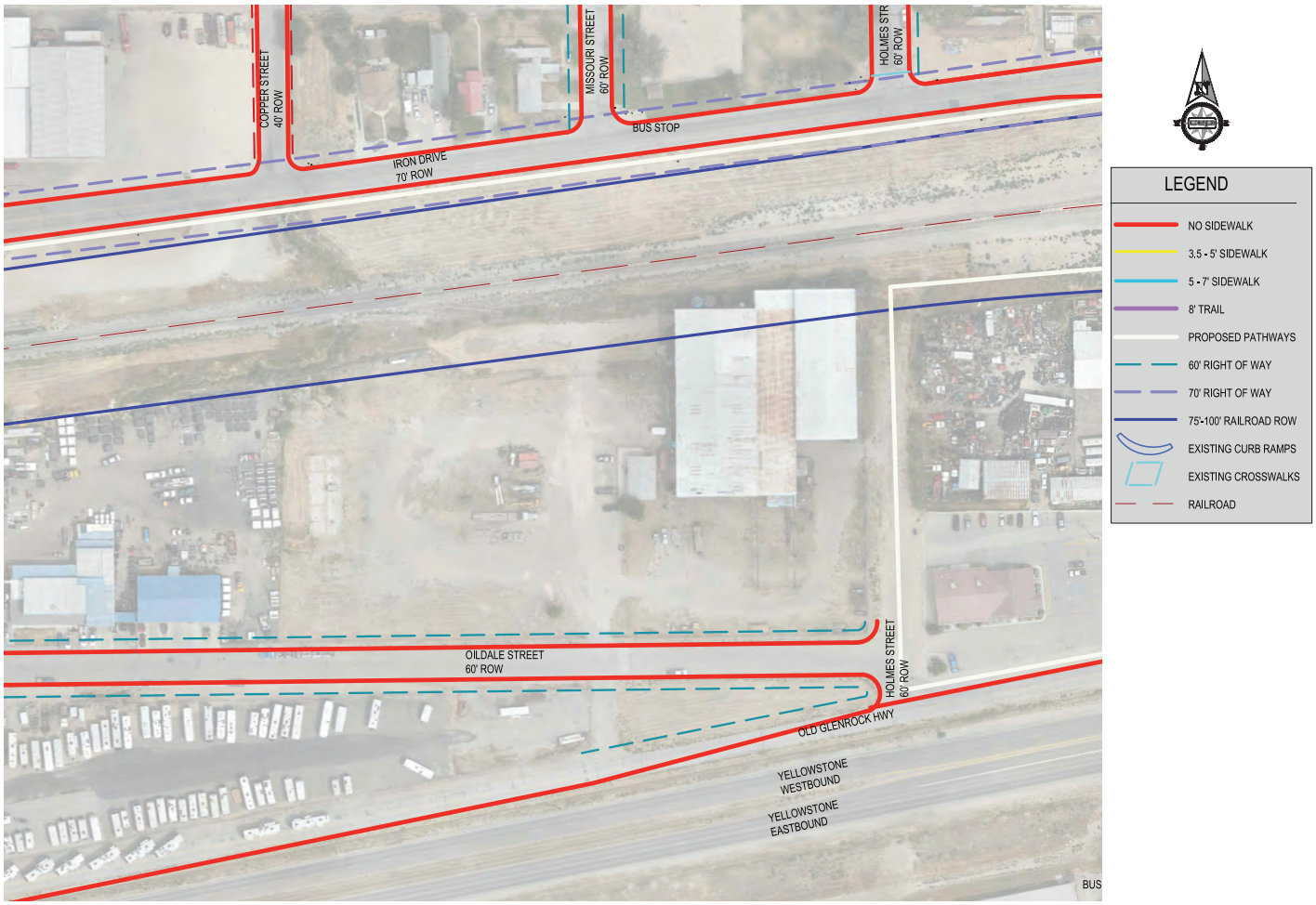
Quadrant 7 Characteristics

Quadrant 7 is similar to quadrant 6 in character. It is home to businesses having to do with auto salvage, veterinary clinic, RV sales among others. The WYDOT vacation of the Old Glenrock Highway from Western Avenue ends at Holmes Street. All areas in this quadrant are devoid of sidewalks. Iron Drive is the primary east-west routing for our recommended connectivity pathway.



QUAD #7				
STREET	**Cross Street**	**Side of Street**	**ISSUES**	**PROPOSED SOLUTIONS**
HOLMES				
	Oildale	South of Railroad	• Undeveloped, platted street	• Install 8-foot concrete pathway to tie into Curtis Street as pedestrian alternative to precarious Curtis Street travel. • Consider lighting pathway.
IRON				
	Western to Curtis	Both sides	• No sidewalks. • Oversized industrial driveway aprons.	• Install 8-foot minimum sidewalk with buffer zone if warranted. • Reduce and delineate appropriately sized driveways. • Relocate utilities as necessary.
OILDALE				
	Western to Holmes	Both sides	• Diverse use of residential and industrial businesses.	• Install 6-foot minimum sidewalk on both sides of street.

Quadrant 8 Characteristics

Even though the Town of Evansville boundary extends south of Lathrop Road, Curtis Street at Yellowstone Highway is largely considered the de facto entrance to town. Curtis Street at this intersection is a high volume street and the main artery of Evansville. This makes the section between the Old Glenrock Highway and Iron Drive crucial because every driver must travel this gateway before having the option of turning east or west. Unfortunately, or perhaps coincidentally, this is also one of the least pedestrian friendly stretches of street in Evansville, as detailed in the Existing Conditions section of this study. For these reasons our connective pathway is routed a block west to Holmes and Oildale before returning to Curtis Street and crossing the railroad tracks.

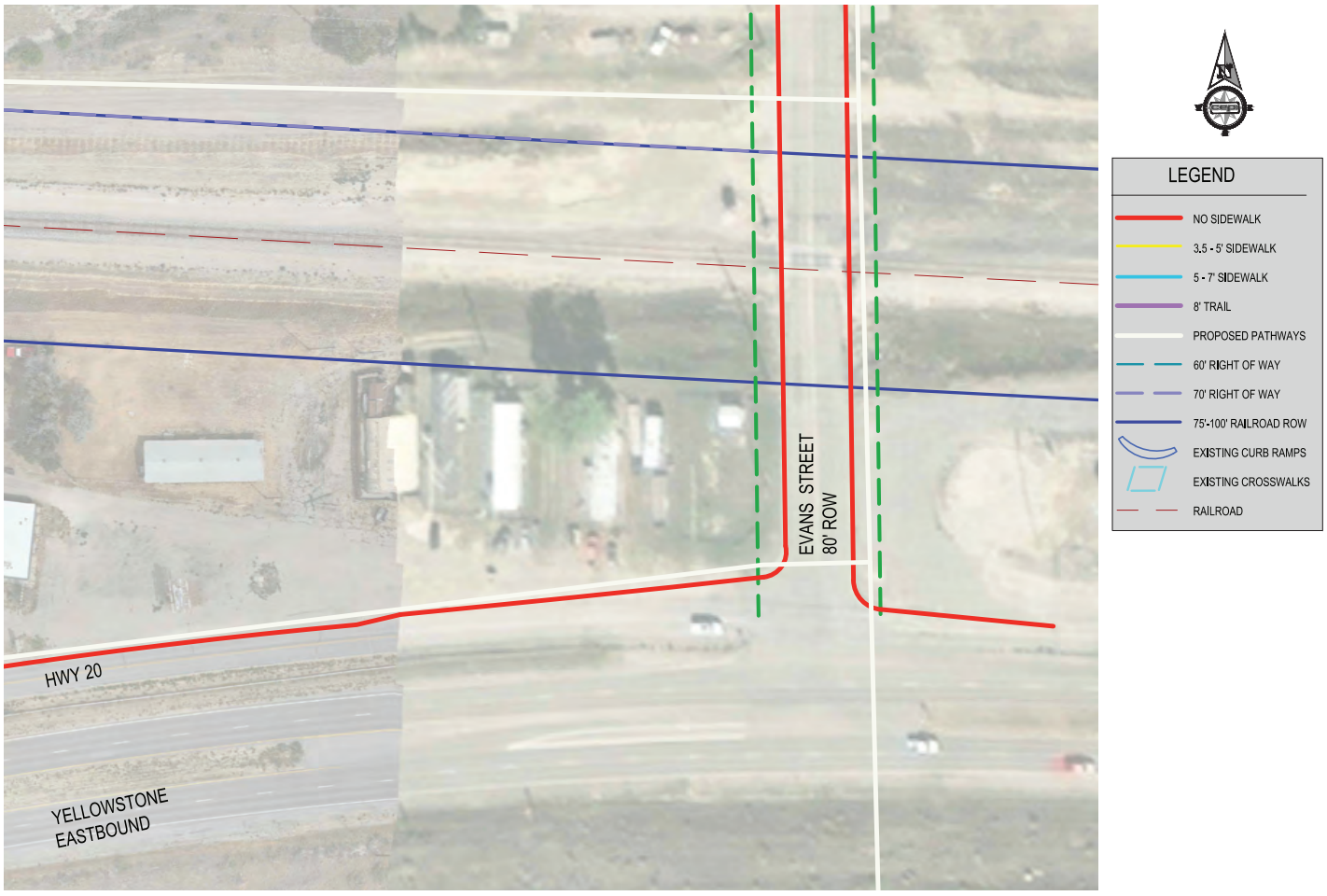
Other notable occurrences in this area the railroad right of way narrowing from 200-feet to 150-feet near Texas Street; there are several businesses including a bar, gas station, strip mall, auto salvage, and veterinary clinic; and a cluster single family housing mixed with mobile homes primarily on Oklahoma Street.

QUAD #8				
STREET	**CROSS STREETS**	**Side of Street**	**PROBLEMS**	**PROPOSED SOLUTIONS**
TEXAS				
	Old Glenrock Hwy to RR	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk on both sides of street.
OKLAHOMA				
	Old Glenrock Hwy to RR	Both sides	• Approx. 115 lineal feet of 4-foot sidewalk in front of one house on street. No other sidewalks. • Fire hydrant directly behind curb on east side of street.	• Install 6-foot minimum sidewalk on both sides of street. • Relocate hydrant.
CURTIS				
	Old Glenrock Hwy to Iron Drive		• High traffic volume. • Long driveways with high patron turnover at bar and gas station • Auto salvage business typically has large trucks on sidewalk.	• Right-size driveway apron at businesses. • Enforce parking violations on sidewalks.
IRON				
	Curtis to Williams	North side	• No sidewalks.	• Install 6-foot concrete pathway with buffer zone if warranted to avoid utilities • Relocate utilities as necessary.
	Curtis to Williams	South side	• No sidewalks.	• Install 8-foot concrete pathway with buffer zone.
OLD GLENROCK HIGHWAY (HWY 20)				
	Curtis to Evans	North side	• No sidewalks.	• Install 8-foot minimum sidewalk on north side of street.

Quadrant 9 Characteristics

This area is in the southeastern portion of the study area. Evans Street is located at the far east side of this area and is an underutilized entrance into town. There are currently no sidewalks located in this quadrant. The intersection of Evans, the Old Glenrock Highway, and Highway 20-26 is somewhat difficult to navigate.

The selected routing of Evans Street for north-south pathway and Iron Street for an east-west pathway converge just north of the railroad. Iron Street actually dead-ends at Williams Street, but for a continuous pathway, we have shown it continuing through the undeveloped portion of the platted right of way to Evans. Additionally, there is room on the north side of the Old Glenrock Highway to install a pathway for pedestrians to reach these businesses along the highway.



QUAD #9				
STREET	**CROSS STREETS**	**Side of Street**	**PROBLEMS**	**PROPOSED SOLUTIONS**
IRON				
	Williams to Evans	Both sides	• No sidewalks.	• Install 8-foot concrete pathway with buffer zone.
OLD GLENROCK HIGHWAY (HWY 20)				
	Curtis to Evans	North side	• No sidewalks.	• Install 8-foot minimum sidewalk on north side of street.
EVANS				
	Hwy 20 to 1st	East side	• No homes, undeveloped.	• Install 8 to 10-foot concrete pathway with a 6-foot buffer zone the length of Evans. • Create a gateway into town with the path-way and safe crossings on Evans.
WILLIAMS				
	Iron to 1st	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk on both sides of street.

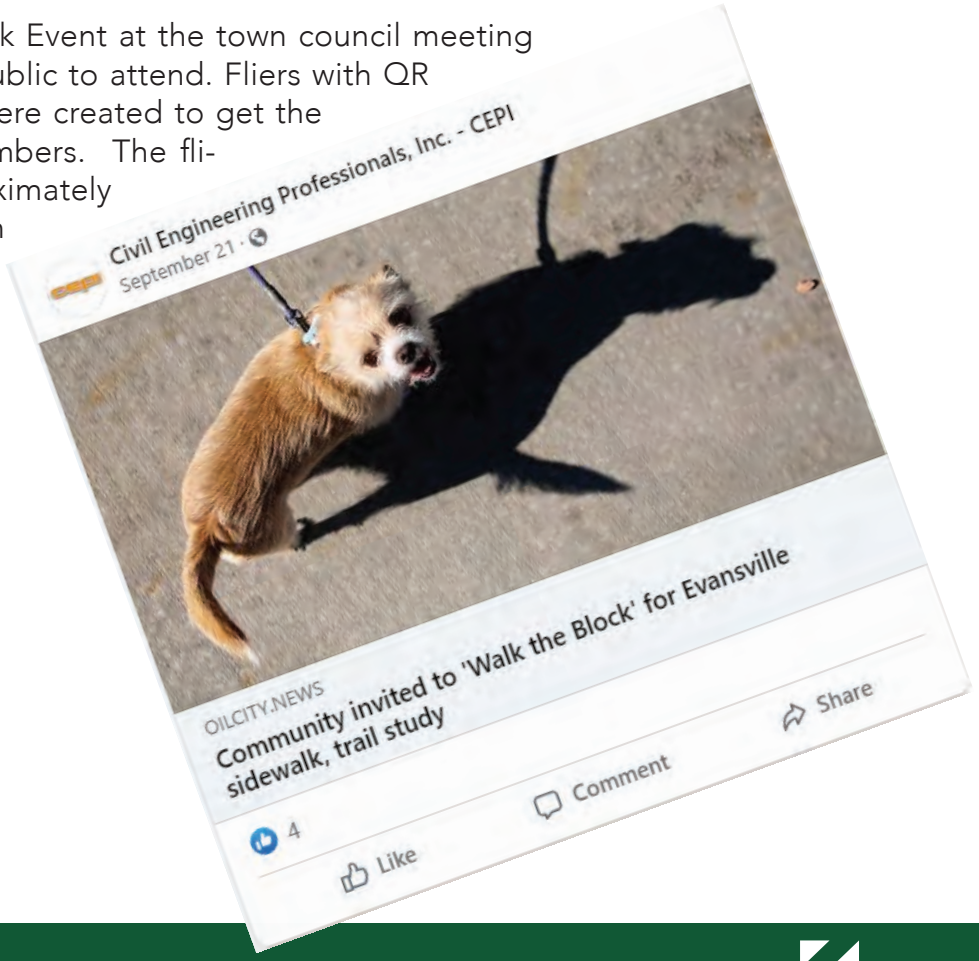
Ch 4 Community Involvement

Community Involvement Meetings and Surveys

The project management team, Casper area MPO, Town's Mayor, Town Clerk, and Public works director met to launch the kick-off meeting for the Eastside Evansville Sidewalk and Trail Study. This meeting was an opportunity to meet the Town's committee, lock down the goals and priorities of the study, while finalizing the scope of work for the project. Using a large map attendees marked areas for concern and opportunities within the study area. Comments were focused around safe routes for connectivity between neighborhoods, streets, and community places. Discussion ensued about traffic flow, vacant land available for use, and potential railroad partnerships. The committee also located where new subdivision developments are likely and the home of the future dog park.

After our initial meeting, the project management team met to discuss website content, survey questions, marketing strategies, and potential dates for the upcoming community engagement event. L4 Communications created a web-page on CEPI's website and an event on CEPI's Facebook page. The MPO was contacted to get a public notice announcement out to the media. The Town of Evansville posted fliers at town hall and the post office as well as advertising the event on a lighted sign when entering into town.

CEPI presented the Walk the Block Event at the town council meeting on September 26th inviting the public to attend. Fliers with QR codes and a link to the website were created to get the survey out to the community members. The flier would be distributed to approximately 1,200 households in Evansville with their utility bills for October.



"Walk The Block" Community Engagement Meeting

The project team held the first community engagement event at the Evansville Community Center on the evening of Sept 28,2022. Fliers were put up around Evansville and an electronic board coming into town. The walking event was used to give community members an on-site perspective of the needs in the area. The weather was clear with blue skies and 70 degree temperatures, a perfect day for a walk around town. The walking portion was informative, giving the team a firsthand understanding of what constraints and opportunities lay in the study area.

Large format posters and maps were created to facilitate dialogue and capture the input of the community regarding trail connections and walkability on this side of town. There were approximately 10 people in attendance for the walk and at the facility afterwards to learn about the project, draw on posters, and voice their opinion.

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While the public voiced their opinions regarding a multitude of concerns and opportunities, there were repeated safety concerns brought up along the walk and on the maps. The trail configuration down Evans Street was brought up repeatedly as the most logical route around town for a safe protected path, a full connectivity loop, and greatest opportunity because of a larger right of way.

In addition to the maps created, boards were displayed to provide information on the terms and ideas related to the sidewalk and connectivity study. The boards included information regarding current site conditions, safety concerns, and pros/cons of potential routes. These boards were used throughout the process to familiarize meeting attendees of the concepts used to guide the decision making process. Boards were left up at the Community Center Building to facilitate dialogue during senior center lunches and other community events that may be held at the center in the coming weeks.

Survey Results

Following the community engagement meeting, a flier was sent out with town utility bills inviting the community members to take a survey on the current Evansville sidewalk network. The study team completed two separate surveys for community members to review. One survey was posted on the website page asking users to rank trail options from most to least desirable. The second survey asked multiple questions about how the residents use the network of sidewalks and pathways, safety of users, and the frequency of use by the community.

From the survey results the study team found that:

88% of Citizens walk or bike for Leisure
60% of Citizens walk or bike for Parks

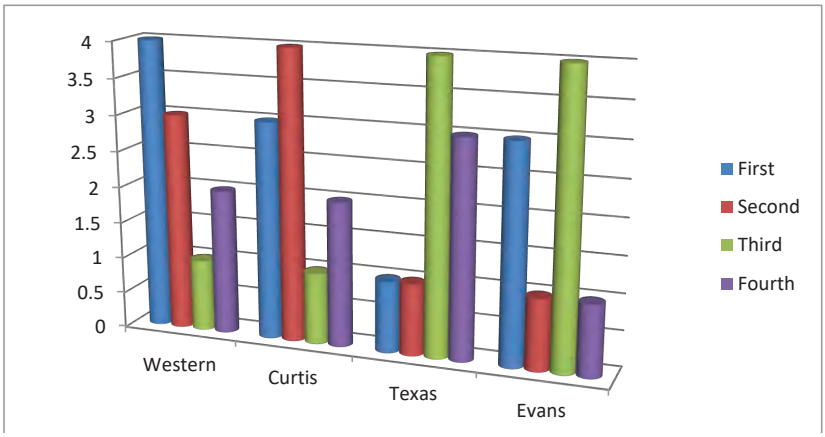
Survey results also show people walk or bike around Evansville for outdoor leisure activities. Building adequate sidewalks and pathways all around town will add multiple opportunities to enjoy these activities while enhancing the quality of life for the citizens of Evansville.

Of respondents with children walking and biking to school 70% of parents do not think their children have a safe route to school and the streets around the Elementary School are inadequate for children's' safe passage.

One of the primary goals of the survey was to determine the most preferable routing of a pathway loop into and throughout town. Preferences displayed from these surveys influenced recommendations addressing the areas of concern identified by the participants. The results were compiled and weighted with a number 1 vote receiving four points, 2 vote receiving 3 points, and so on. The scores showed that Western Avenue was the most preferred pedestrian route into town. This is likely due to low traffic volume and the impending traffic light installation. Meeting attendees had less appetite for Texas due to offset blocks and Curtis Street connection due to the narrow street and sidewalk used for parking vehicles. With the right design elements and Evans Street's wide right of way, it is very conducive to pedestrian travel. Our public meeting attendees were in favor of Evans for a primary north-south pathway leg.

	Western	Curtis	Texas	Evans
First	4	3	1	3
Second	3	4	1	1
Third	1	1	4	4
Fourth	2	2	3	1

Number of Entries - 14



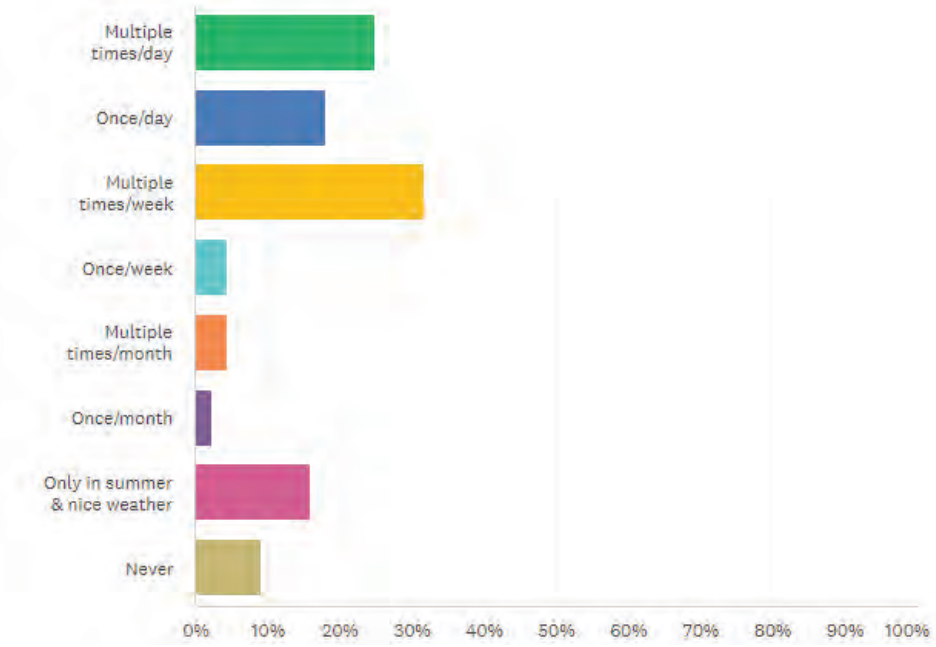
The survey results show Western being the 1st option, Curtis 2nd, and Evans 3rd. The graph summarizes the survey results from the trail survey posted on the website. There were 14 respondents on that survey. Out of the multiple choice surveys sent out with utilities, 44 people responded and results are displayed.

The other survey result question results:

Q1

How often do you walk/bike in Evansville?

Answered: 44 Skipped: 0

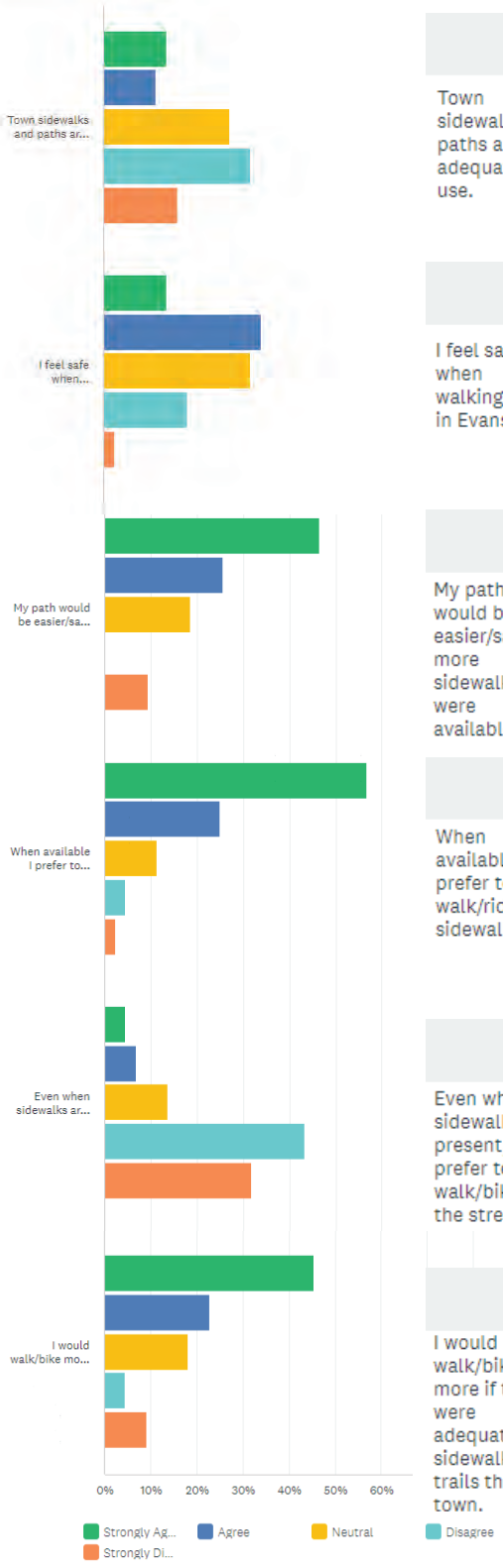


ANSWER CHOICES	RESPONSES	
Multiple times/day	25.00%	11
Once/day	18.18%	8
Multiple times/week	31.82%	14
Once/week	4.55%	2
Multiple times/month	4.55%	2
Once/month	2.27%	1
Only in summer & nice weather	15.91%	7
Never	9.09%	4
Total Respondents: 44		

Q2

Tell us how you feel.

Answered: 44 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
Town sidewalks and paths are adequate for use.	13.64% 6	11.36% 5	27.27% 12	31.82% 14	15.91% 7	44

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I feel safe when walking/biking in Evansville.	13.64% 6	34.09% 15	31.82% 14	18.18% 8	2.27% 1	44

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
My path would be easier/safer if more sidewalks were available.	46.51% 20	25.58% 11	18.60% 8	0.00% 0	9.30% 4	43

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
When available I prefer to walk/ride on a sidewalk.	56.82% 25	25.00% 11	11.36% 5	4.55% 2	2.27% 1	44

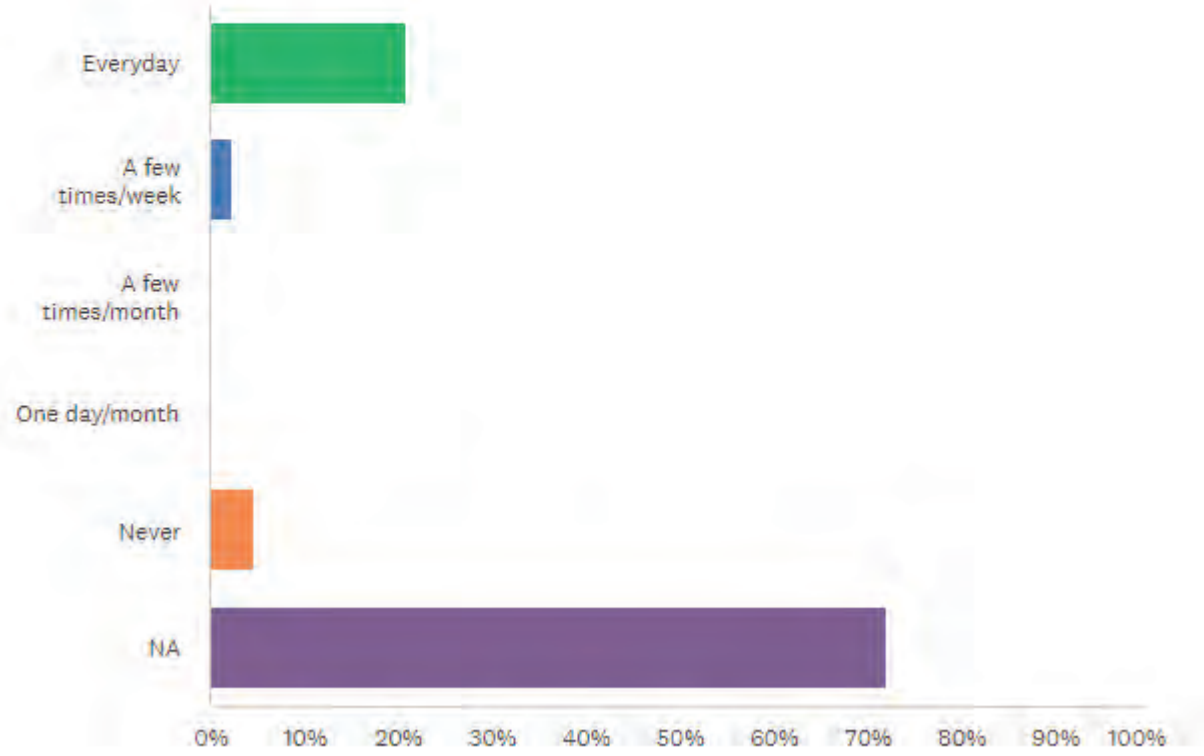
	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
Even when sidewalks are present, I prefer to walk/bike in the street.	4.55% 2	6.82% 3	13.64% 6	43.18% 19	31.82% 14	44

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I would walk/bike more if there were adequate sidewalks and trails through town.	45.45% 20	22.73% 10	18.18% 8	4.55% 2	9.09% 4	44

Q3

How often do your children walk/bike to school?

Answered: 43 Skipped: 1

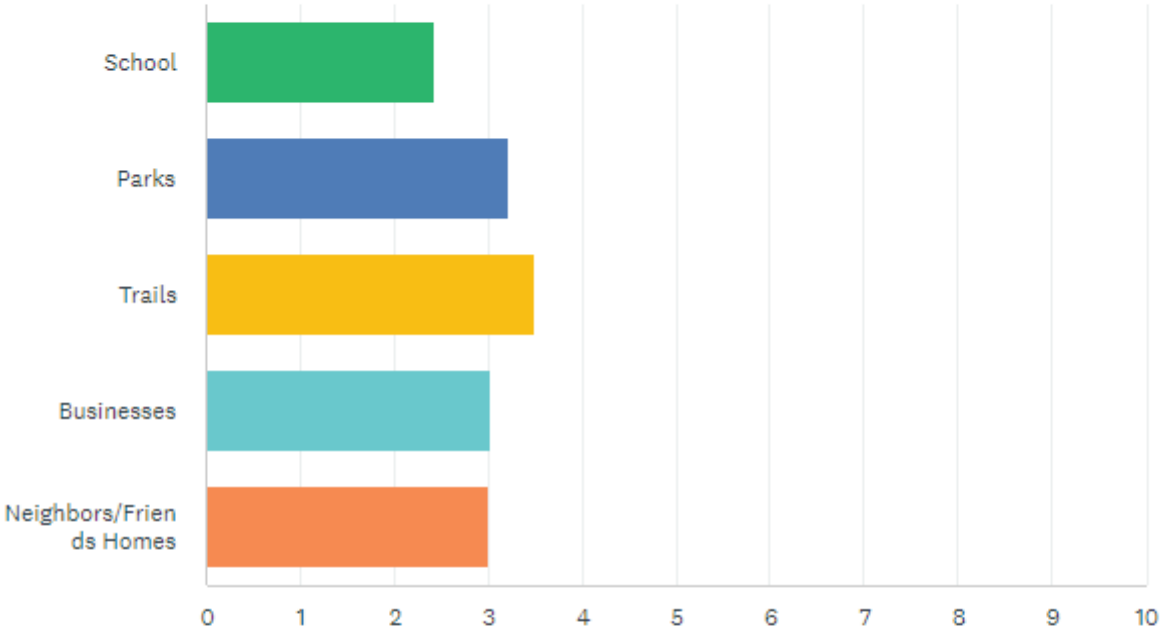


ANSWER CHOICES	RESPONSES	
Everyday	20.93%	9
A few times/week	2.33%	1
A few times/month	0.00%	0
One day/month	0.00%	0
Never	4.65%	2
NA	72.09%	31
TOTAL		43

Q5

What do you frequent most in town? (Please Rank. Most to least)

Answered: 41 Skipped: 3

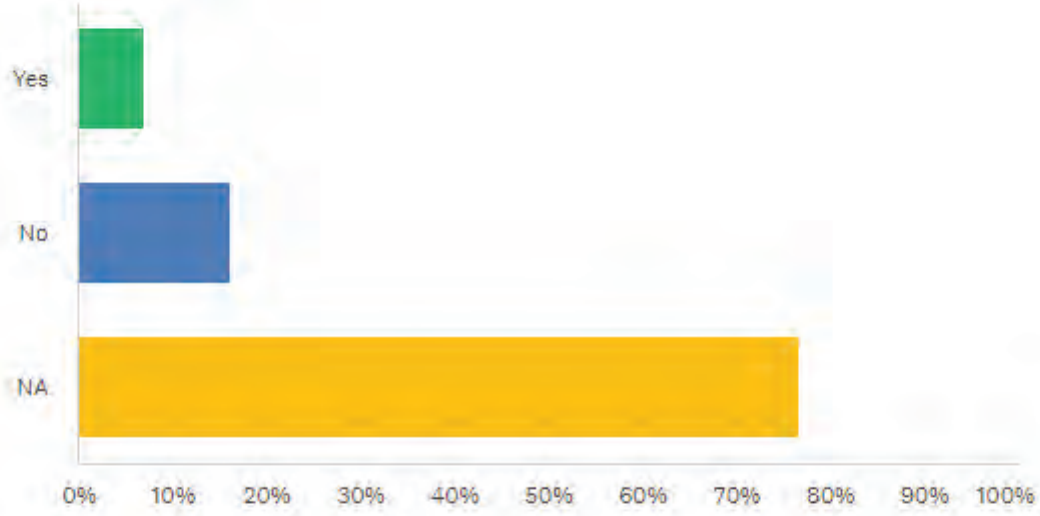


	1	2	3	4	5	TOTAL	SCORE
School	24.32% 9	8.11% 3	8.11% 3	5.41% 2	54.05% 20	37	2.43
Parks	20.51% 8	25.64% 10	17.95% 7	25.64% 10	10.26% 4	39	3.21
Trails	28.21% 11	25.64% 10	23.08% 9	12.82% 5	10.26% 4	39	3.49
Businesses	15.38% 6	25.64% 10	20.51% 8	23.08% 9	15.38% 6	39	3.03
Neighbors/Friends Homes	17.07% 7	14.63% 6	29.27% 12	29.27% 12	9.76% 4	41	3.00

Q4

Do you feel like your children have a safe route to school?

Answered: 43 Skipped: 1

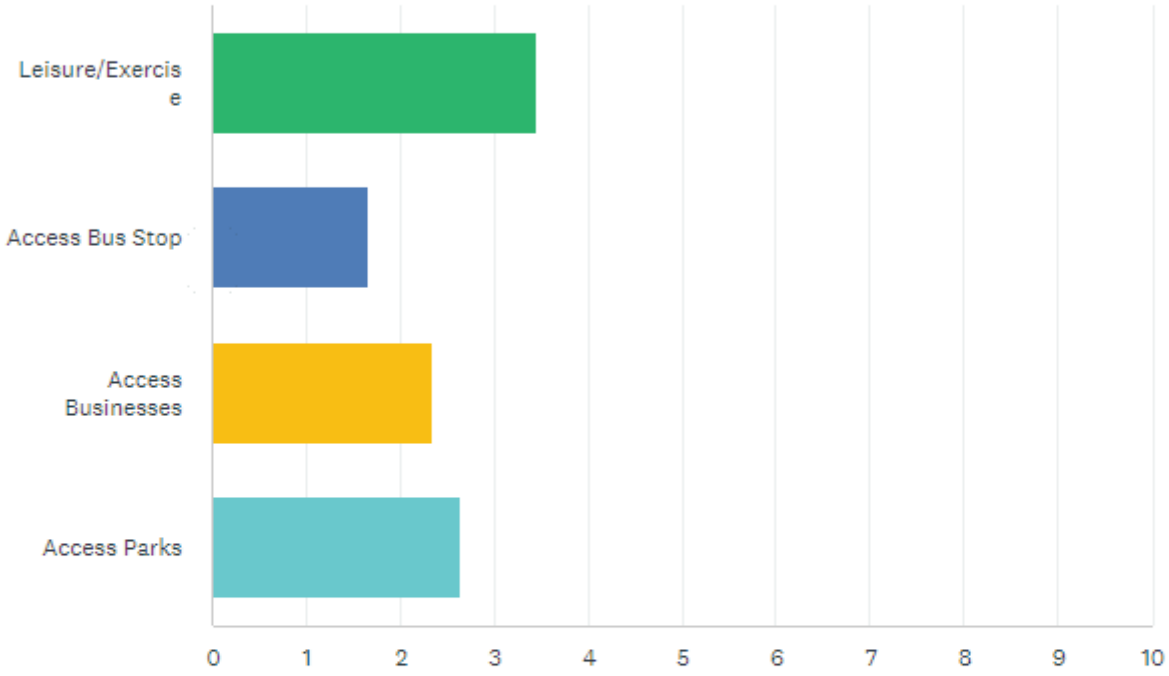


ANSWER CHOICES	RESPONSES	
Yes	6.98%	3
No	16.28%	7
NA	76.74%	33
TOTAL		43

Q6

Why do you walk/ride in town most? (Please rank. Most to least.)

Answered: 39 Skipped: 5



	1	2	3	4	TOTAL	SCORE
Leisure/Exercise	69.23% 27	17.95% 7	2.56% 1	10.26% 4	39	3.46
Access Bus Stop	18.18% 6	3.03% 1	6.06% 2	72.73% 24	33	1.67
Access Businesses	8.82% 3	26.47% 9	55.88% 19	8.82% 3	34	2.35
Access Parks	8.33% 3	52.78% 19	33.33% 12	5.56% 2	36	2.64

Additional Community Comments From Surveys

- The newest residential area of Evansville has great sidewalks. The older residential area has little to nonexistent sidewalks therefore I have to walk in the street. The whole town is mostly safe but there are some dogs that are aggressive and bark constantly, some drivers could care less about residents walking as they drive faster than 20mph down the street, and some neighbors are just simply rude. The river pathway is horrendous and needs replaced ASAP! I would really like to see the river bridge towards the Veteran's cemetery be replaced and replicate the bridge on Robertson Road with lights and benches as well as a walking path off the street. That would be awesome! Evansville is a great place to live and that is why I came back after growing up here as a child and recently purchased my childhood home. Let's take care of this beautiful town!! 10/29/2022 03:01 PM
- Please reconsider a proposed trail on the north side of the river linking Evansville with the trails by Bryan stock 10/28/2022 06:50 PM
- Love the updates to our town 10/22/2022 06:54 PM
- Some parts of the trail need to be repaired in order for the trail to be used with roller skates and skate boards. Goat head thorns keep popping bike tires and that is part of why we don't use the trails as much as we would like. 10/18/2022 04:51 PM
- We walk our dog and look for places to go to avoid traffic. We also appreciate when others keep their dogs fenced in or on a leash. You never know when a loose dog may come running after you. We are seniors who just want to be safe. 10/15/2022 11:05 AM
- Focus on putting sidewalks on our streets first, getting rid of the “junk yards” in our neighborhoods 10/14/2022 08:06 PM
- I would prefer we concentrate on putting sidewalks through all of our streets first before adding in trails 10/14/2022 07:56 PM
- Quality of life is directly associated with walking/biking paths that are easily accessible throughout the area you live in 10/14/2022 04:57 PM
- We are trillions upon trillions of dollars in debt in America. The interest on our debt is in the billions. Government is bankrupting our county. Stop spending money that we do not have. I would like for my children to grow up to have a future. 10/12/2022 05:38 PM
- It would be nice if the existing sidewalks were a minimum of 6' wide. Asphalt is okay IF there's a proper foundation laid underneath--the 1 by Reshaw's boat ramp has weeds coming through making it hard to walk--have to walk on the grass. Other sidewalks have cars parked on them because the street's not wide enough to accommodate parked cars on both sides of the street and two cars passing 1 another at the same time-->make parking available on ONLY 1 side of the street?? Would also like to see the (dump) bypass paved, with a bike/walking path alongside, and extended to exit the town by the old Sinclair parking area thus bypassing Evansville's residential

area. Make the aforementioned extension capable of handling dump trucks, semis, RV trailers, etc. Then we don't have to go through town and worry about kids playing. 10/11/2022 03:23 PM

- Take a paver roller and smash down all the bumps along the paved path that runs along the Evansville park at the river until the city has enough money to fix it right. Then clean up all the weeds over growing the path on the west end of the trail by Knife Rivers property. There's a lot of kids and adults that use this path and it makes it hard to see snakes. The bumps on the west side of the trail make it especially hard for people with a stroller. 10/9/2022 08:41 AM
- I wish there was a safe way to access the park river trail. Maybe down by the river crossing Knife Rivers land. Or along the north side of the river. Thru the dog park then down to the bridge 10/8/2022 01:01 PM
- We need a connection to the soccer fields and crossroad trails without having to cross Yellowstone. We also need a connection completed to Edness Kimball Wilkens park 10/8/2022 08:41 AM
- We need a connection to the soccer fields and crossroad trails without having to cross Yellowstone. We also need a connection completed to Edness Kimball Wilkens park 10/8/2022 08:37 AM
- We love the trail around Evansville but the weeds and mosquito's got really bad this year. I think a little more upkeep would go a long way for most of us frequent walkers! 10/5/2022 07:45 PM
- There are streets that should be looked at before this. The street I live on is sinking, has been for years. People speed by and rocks and crumbling street hit our car windows. 10/5/2022 12:41 PM
- Can't walk on the sidewalk on Curtis street between 3rd and 5th because cars are parked on sidewalks. 10/5/2022 11:01 AM
- Right now I feel Evansville #1 priority should be to clean up the entrance to Evansville on Curtis Street & Yellowstone where all encounter basically a junkyard. 10/4/2022 07:42 PM
- Evansville has been cleaning up, and looks nice. It would be nice if they can get better trails and sidewalks in. They are becoming a very nice bedroom community for Natrona County. 10/3/2022 01:02 PM
- It would help a lot if the trails were maintained on a regular basis. The weeds and bushes are growing over most of them on the Reshaw Park trails. 9/29/2022 12:59 PM
- The upkeep of the pathways and sidewalks is horrible. Pathways are always overgrown with weeds and stickers. Flat tires while biking are very common. The pathway by the river has some neglected damaged spots that need repaired. Residents are not keeping weeds from their yards from growing over the sidewalk. Where the pathway crosses 6th street the city has never replaced the asphalt that was removed for excavation causing a huge pothole. 9/28/2022 11:29 PM
- When making more trails be sure that they will be wheelchair accessible. Thank you. 9/28/2022 09:39 PM
- Fix Curtis between 3rd and 5th 9/28/2022 05:10 PM

- Every street should have at least 1 side walk for safety. 9/28/2022 04:34 PM
- I believe everything is okay as is 9/28/2022 03:30 PM
- Build more bike lanes!!!!!!!! !!!!!!!!!!!!!!!! 9/21/2022 08:56 PM

Second Community Engagement Meeting

The project team held the second community engagement event at the Evansville Community Center on the evening of November 3, 2022. The electronic board was put out with the event date and time, Facebook event posts were made and shared with the MPO's page, a pop-up flier was posted on the web-page, and the MPO had a television interview about the upcoming event as well.

Similar to the first meeting, large format posters and maps were created to facilitate dialogue and capture the input of the community regarding the proposed trail connections and survey results. There were six people in attendance for the second public engagement. There were several new faces in attendance at this event from the first public engagement event. The event was an overall success met with quality dialogue amongst attendees voicing their opinions regarding the potential trail connections. There were the usual repeated safety concerns brought up during the discussion and in the survey results. Overall pathway alignments and sidewalk sizes suggested were agreed upon as being the best possible options.

PROPOSED CONNECTIONS

- North to South - Evans creates a leisurely pathway corridor leading to the new dog park, Reshaw Park, and connecting northern neighborhoods to eastern
- North to South - Western Avenue's narrow right of way yields a sharrow for bicycles/vehicular traffic with a minimum sidewalks for pedestrians
- East to West - 3rd Street will have a sharrow for bicycles and minimum 6-foot sidewalk for all oncoming users' comfortable passage
- East to West - Iron Drive offers a safe, low traffic connection across Evansville from Western to Evans

PROPOSED IDEAS

- Create an inviting entrance to town that highlights the new identity of a walkable user friendly pathway system with multi-modal transportation options
- Bulb-outs and curb extensions to add green space, pedestrian buffer zone from vehicles, neighborhood identity, and potential storm water mitigation
- Buffer zones between street and sidewalks create a safe passage for pedestrians and aide in mitigating snow collection
- Minimum width of 6-feet for all new and reconstructed sidewalks throughout town
- Proposals for each area will offer the most feasible set of guiding principles to bolster the new identity of a walkable, bike-able, accessible community

The next page shows suggestions from the National Association of City Transportation Officials (NACTO) on how to create a pedestrian friendly residential street and slow traffic and manage stromwater. These ideas were discussed in the second public meeting for areas such as Evans and other streets with wide right of ways.

1. The planting strip creates opportunities for large infiltrating surface area; graded bioretention cells may offer a softer urban design adjacent to the sidewalk. Prioritize maintaining mature trees where possible. Consider the use of tree wells and trenches if space is constrained
2. Designate the reconstructed street as a bike boulevard, with design strategies to manage motor vehicle speed and volume. A curb extension planter at the downstream end of the block serves as a partial closure to manage motor vehicle volume.

   Curb extensions are also proven effective at increasing pedestrian visibility, shortening crossing distance, and calming motor vehicle traffic by enforcing low speed turns and through movements. Bioretention planters sited at curb extensions should be planted with low shrubs and vegetation that maximize visibility.
3. Mid-block curb extensions are configured to "chicane" the street, managing yield interactions between two-way vehicle traffic and maintaining slow operations. On the narrowest streets, parking and plantings are placed on alternating sides of the street with a clear zone reserved in the center for two-way emergency vehicle access.
4. Permeable pavement may be used on the full roadbed to manage runoff. In this illustration, permeable pavement under the parking lane is used to capture runoff from the street, with additional flow being directed to curbside infiltration facilities. If permeable pavement is only used in a partial zone, install a vertical liner between the two zones to protect the conventional pavement material. In cases of reconstruction, apply permeable pavement across the full roadway width to minimize maintenance needs.

   Depending upon right-of-way width and available space, graded bioretention facilities may be feasible in existing planting strips and/or at curb extensions, as long as minimum bottom width can be provided for maintenance crews. In constrained spaces or in areas with high pedestrian activity, bioretention facilities with vertical walls may be more suitable.

Ch 5 Recommendations & Estimates

Design Components

There are many ways to improve a pedestrian's experience on a neighborhood street. Increased sense of comfort and security is paramount for pedestrians. The primary ways to provide a sense of security would include such things as slowing traffic, providing safe crossings, separating the pedestrian from the vehicles through the use of buffer zones.

Curb extensions, bulb-outs, and pinchpoints are street components that will slow traffic while providing safe crossings for pedestrians. Often times, curb extensions can be implemented using bollards, planters, or simply paint to achieve the desired effect. The recommended improvements can be implemented to each block differently but still create a cohesive collection of added amenities to each neighborhood's character.

CURB BULB-OUTS OR EXTENSIONS

- Enhance the public realm
- Visually and physically reduce the roadway
- Aide in traffic calming
- Extensions reduce crossing distance
- Provide extra queuing space at intersection
- Facilitate eye contact between street users
- Allow for enhancements like seating and plantings
- Can be designed to absorb rainwater and reduce run-off
- Can be combined with bike racks or litter receptacles

Curb extension

PINCHPOINTS

- Slow traffic
- Can facilitate mid-block pedestrian crossings
- Provide extra queuing space

BUFFER AND PROTECTED ZONES

- Create a safe zone between vehicles and pedestrians
- Allows for enhancements like seating and plantings
- Can be designed to absorb rainwater or push snow

Pinchpoint with buffer zone and crossing markings

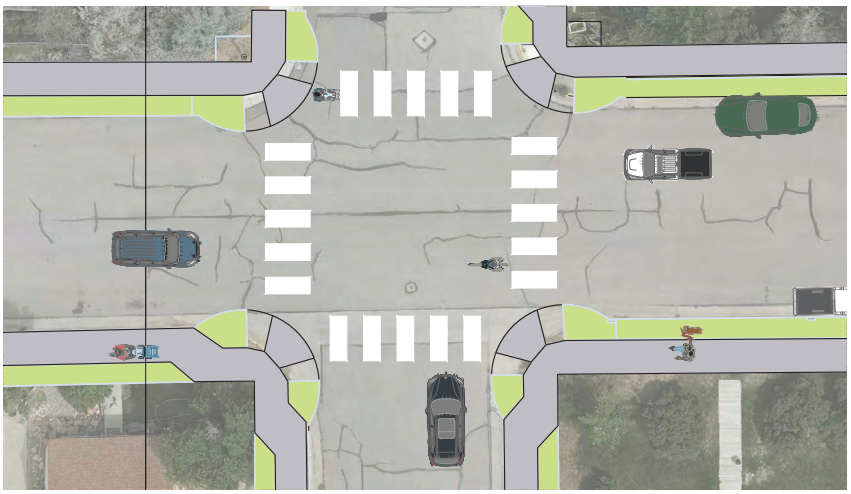
- Create added aesthetics and reduces heat index with plantings and trees
- Provide space for bike racks

GATEWAYS

- Installed at entrance to residential street
- Marks the transition to a slower speed
- Increases visibility of pedestrians
- Aide in traffic calming
- Reduce crossing distance

BIKE SHARROW

- Visual cues for drivers
- Creates a safe riding space off the sidewalk



Evansville intersection with curb extensions

Before pedestrian improvements

After simple painting and signage improvements

Recommended Pathway Routing

Creating a standard for the sidewalks moving forward is important for ease of access for all users despite their mode of travel. The recommended improvements will aide in safe passage all through the Town of Evansville. The map below shows the ideal locations for a pathway system connecting the east side to the northern and western neighborhoods. The recommended pathway width is 10-feet and should have a buffer zone where possible.

WHY EVANS STREET?

- Has the largest right of way (80 feet)
- Direct north and south alignment
- Connects a pathway from the river to the highway

WHY IRON DRIVE?

- Large right of way (70 feet)
- Ample room for buffer zones
- Least amount of cross streets for users to traverse

WHY WESTERN AVE?

- Future pedestrian signal at highway
- Very narrow right of way (40 feet)
- Bike sharrow & 6-foot sidewalk

Pathway Recommendations

EVANS STREET PATHWAY

Large existing trees and borrowed viewsheds make Evans Street a premier north-south connection from Veterans Road to the highway.

There are opportunities to connect the east side of the town to Reshaw Park through the Town-owned land on the northeast of the maintenance shop at the north end of Evans Street. This allows for direct access to the current trail system and the future dog park.

Evans Street looking south

Evans Street looking north

IRON DRIVE PATHWAY

Iron Drive is wide open street with minimal conflicts on the south side of the street. It has a wide right of way for buffer zones and can carry pedestrians from Western Avenue to Evans with only one major street crossing in Curtis.

Where the pathway crosses streets on Evans and Iron, it is recommended to install curb extensions for pedestrian safety. This will allow pedestrians to be seen by oncoming traffic and gives drivers a sense of caution. Raised crosswalks and lighted crossing signals will also add to traffic calming and pedestrian safety.

Town of Evansville Wyoming

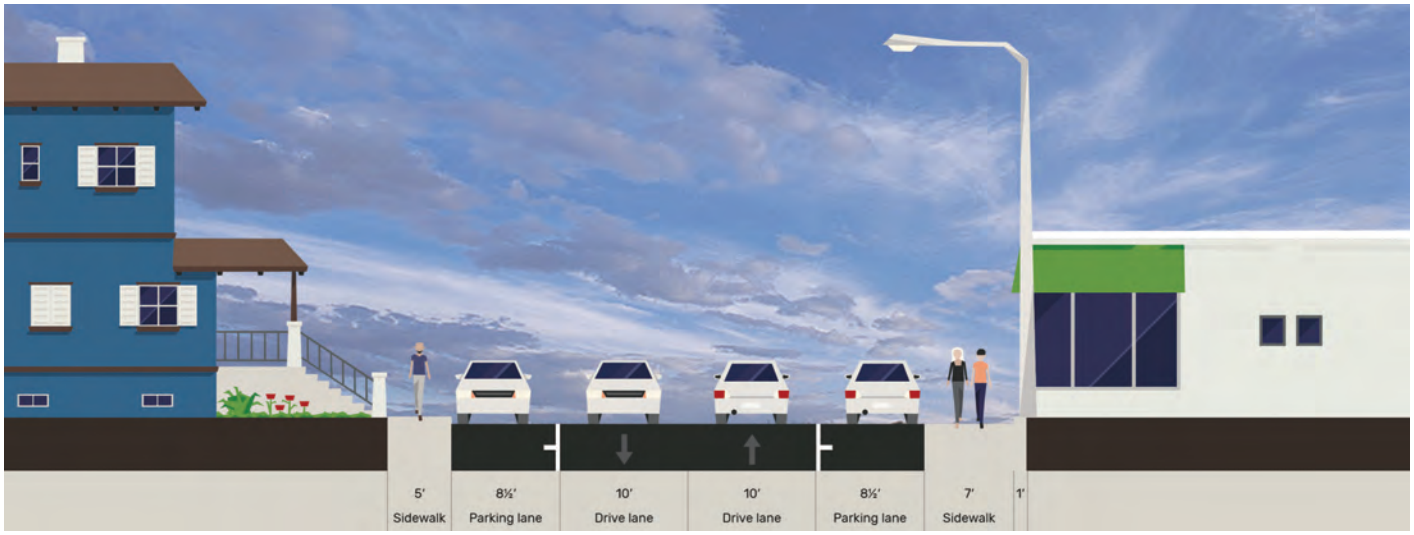
Sidewalk Recommendations

- Standard size for all new or reconstructed sidewalks should be a minimum of 6-feet in width. This width allows for two people to comfortably pass without having to step into a street or yard.
- Pathways should be a minimum of 10-feet in width to allow multi-modal use. Where 10-feet is not feasible, 8-feet may be acceptable. Pathway material should be concrete for longevity and ease of maintenance (i.e. snow plowing).
- Limit crosswalks to corners of the most utilized intersections. Avoid excessive crosswalks as it numbs drivers to possibility of pedestrians waiting to cross (i.e. around school, 3rd and Texas/3rd and Albany).
- Accommodate safe travel for pedestrians to pass around utilities in a stroller, wheelchair, or two people side-by-side with a minimum of 6-foot sidewalk.
- Where right of way and funding allows design sidewalks to be minimum of 6-foot including a buffer zone of 4+ feet of native plantings and trees between street and pedestrians.
- Incorporate street trees wherever possible to reduce heat island effect and enhance neighborhood character.

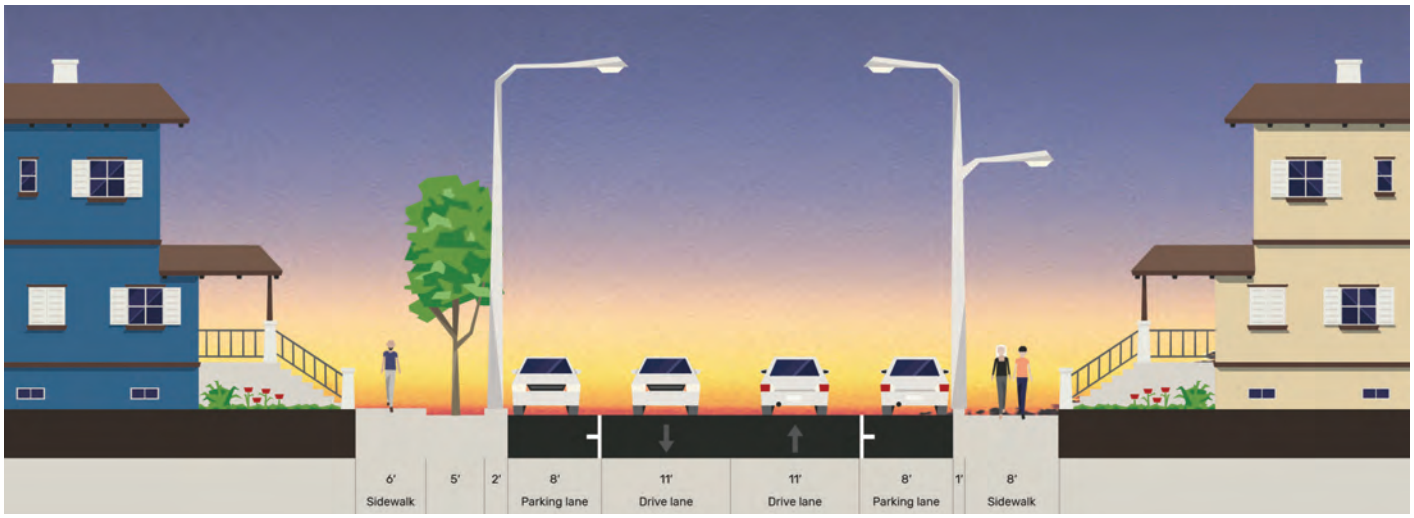
On most blocks where utilities currently run, they are located within a foot or two of the back of curb. This can make installation of a new sidewalk difficult, but there are a couple of options when designing a sidewalk in these areas:

- Where right of way widths allow, incorporate a buffer zone wide enough to house electrical poles, telephone pedestals, hydrants, etc... Buffer zones will help create comfortable sidewalks with added green space for aesthetics, resting places with benches, and room for snow storage in winter months.
- Install curb extensions to aide in pedestrian safety and traffic calming while also leaving adequate room for existing hydrants or poles.
- Review franchise agreement with local utility company to negotiate underground relocation for powerlines.

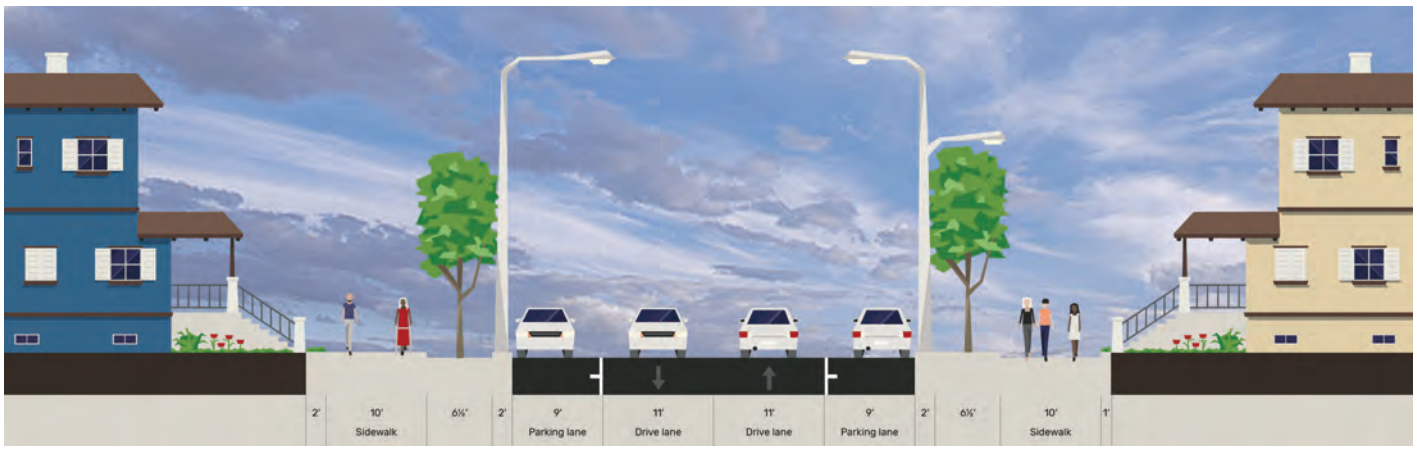
Typical Roadway Sections



50-foot Right of Way



60-foot Right of Way

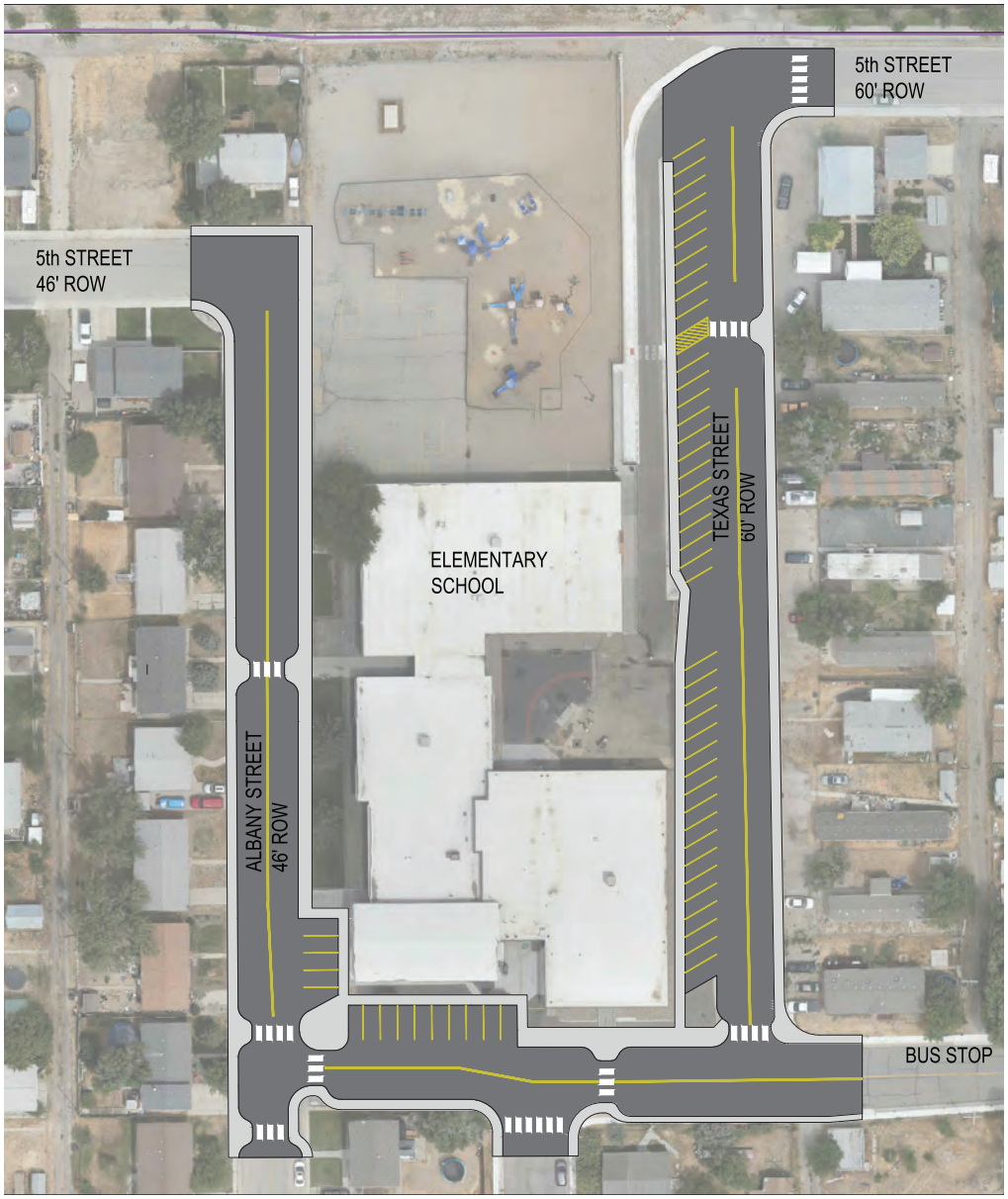


80-foot Right of Way

Elementary School Recommendations

Young children are the most vulnerable when it comes to traversing roadways due to their small size, unpredictability, and inexperience. Extra care should be taken when designing sidewalks and pathways around school zones. Currently, there are 13 crosswalks on the block around the elementary school. This poses serious problems for traffic and pedestrian flow. Having too many crosswalks in one city block creates confusion and has the potential for vehicle/pedestrian conflicts.

To eliminate such confusion and for safer routes to the elementary school, there should a reduction in the number of crosswalks. Crosswalks should be located strategically to accommodate drop-off and pick-up with the least amount of conflicts.



The Town of Evansville and Natrona County School District #1 should work together to achieve a safer school environment.

ROUTE IMPROVEMENTS

- Remove and realign crosswalks
- Place sidewalk in front of diagonal parking on Texas Street to eliminate the need to walk in the street
- Improved safe routes for children around parking lots
- Wider sidewalks around school grounds to accommodate pick-up and drop-off congestion
- Curb extensions and pinchpoint installation at crosswalks to shorten travelways in the street and allow vehicles to see pedestrians.

North-South Street Cost Estimates

North/South Streets	Cross Streets	Right of Way Width	Approx. Road Width	Existing Sidewalk Width	West side Curb Length (ft)	West Side # Approaches	East Side Curb Length (ft)	East Side # Approaches	Proposed Buffer Zone	Treatment	Total Cost
WESTERN											
	Cielo Vista to Iron	50	38	0	1200	0	890	3	No	6-ft sidewalk on east side of street	$75,766.67
	Iron to Yellow-stone	35	28	0	760	0	760	1	No	6-ft sidewalk on east side of street	$59,233.33
GOLD											
	Cielo Vista to Iron	40	32	0	955	0	955	1	No	Sharrow	$5,000.00
MISSOURI											
	2nd to Iron	60	33.5	0	735	17	700	2	No	6-ft sidewalk on east side of street	$58,333.33
HOLMES											
	2nd to 1st	60	38.5	0	325	5	325	6	No	6-ft sidewalk on east side of street	$44,833.33
	1st to Iron	60	38.5	0	295	0	295	3	No	6-ft sidewalk on east side of street	$32,133.33
CURTIS											
	5th to 3rd	46	37	3	775	11	775	12	No	None	$-
	2nd to 1st	60	40	5	0	0	150	2	No	None	$-
	Iron to Yellwo-stone	60	55	5	240	0	352	7	No	None	$-
OKLAHOMA											
	2nd to 1st	60	37	0	325	5	325	5	No	6-ft sidewalk on both sides of street	$82,666.67
	1st to Iron	60	33	0	250	4	250	3	No	6-ft sidewalk on both sides of street	$61,166.67
BIGHORN											
	5th to 3rd	46	42.5	3	775	16	775	13	No	None	
ALBANY											
	5th to 3rd	46	37	3	775	12	775	5	No	Consolidate and im-prove crosswalks	$7,000.00
TEXAS											
	5th to 4th	60	40	0	500	Parking Lot	500	0	No	6-ft sidewalk on east side of street	$36,666.67
	1st to Iron	60	40	4	245	1	245	2	No	6-ft sidewalk on both sides of street	$46,433.33
WILLIAMS											
	5th to 4th	60	40	0	520	10	520	7	No	6-ft sidewalk on both sides of street	$135,766.67
	1st to Iron	60	40	0	280	2	280	4	No	6-ft sidewalk on both sides of street	$62,066.67

KING											
	5th to 4th	60	33.5	0	520	8	520	10	Yes	6-ft sidewalk on both sides of street	$167,000.00
	4th to 3rd	60	33.5	0	300	6	300	6	Yes	6-ft sidewalk on both sides of street	$102,000.00
	3rd to 2nd	60	33.5	0	285	4	275	3	Yes	6-ft sidewalk on both sides of street	$79,500.00
	2nd to 1st	60	33.5	0	320	5	265	5	Yes	6-ft sidewalk on both sides of street	$88,000.00
	1st to Iron	60	33.5	0	175	1	175	2	Yes	6-ft sidewalk on both sides of street	$45,500.00
EVANS							Pathway Side of Street				
	5th to 4th	80	44	0	520	10	430	8	Yes	6-ft sidewalk on west side of street & 8-ft concrete path on east side of street	$163,333.33
	4th to 3rd	80	44	0	300	4	425	8	Yes	6-ft sidewalk on west side of street & 8-ft concrete path on east side of street	$141,166.67
	3rd to 2nd	80	44	0	300	8	300	3	Yes	6-ft sidewalk on west side of street & 8-ft concrete path on east side of street	$108,500.00
	2nd to 1st	80	44	0	320	4	320	0	Yes	6-ft sidewalk on west side of street & 8-ft concrete path on east side of street	$88,666.67
	1st to Yellow-stone	80	44	0	660	4	675	0	Yes	6-ft sidewalk on west side of street & 8-ft concrete path on east side of street	$171,500.00
LEAVITT											
	5th to 2nd	55	33.5	0	1250	6	1325	1	No	6-ft sidewalk on both sides of street	$218,833.33
EVANS TO TOLL CONNEC-TION											
	5th to Veter-ans Rd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10-ft concrete path-way	$150,350.00

East-West Street Cost Estimates

East/West Streets	Cross Streets	Right of Way Width	Road Width	Existing Sidewalk Width	North side Curb Length	North Side # Approaches	South Side Curb Length	South Side # Approaches	Proposed Buffer Zone	Treatment	Total Cost
5th STREET											
	Curtis to Albany	46	37	4	481	8	390	1	No	None	$-
	Texas to Leavitt	60	35	5	390	0	390	0	No	None	$-
4th STREET											
	Albany to Texas	60	40	0	210	School parking	110	0	No	6-ft sidewalk on north side of street	$8,066.67
	Texas to Williams	60	40	4	390	0	390	0	No	None	$-
	Williams To King	60	37	0	245	3	280	3	No	6-ft sidewalk on both sides of street	$56,933.33
	King to Evans	60	37	0	250	3	285	3	No	6-ft sidewalk on both sides of street	$57,666.67
	Evans to Leavitt	60	37	0	285	4	285	4	No	6-ft sidewalk on both sides of street	$69,800.00
3rd STREET											
	Curtis to Evans	60-80	35-46	4	390	0	390	0	No	None	$-
	Evans to Leavitt	60	35	0	285	2	258	2	Yes	6-ft sidewalk on both sides of street	$71,000.00
2nd STREET											
	Missouri to Holmes	60	43	4	390	0	275	3	Yes	6-ft sidewalk on south side of street	$38,000.00
	Holmes to Curtis	60	43	4	390	0	275	3	Yes	6-ft sidewalk on south side of street	$38,000.00
	Curtis to Oklahoma	60	43	4	600	0	285	1	Yes	6-ft sidewalk on south side of street	$32,000.00
	Oklahoma to Texas	60	43	4	390	0	275	2	Yes	6-ft sidewalk on south side of street	$34,500.00
	Texas to Williams	60	39	4	390	0	275	0	No	None	$-
	Williams To King	60	39	0	275	2	275	0	No	6-ft sidewalk on both sides of street	$54,666.67
	King to Evans	60	39	4	160	2	160	3	Yes	East of alley: 6-ft attached sidewalk on north, 6-ft sidewalk with buffer on south side	$49,500.00
	Evans to Leavitt	60	39	0	285	2	325	0	Yes	6-ft sidewalk on both sides of street	$72,000.00

1st STREET											
	Missouri to Holmes	60	40	0	280	2	285	0	Yes	6-ft attached sidewalk on north, 6-ft sidewalk with buffer on south side	$63,000.00
	Holmes to Curtis	60	40	0	275	3	275	4	Yes	6-ft attached sidewalk on north, 6-ft sidewalk with buffer on south side	$79,500.00
	Curtis to Oklahoma	60	40	0	135	3	135	1	No	6-ft sidewalk on both sides of street	$33,800.00
	Oklahoma to Texas	60	40	0	285	0	285	3	No	6-ft sidewalk on both sides of street	$52,300.00
	Texas to Williams	60	40	0	280	3	280	4	Yes	6-ft sidewalk on both sides of street	$80,500.00
	Williams to King	60	40	0	290	4	290	4	Yes	6-ft sidewalk on both sides of street	$86,000.00
	King to Evans	60	40	0	290	3	290	5	Yes	6-ft sidewalk on both sides of street	$86,000.00
IRON											
	Western to Curtis	70	32-40	0	1990	7	2150	3	Yes	8-ft sidewalk on both sides of street	$512,777.78
	Curtis to Williams	70	40	0	210	0	880	0	Yes	6-ft sidewalk on north side of street	$73,333.33
	Curtis to Evans	70	40	0	210	0	1600	0	Yes	8-ft sidewalk on south side of street	$177,777.78
OILDALE											
	Western to Holmes	60	34	0	1665	8	1590	0	No	6-ft sidewalk on both sides of street	$272,200.00

Appendix A

Public Comments

Appendix A

Public Comments

- We reference ADA throughout the document, but I do not see where we define what that means. If this is for public consumption we should probably add that somewhere

- I found the Evansville Eastside Sidewalk and Trails study interesting and well done. It should help bring about some meaningful changes in those parts of town.

- The study doesn't address the problems at Curtis and the Old Glenrock Highway. There are crosswalks on Yellowstone but none on the Old Glenrock Highway (the service road). In addition, a pedestrian needs to work their way through the mud and weeds between Yellowstone and the service road when heading south. Given the amount of foot traffic there is from Evansville to the businesses on Curtis and Wyoming Boulevard, this gap really needs to be addressed. This is likely a WYDOT issue. Still, the problem should be noted in the study regardless of who has responsibility to address it.

Appendix B

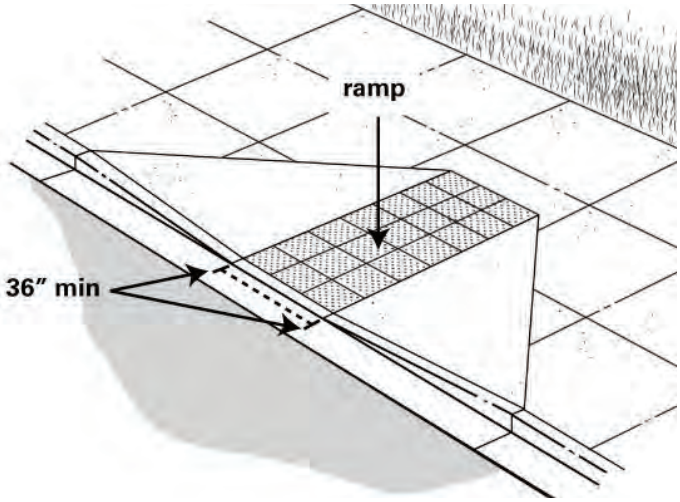
ADA Requirements

Appendix B

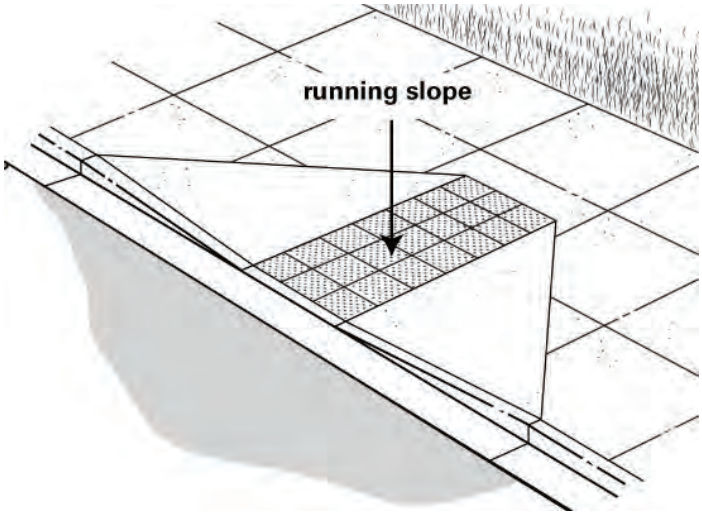
ADA Accessibility: Curb Ramp Requirements

The following guidelines are directly from ADA.gov website. For further information on curb ramps visit https://archive.ada.gov/pcatoolkit/chap6toolkit.htm

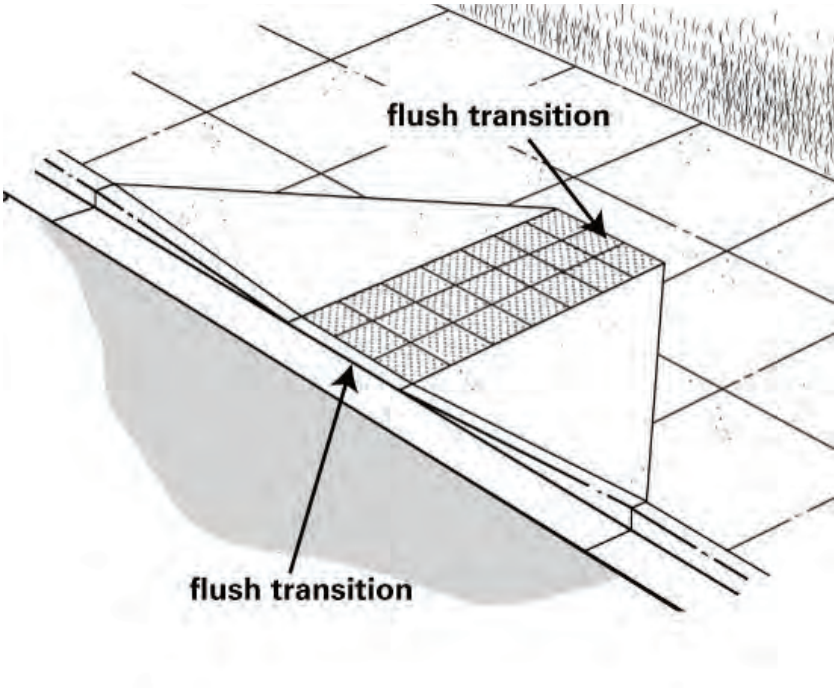
1. Only measure the width of the ramp section of the curb ramp (labeled “ramp” to the right). The ramp section of a curb ramp is also known as the “ramp run.” If the curb ramp has flared sides, which can also be seen in the illustration to the right, do not include them in the measurement. The ramp run must be at least 36 inches wide.



2. The running slope of the curb ramp is the slope in the direction that people travel when going up or down the ramp run. The arrow in the illustration to the left, aligned parallel to the ramp run and perpendicular to the curb, shows where to measure the running slope.
    a. For new construction (when the curb ramp was built after January 26, 1991), the running slope of the ramp run must not exceed 8.33 percent.
    b. For alterations (when the curb ramp was altered after January 26, 1991), the slope must not exceed 10 percent for a 6-inch rise or 12.5 percent for a 3-inch rise.

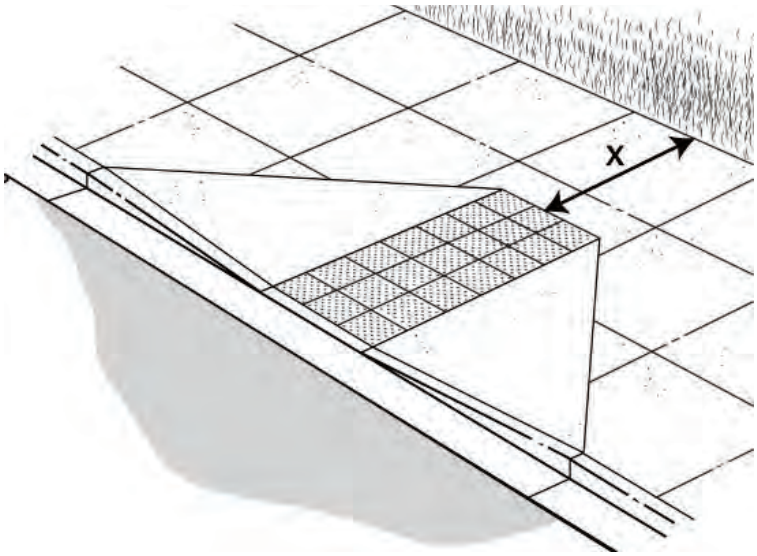


5. The transitions on and off the curb ramp are the points where the gutter meets the bottom of the ramp and where the top of the ramp meets the sidewalk. These transition points are required to be flush and cannot have any abrupt level changes. Record any level change at the transitions.

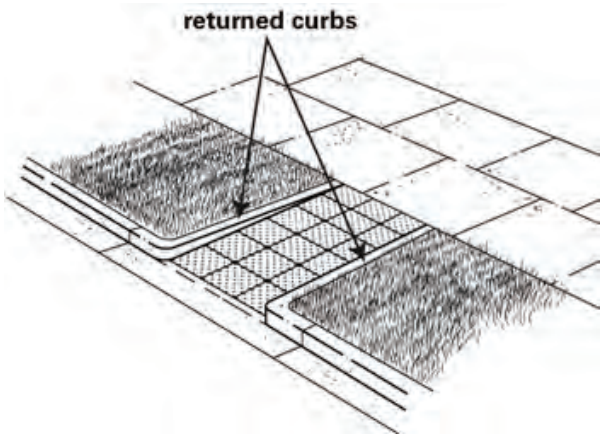


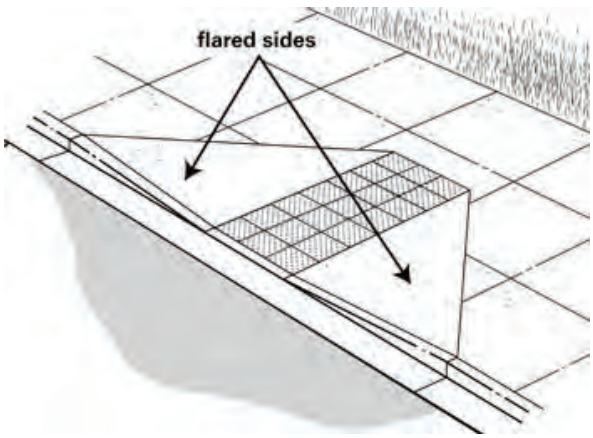
6. Detectable warnings are dome-shaped bumps that should cover the entire width and depth of the ramp run. Detectable warnings are designed to be felt underfoot or with a cane by people who are blind or have low vision, thereby alerting them of hazards– mainly, the transition from a pedestrian-only area to a roadway.
    a. If the curb ramp you are surveying has detectable warnings but they do not cover the entire ramp run, explain how they are different in the “Comments” section at the bottom of the form. For curb ramps along public streets, the U.S. Department of Transportation (DOT) has deemed permissible a strip of detectable warnings that stretches across the width of the ramp run but covers only the two feet nearest the road. If the curb ramp you are surveying is located along a public street, you may circle "Y" if the detectable warnings comply with the DOT’s design.
7. Curb ramps must be located where they will not be obstructed by parked vehicles. If the curb ramp you are surveying is along a public right-of-way or at a pedestrian crossing, vehicles should be prohibited from parking directly in front of the curb ramp on the street. If the curb ramp you are surveying is part of the accessible route from a parking lot to a building, the curb ramp may not lead into a parking space because the curb ramp will be obstructed when a vehicle parks in the space.

8. Curb ramps should have at least 36 inches of clear space at the “top” of the ramp, which can be seen in the illustration to the right. The 36-inch space at the top of the ramp allows pedestrians who are continuing along the sidewalk to bypass the curb ramp without traveling over it.
    a. The measurement should extend from where the ramp run meets the level sidewalk (at the lower end of the arrow) to the opposite edge of the sidewalk (where the sidewalk meets the grass). Do not include any part of the curb ramp in this measurement.

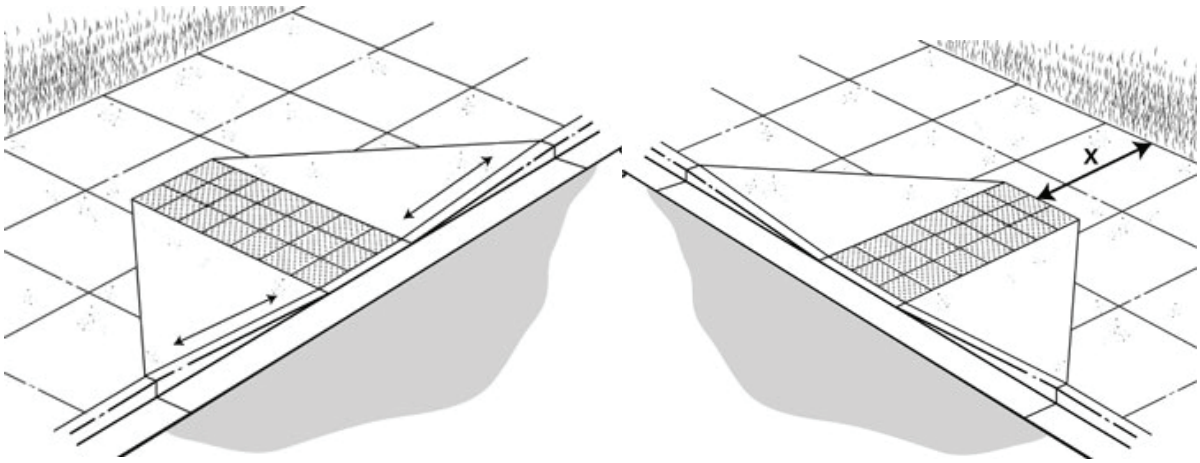


9. Curb ramps either have flared sides or vertical edges called returned curbs. Using the illustrations below, determine whether the curb ramp you are surveying has flared sides or returned curbs and answer accordingly. The next two questions relate to the slope of flared sides, and you should answer them only if you determine your curb ramp has flared sides. If your curb ramp has returned curbs, skip to question **10**.

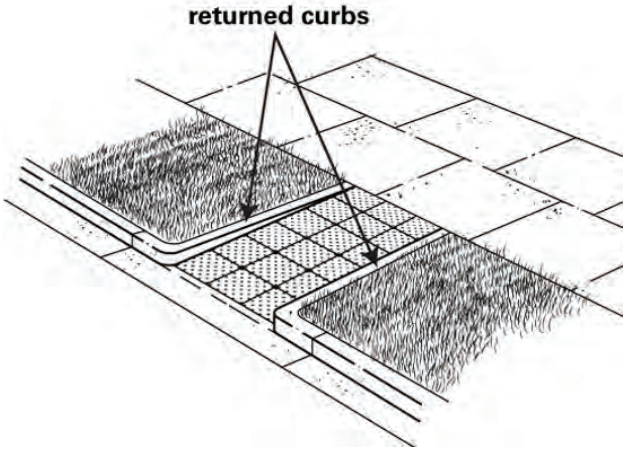




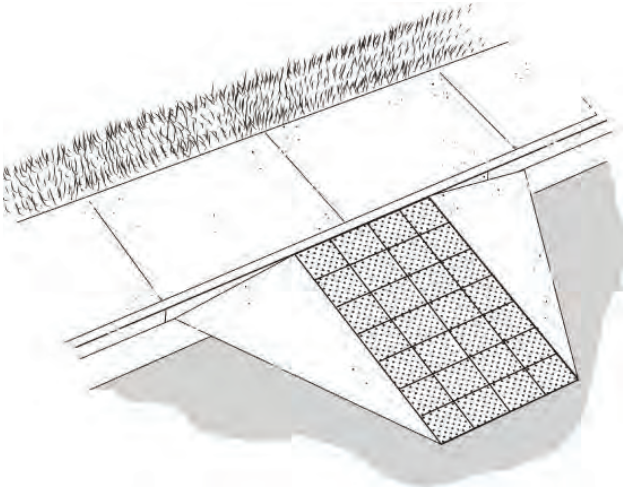
a. If the sidewalk at the top of the ramp ("**x**" in the illustration) is 48 inches wide or more, answer this question. If "**x**" is less than 48 inches, skip this question and answer the next one.
b. To answer this question you need to determine the slope of the flared sides to make sure it is 10 percent or less.
c. Answer this question only if X = 48" or more
d. To measure the slope of a curb ramp's flared side, place a level on the flared side near the edge of the curb. The level should be placed so that it is parallel to the curb. Place the level in the same position and location as each of the arrows in the illustration to the left.
e. Place The Level in the areas designated by the arrows to measure the slope of the flared sides
    i. If the sidewalk at the top of the ramp ("x") is less than 48 inches wide and the curb ramp you are surveying has flared sides, answer this question. Otherwise, skip this question.
    ii. To measure the slope of the curb ramp's flared side, place a level on the flared side near the edge of the curb. The level should be placed so that it is parallel to the curb.
    iii. Answer this question only if X is less than 48"
    iv. Place the level in the same position and location as each of the arrows in the illustration to the left. The slope of the curb ramp's flared sides may not exceed 8.33 percent when there is less than 48 inches between the top of the curb ramp and the edge of the sidewalk at the other side ("**x**").
    v. Place The Level in the areas designated by the arrows to measure the slope of the flared sides



10. Answer this question only if you skipped the previous two questions because the curb ramp you are surveying does not have flared sides.
    a. Curb ramps must have flared sides unless pedestrians would not normally walk across the ramp. A curb ramp may have returned curbs if it has non-walking surfaces (such as grass) or obstructions on both sides because these conditions would normally discourage pedestrians from walking across the ramp.
    b. Generally, an object will qualify as an obstruction if it is immovable and is large enough to make it unlikely that pedestrians will walk across the ramp.

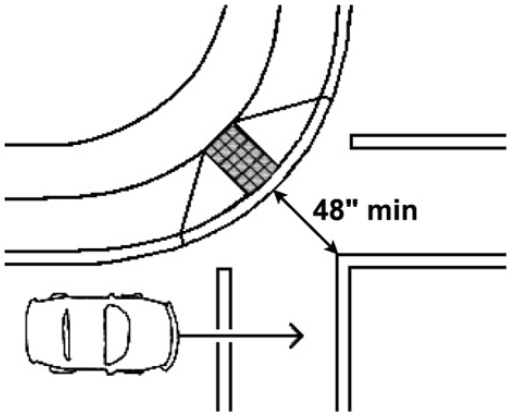


11. A built-up curb ramp typically consists of asphalt or concrete that is poured and shaped into a ramp that runs at a 90-degree angle away from an intact curb down to the roadway.
    a. Built-up curb ramps cannot project into the path of cars. The “path of cars” includes anywhere cars are allowed to drive, including roadways, parking lot driveways, parking spaces, and access aisles.
    b. Built-up curb ramps should have flared sides with a slope of 10 percent or less or have edge protection and handrails on the sides.



12. When a curb ramp is located at a marked crossing, the area where the ramp run ends must be contained within the marked crossing. The flared sides of a curb ramp do not have to be within the marked crossing.

13. A corner-type curb ramp is located at the center (or apex) of a corner and is often aligned to direct users into the middle of an intersection. As the illustration on the right shows, the alignment of a corner-type curb ramp means that people who travel down the ramp might be near the path of vehicular traffic once they enter the street. Therefore, if a marked crossing or crosswalk is provided, there must be a 48-inch deep area contained within the markings at the bottom of the ramp to protect people after they descend the ramp. When taking this measurement, the measuring tape should be aligned parallel to the ramp run itself and should stretch from the intersection of the ramp and gutter to the innermost edge of the pavement marking.

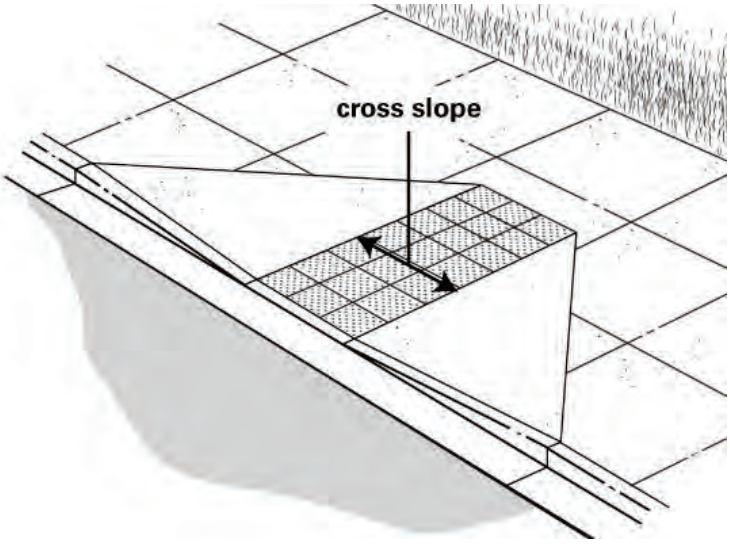


NOTICE

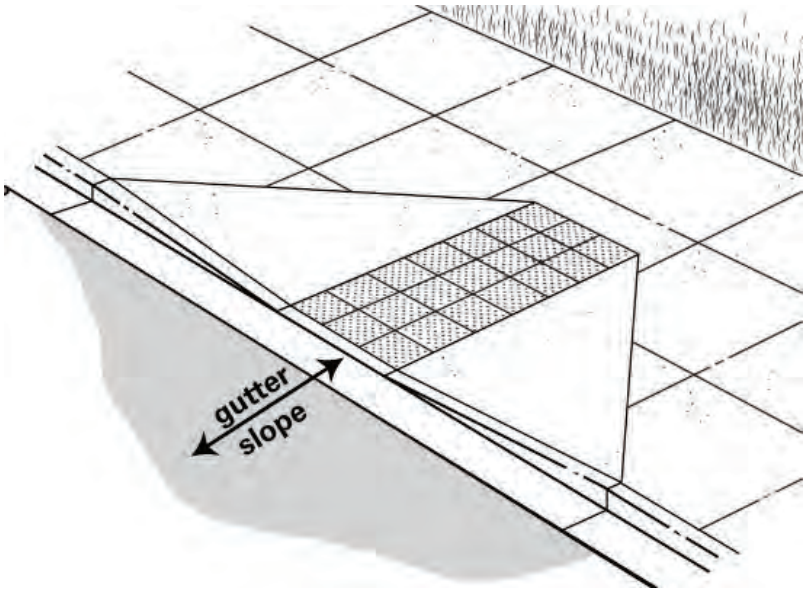
Portions of this appendix may not fully reflect the current ADA regulations. The regulation implementing title II of the ADA was revised as recently as 2016. Revised ADA Standards for Accessible Design (2010 Standards) were issued on September 15, 2010 and went into effect on March 15, 2012.

Additional related information can be found in the Department of Justice/Department of Transportation joint 2013 publication and 2015 publication.

3. The cross slope of the curb ramp is perpendicular to the running slope. Unlike the running slope, which runs along the ramp, the cross slope is measured *across* the ramp. The arrow in the illustration to the right, aligned perpendicular to the ramp run and parallel to the curb, shows where to measure the cross slope. The cross slope of a curb ramp, or any accessible route, may not exceed 2 percent.



4. The gutter is the part of the street that borders the curb. To measure the gutter slope, place the level in the same position as the arrow in the illustration, with one end where the gutter meets the ramp and the other end towards the street. The gutter slope is parallel to the ramp and perpendicular to the curb. The gutter may slope up to 5 percent towards the curb ramp, but not more.



Evansville East Side Sidewalk & Trail Study

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