CODY ACTIVE TRANSPORTATION PLAN

SADDLE UP, CODY!

AUGUST 2024

CODY ACTIVE TRANSPORTATION PLAN 2024

THAT OTHER PROJECT

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Executive Summary

The Active Transportation Action Plan is the result of 11 months of public engagement, committee meetings, on-site and desktop inspection, and stakeholder conversations. This plan presents a vision and goal statements, a network map, an active transportation toolbox, and concepts to advance as priorities. Additionally, the plan summarizes funding sources available for these types of projects.

Figure 1. Cowboy on a Penny Farthing, Buffalo Bill Center of the West

This is a plan, not a blueprint. As such, it guides rather than dictates the development of active transportation in Cody. This means that modifications are to be expected as projects move from the planning phase to the design and construction phases.

As the City and its partners implement this plan, they should allow for adaptation, but remember to retain the overall active transportation principles, the community vision, and adhere to industry best practices though the use of design guideline documents referenced herein.

This plan needs champions to push it forward. The members of TOP and the committee formed for the development of this plan have a passion and knowledge of active transportation that will enable them to coordinate with city leaders, citizens, and businesses to advance the projects, policies, and programs contained herein.

1. Introduction

What is Active Transportation?

Any way of getting around that is powered by human energy is active transportation. Typically walking, biking, and using mobility aids (such as a wheelchair) are the most prevalent modes of active transportation, but there are dozens of others. Horseback riding, skateboarding, and rollerblading are just a few of the many others. Small, lightweight devices that use an electric motor assist are also considered active transportation such as e-bikes, e-scooters, and variations of motorized skateboards.

There are five principles to consider when implementing an active transportation network:

SAFETY

Does the network provide routes that minimize risk of injury and danger (both traffic and personal security)?

COMFORT

Does the network appeal to a broad range of age and ability levels and are there user amenities (e.g., places to sit, ways to be protected from the weather)?

COHERENCE

How easy is it to understand where to go, how to navigate through an intersection? How connected is the network?

DIRECTNESS

Does the network provide direct and convenient access to destinations?

ATTRACTIVENESS

Does the network incorporate nature? Is the network well-maintained, quiet, and celebrating local art and culture?

Figure 2. Active Transportation Principles

Types of Cyclists

Research related to the willingness of adults to bike for transportation purposes allows us to define four types of cyclists: Strong and Fearless, Enthused and Confident, Interested but Concerned, and No Way No How. The types of cyclists are directly related to the type of infrastructure that they need to have in place to feel comfortable biking on or near the street. Past research has shown that the largest percentage of people falls into the "Interested but Concerned" category.[1] In Cody, the September 2023 public survey revealed that respondents group themselves as shown in Figure 3, with the largest group of 36 percent as "Interested but concerned."

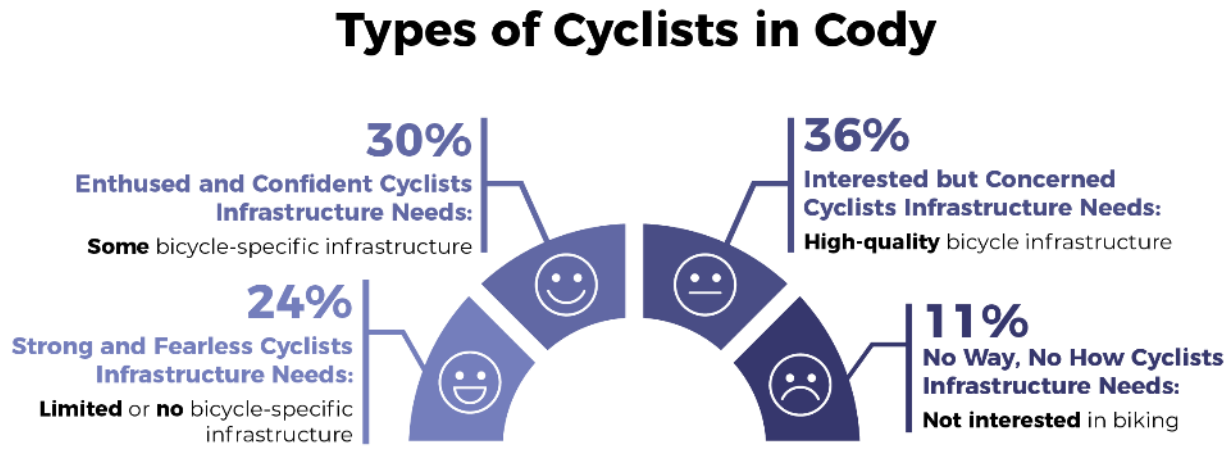

Figure 3. Types of Cyclists in Cody, Source: Saddle Up, Cody! Public Survey

As communities prepare active transportation plans and redesign roads, creating high-quality bicycle infrastructure can enable this category of people to bike more often.

Unfortunately, most children are left out of these categories. A fifth category, referred to as "All Ages and Abilities" constitute facilities that enable even the most cautious adults and children to feel safe and comfortable.

Relevant Plans and Studies

For over 20 years, several planning studies have addressed active transportation in some way that are relevant to Cody. These plans have been referenced and considered throughout this planning process.

[1] Geller, Roger. *Four Types of Cyclists*. Portland Office of Transportation. 2006. and Dill, Jennifer, Ph.D., *Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential*. Portland State University. August 10, 2012. https://web.pdx.edu/~jdill/Types_of_Cyclists_PSUWorkingPaper.pdf

The 2002 Cody Parks & Pathways Plan prioritized connections to schools, downtown, and City Hall as a first phase. A permitted loop path was the second phase, and internal shortcuts and extensions complete the vision in a third phase.

The 2009 School Travel Improvement Plan focused on child-friendly routes to school. The plan lists specific improvements that are needed to overcome infrastructure barriers.

The 2011 Beck Lake Recreation Area Bike Park Conceptual Plan addressed recreational biking needs at the park.

2014 Cody Master Plan identifies planned upgrades and visions, including improvements and expansions to specific pedestrian facilities. Proposed pathways included in the plan are a refinement of those presented in the 2002 Parks and Pathways Plan.

2023 Big Horn Avenue Corridor Study one alternative presented in the study is narrowing travel lanes to 11-feet-wide and adding a shared use path on the south side of the highway. The study notes that Wyoming Department of Transportation (WYDOT) is planning a signal at the intersection with Blackburn Street in 2024. Location-specific options include a signal or roundabout at the Belfy Highway intersection, in which may meet warrants as early as 2033. Enhanced pedestrian crossings are recommended at 19th Street and Freedom Street/Robert Street. Cooper Lane may meet signal warrants starting in 2029. Beacon Hill Road may meet signal warrants starting in 2033. When those intersections are improved, they can be designed to accommodate people biking and walking as well.

Park County conducted a Transit Feasibility Study in 2016, which recommended improving bike facilities, especially in Cody, and a Land Use Plan in 2021, which recommends making pathway connections between communities.

WYDOT completed a Bicycle and Pedestrian Transportation Plan in 2016 with objectives to improve safety, mobility, and economic development through biking and walking. WYDOT also maintains a Long Range Transportation Plan that includes a goal to keep people safe on the transportation system, including people biking and walking.

A full summary of past plans can be found in Appendix A.

Cody's Western Small Town Character

In 2023, Cody was voted the best western small town in the U.S., by USA Today[2] and the Top Western Town by True West Magazine in 2024.[3] This western character instills community pride and attracts tourists from around the world. From the outset of this project, the planning team agreed that retaining Cody's character was critical to acceptance of proposed improvements.

Figure 4. The Buffalo Bill Hotel (The Irma), 1908.

To integrate active transportation, particularly biking, with a historic western community, the planning team explored Cody's history. Cody was founded in 1896 by Buffalo Bill Cody and incorporated in 1901. As the city streets developed, there were horseback riders, horse-drawn carriages, and people walking along sidewalks, as shown in Figure 4.

Bicycling was still a relatively new concept in when Cody was founded. The "penny-farthing" bicycle that had one large and one small wheel was popular in the 1870s and 1880s. In the 1880s, bicyclists advocated for paved roads through what is knowns as the Good Roads Movement by the League of American Wheelmen.[4] In the 1890s, the type of bicycle that we are most familiar with was referred to as a "safety" bicycle and had two wheels of equal size, gears, and pneumatic tires. This new bicycle design was easier to operate and opened the world of biking to more people.

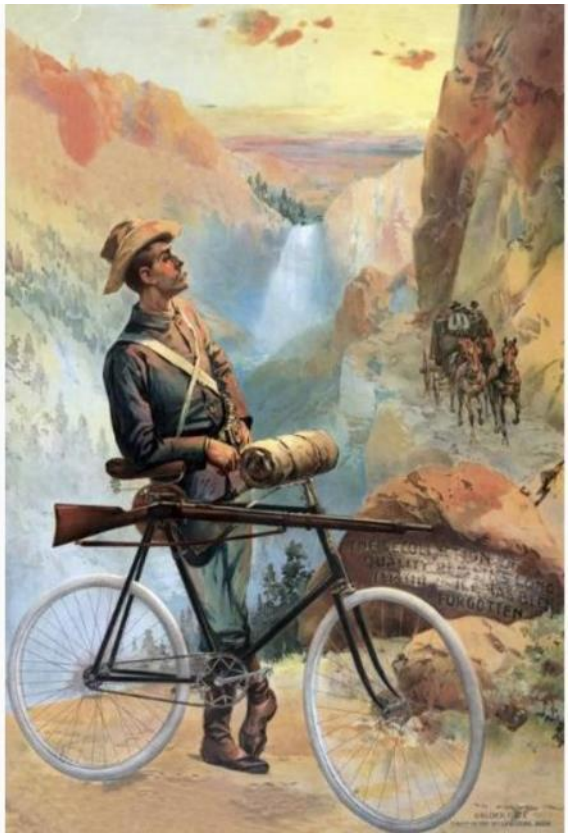
Figure 5. Sunset in the Yellowstone Park, 1897

[2] USA Today, "10 Best Small Town in the West for 2023." March 3, 2023. Best Western Small Town Winners (2023) | USA TODAY 10Best. Accessed 01/28/2024.
[3] True West Magazine, "Top 10 True Western Towns of the Year." December 7, 2023. Top 10 True Western Towns of the Year - True West Magazine. Accessed 01/28/2024.
[4] The League of American Bicyclists. ABOUT – Benchmarking Report By the League of American Bicyclists (bikeleague.org) Accessed 12/29/2023.

Biking was part of the "wild west." The image of a solider on a bicycle in Yellowstone Park was depicted in this 1897 artwork shown in Figure 5.[5] In fact, early bicycles were often referred to with horse-related names. They were called hobby-horse, iron horse, silent steed, mechanical mount, nickel-plated stallion, dandy horse, and streel palfrey.[6]

In the 1880s and 1890s, Buffalo Bill's Wild West show was popular and Buffalo Bill and Annie Oakley both supported biking. Buffalo Bill advertised the Rambler bicycle in Chicago's Sunday Times Herald, June 1896. In the image shown in Figure 6, Cody confidently leads a group of American Indian performers, all mounted on bicycles. The caption states, "Buffalo Bill and his band of Rough Riders had no trouble to keep in the lead when riding a Rambler.[7]

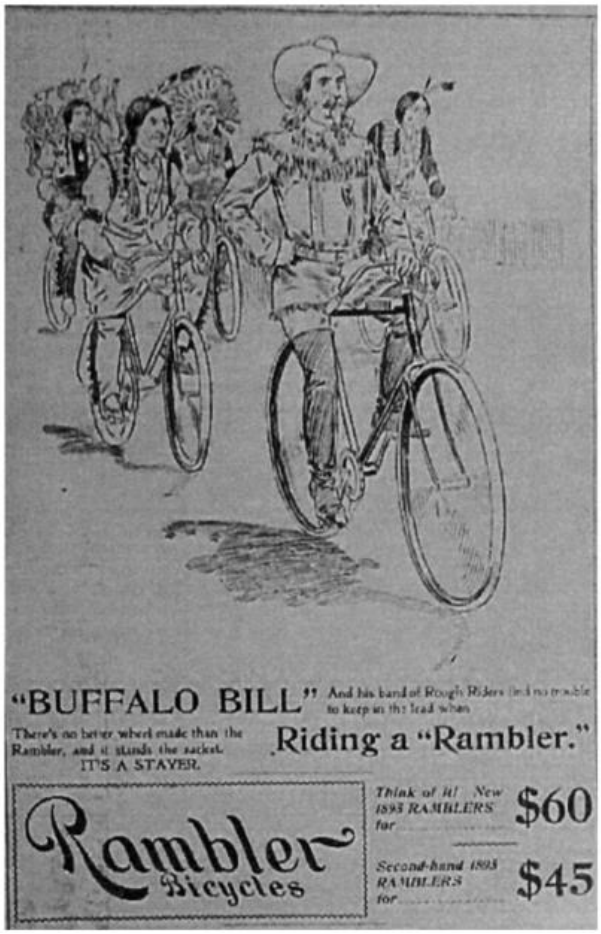

Figure 6. Buffalo Bill Advertisement, 1896

Annie Oakley purchased a bicycle in 1892 when performing with the Wild West Show in London. Upon returning to the United States, she brought her bicycle and her horse and stated, "I am equally as fond of it [the bicycle] as of my horse." Annie advocated for women to engage in both bicycling and shooting, since both activities involved outdoor exercise that would benefit women's health. In 1897, she stated that cycling helped pave the way for women to do shooting.[8]

Annie shot at targets while riding a bicycle and posed for an advertising card that showed her doing that, shown in Figure 7.

Bicycling continued to gain popularity and Buffalo Bill's Wild West show added an act referred to as "Carter the Cowboy Cyclist." Carter (real name of George C. Davis)

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[5] Golden Gate, Sunset in the Yellowstone Park. c.1897. Knapp Co. Lith. Golden Gate, sunset in the Yellowstone Park. Photograph. Retrieved from the Library of Congress, <www.loc.gov/item/96514918/>.
[6] Rosen, Jody. *Two Wheels Good: The History and Mystery of the Bicycle*. 2023. Crown Trade. pp. 38, 67.
[7] *Campfire Chats,* Buffalo Bill Museum and Grave. Volume 2, 2017. (Citing: Chicago Sunday Times-Herald, June 7, 1896, p. 27.)
[8] Ibid. (Citing: Glenda Riley, *The Life and Legacy of Annie Oakley*, Norman: University of Oklahoma Press, 1994, pp. 138 – 139.)

road a bike down a ramp from forty feet above the ground, gaining substantial speed by the time he reached the bottom, launched into the air, and then landed on a platform on the other end of the arena.[9]

This history shows that biking and walking has always been part of western culture. A fondness for cycling continued through the next century; Figure 8 shows happy cyclists in Cody in the 1950s.

This current planning effort reveals that Cody residents value the freedom to walk or bike around their beloved community and want to feel safe while doing so. They take pride in their small-town, western character and want to retain and protect their culture. When planning for improved biking and walking in Cody, the planning team recognizes that smaller communities do not require the same intensity of infrastructure that larger cities need. The local streets that have lower traffic volumes and lower speeds present opportunities for multimodal shared space. Where new infrastructure is needed, it can be customized to reflect the character of Cody.

Figure 7. Annie Oakley Trading Card, c. 1890s

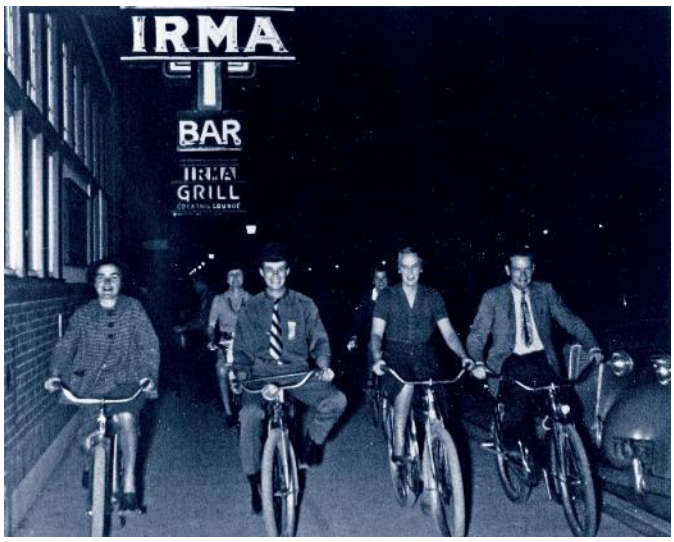


Figure 8. Bicyclists in Cody, c. 1950s

[9] Ibid. (Citing: Tom F. Cunningham, "Your Fathers the Ghosts: Buffalo Bill's Wild West in Scotland," Edinburgh: Black and White Publishing, 2007, pp. 189, 212, 232, 261.

2. Planning Process

Project Leadership

This project was led by That Other Project (TOP), a non-profit organization that was founded to help Park County residents access their community in a safe and enjoyable way. By engaging with groups in the community and providing city-wide signage and amenities, the TOP team is dedicated to making a lasting, positive impact for all. TOP enlisted HDR Engineering, Inc, with the assistance of Engineering Associates, in guiding the planning process and developing the resulting plan. Together this leadership group is referred to as "the planning team."

Plan Phases

Updating Cody's Active Transportation Plan is a three-phase process, shown in Figure 9.

Figure 9. Planning Process Timeline

Phase 1 – Where are we now vs. Where do we want to be?

The purpose of Phase 1 was to document the existing conditions related to walking, biking, and horseback riding in Cody and compare that to the community-identified vision for the future. Through research, data, policy review, conversation, and engagement, the project team developed a snapshot of what it is like to walk and ride in Cody, what issues exist, and what vision people have for the future. From this research and conversation, more specific goals were developed that could be addressed by the potential actions contained in this plan.

Phase 2 – What's in our Active Transportation Toolbox?

The purpose of Phase 2 was to introduce the active transportation toolbox and determine how each tool might be appropriate in Cody, resulting in a proposed active transportation network map. This phase also includes a review of policy changes that could help improve conditions for walking, biking, and horseback

riding in Cody. Finally, this phase evaluated public education and engagement activities to encourage all ages to walk or bike more for transportation and recreation. Through further conversation, site visits, and plenty of resident input, the planning team identified infrastructure, policy, and engagement tools that were a good fit for Cody.

Phase 3 – How do we achieve the vision?

The purpose of Phase 3 was to bring together everything that the planning team learned through this process and move it forward though implementation. This phase identified priorities for infrastructure improvements, developed high-level concepts for key corridors, and recommended potential funding sources.

Active Transportation Committee

An initial step of the planning process was identifying an Active Transportation Committee (ATC) representing various interests in Cody, listed in Table 1. The ATC met five times over the planning process from August 2023 through July 2024.

Active Transportation Committee

Name	Role	Organization
Tiffany Manion	Director	That Other Project
Janie Curtis	Director	That Other Project
Chris Guyer	Director / Owner	That Other Project / Joyvagen Bike Shop
Phillip Bowman, PE	Public Works Director	City of Cody
Rick Manchester	Parks, Recreation, and Facilities Director (retired December 2023)	City of Cody
Tina Gail	Parks, Recreation, and Facilities Administrative Coordinator	City of Cody
Todd Stowell, AICP	Community Development Director (through April 2024)	City of Cody
Randy Merritt, PE	District Construction Engineer, Basin	Wyoming Department of Transportation
Brian Edwards, PE	Park County Engineer	Park County Public Works Department
Jim Perhinger	Transportation Director	Park County School District 6
Jerry Bales	Manager	Cody Canal Irrigation District
Laura Bell	East Yellowstone Regional Director	LegacyWorks Group
Wes Allen	Owner	Sunlight Sports
Nancy Hoffman	Resident	
Rick Lasko	Resident / Retired	National Park Service

Table 1. Active Transportation Committee Members

Meeting #1 – August 15, 2023

The kickoff meeting introduced the Active Transportation Principles and Safe System Approach and reviewed past plans. The ATC participated in a "Start with Why" activity to identify the purpose and benefits of active transportation, then continued with visioning and goal-setting activities.

Meeting #2 – October 9, 2023

The second meeting included a review of findings from first Open House and the online survey and interactive map. The ATC reviewed and decided on the "whys" which represent the benefits of active transportation. They reviewed and decided on the vision and goals statements. The meeting also included an introduction of the active transportation toolbox and how some treatments could be applied in Cody.

Meeting #3 – November 14, 2023

This meeting took place between the Community Mapping Workshop and the second Open House. The ATC discussed the findings and feedback received from the Business and School District Focus Groups. The ATC also discussed the results of the Community Mapping Workshop and collaborated on the resulting network plan to be exhibited at the Open House. There was no formal presentation at this meeting.

Meeting #4 – January 25, 2024

This meeting included a brief review of the public engagement events that had taken place in November. The ATC received a copy of the draft proposed network map prior to the meeting. The focus of the meeting was on the preliminary concepts for the Cody Loop, Beacon Hill Road, Yellowstone Avenue and the three-way intersection of Skyline Drive, Stampede Avenue, and old South Fork Road. The ATC provided valuable feedback on the concepts.

The presentation also included general maintenance procedures and performance measures that can be used to track progress.

Meeting #5 – July 10, 2024

The final meeting included presentation of the public comments received on the draft plan and how they were being addressed. A map edit added a proposed shared use path toward Powell. The presentation also included a summary of the public engagement process and additional meetings with the Cody Canal District and the City of Cody that took place since the last ATC meeting. Additional topics included safe speeds and possible changes in how speed limits can be set. The committee discussed various state and federal funding sources and next steps to move the plan to implementation. Finally, the committee was asked to provide feedback on the overall planning process.

Community Engagement

The planning processed included community engagement during each phase. Phase 1 launched the project website, online open house and survey, and in-person open house. Phase 2 included a community mapping workshop, business focus group, school district focus group, and second open house. Phase 3 involved updating the project website with the draft plan and gathering feedback. Throughout the process, members of TOP attended pop-up event throughout the community.

Project Website

The website served as a landing page for visitors to sign up for email updates, gather background information and learn about upcoming events. This website hosted an online self-guided public meeting corresponding with the initial open house event. The website then transitioned back to a landing page with upcoming public engagement activities listed. In the last phase of the project, the website was updated to present the draft plan and proposed network map with a form for providing feedback.

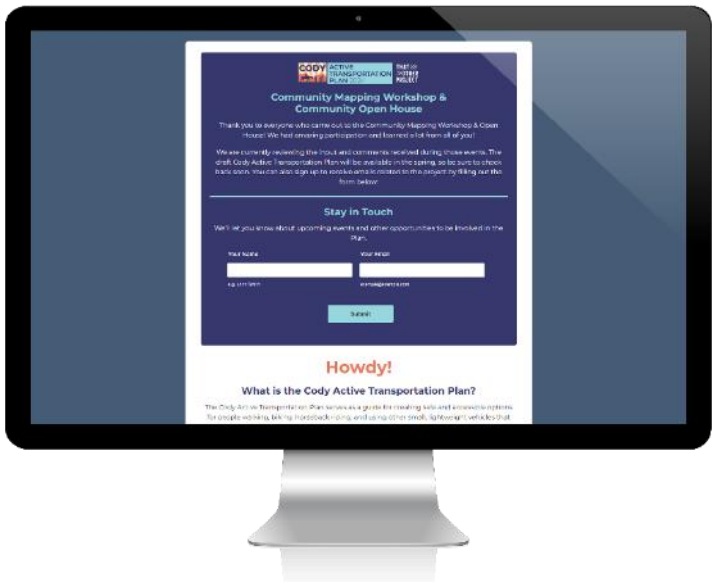


Figure 10. Project Website

Social Media

TOP maintained a social media presence through their Facebook page. TOP increased the frequency of posts in advance of public engagement activities.

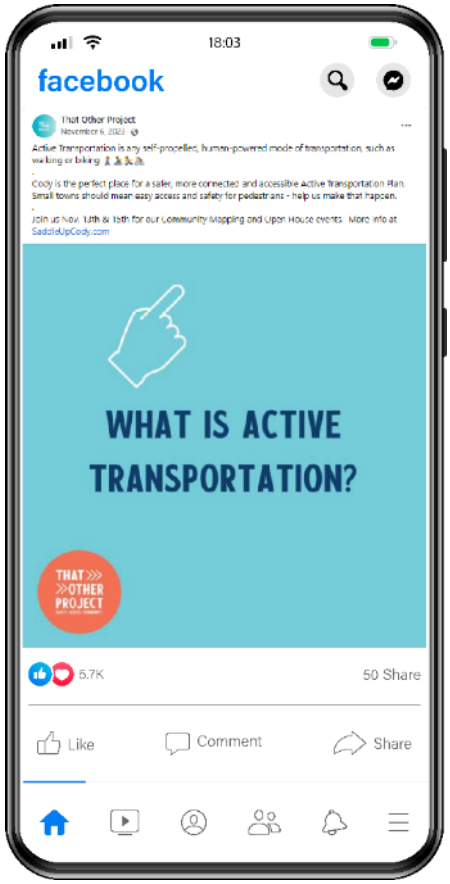


Figure 11. Sample Facebook Post

Pop-Up Events

Pop-up events are when ATC members attend existing events such as a farmers' market, local ball game, or community celebration to host a table where attendees can learn more about the project. Participating in existing events provides the opportunity to increase exposure of the projects and gather more input from the public, including tourists, by going to where the people are. The TOP team attended several pop-up events.

- October 10, 2023 – Senior Night Cody High School Football Tailgate and Entrance to game
- October 27, 2023 – Halloween Carnival at the Cody Rec Center
- October 31, 2023 – Halloween Celebration on Sheridan
- November 9, 2023 – Pint Night at Sunlight Sports
- November 11, 2023 – Craft Fair: Cody Auditorium

Open House #1 – August 16, 2023

The first public open house was held at Cody Park from 6 to 8 pm. The event was promoted with posters and Facebook posts. Over 90 people signed in at this event, TOP provided free silicone pint cups (to those who signed in), beer, food, ice cream, and raffle prizes. There was a lot of great conversation and support for this planning effort.

Figure 12. Open House Attendees

Informational boards at the open house included Active Transportation Principles, the Safe System Approach, and Next Steps for the project including the timeline and website.

Interactive boards at the open house included:

- I Envision a Community Where I Can Walk or Roll – This board allowed visitors to indicate where and why they wanted to be able to walk and bike around Cody by placing a dot next to the purpose of their desired trip. Recreational and health related reasons dominated the chart.

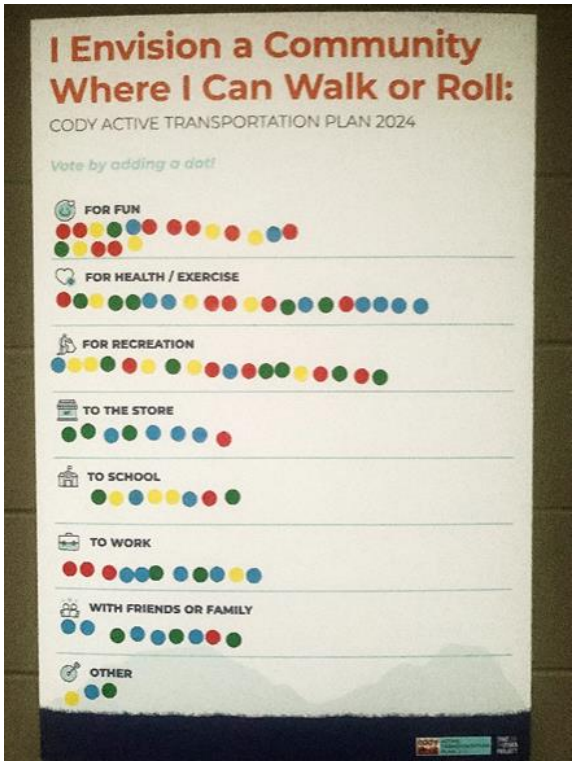


Figure 13. Visioning Board with Open House Responses

- Why is Active Transportation Important to your Community? – This board allowed attendees to write their reasons why active transportation is important on a post-it note and add to the board. Using the post-it note process allowed the board to be re-used at pop-up events in the future. Answers included:
  - To make it safer for everyone
  - Mental Health
  - Much safer
  - Freedom
  - Safe Routes to School

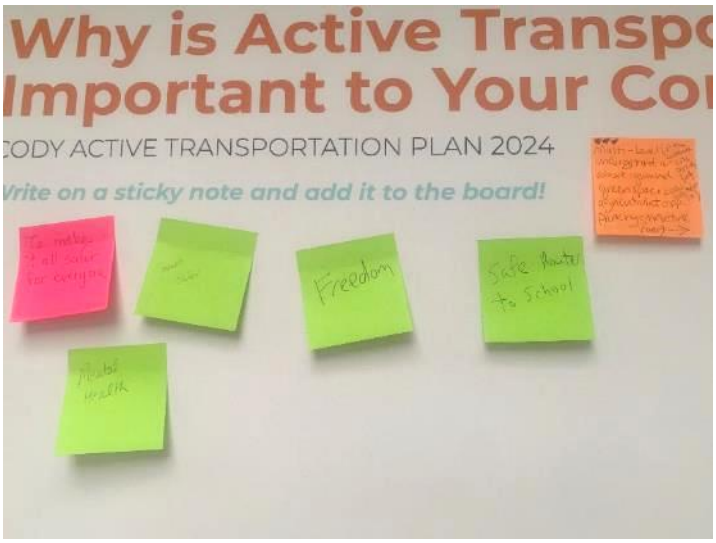


Figure 14. Why is Active Transportation Important to You Board with Responses

- What type of path do you feel comfortable biking on? – This board allowed attendees to place up to three stickers on the image that they would prefer to bike along. Images that showed facilities separated from motorized traffic gained the most stickers, this included shared use paths, separated bike lanes, and natural surface trails with scenic views.

Figure 15. Where Do You Feel Comfortable Biking Board with Responses

In addition to interactive boards, the Open House provided two copies of the existing active transportation network and asked attendees to note their concerns with biking, walking, and horseback riding around town. Map-related comments from the open house included (comments consolidated and paraphrased):

Figure 16. Attendees at the Mapping Table

- Develop new or updated pathways and crosswalks.
- Create a trail around town.
- Need safe walking/riding in city limits. Safe riding to/from schools and wand out of town.
- Facilitate Active Transportation to community hubs.
- Sheridan is a pedestrian thoroughfare but is designed to prioritize the automobile.
- The west strip needs bike lanes.
- Link Hayden area through canal roads to Outlaw Trails.
- Link canal roads from Cody to Powell.

- No safe way for bike riders to get from lower South Fork (i.e., Valley View, Spirit Mtn. Sub., Chugwater) to town. Too dangerous or private property.
- Need a speed limit sign w/ speed feedback going into Beck Lake.

Figure 17. Maps with Attendees' Mark-ups

Some comments were related to policies or programs rather than infrastructure:

- Eliminate the trailer parking in town residential areas due to the risk of blocking the view of people walking or biking. Enforce illegal parking.
- Develop shuttle/cab coupon books for locals.
- Create a local parking sticker fee for infrastructure, subsidy and flat rate. Charge a lot fee for tourists.
- Create a better trail map with waterproof paper.

The input received at the Open House was used to develop the draft maps for the Community Mapping Workshop.

Online Open House and Survey – August 16, 2023 – September 29, 2023

The project website was used to provide an online version of the open house and a survey. The materials provided online mimicked those at the in-person open house. However, there were additional questions integrated into the survey component. There were over 200 visitors to the online open house.

The full survey results can be found in Appendix B.

Community Mapping Workshop – November 13, 2023

To ensure that everyone in the city was aware of the public engagement opportunity, approximately four weeks before the event TOP mailed invitation postcards to every household in Cody and handed out postcards at pop-up events,

for a total of 5,000 postcards. The event was also promoted with social media posts and a radio interview on “Speak Your Piece” on Big Horn Basin Media.

The Mapping Workshop was held in the Cody Auditorium from 6 pm to 8 pm on a Monday evening. Approximately 70 people attended throughout the night, with most staying the entire duration of the event. To establish a laid-back atmosphere, TOP provided silicone pint cups, beer, popcorn, and coloring sheets for children at the workshop.

The purpose of the workshop was to:

- To get everyone caught up on the project schedule and progress so far
- To foster conversation about biking, walking, and horseback riding
- For the project team to hear and see the community’s preferences for active transportation
- To guide the development of a safe and comfortable active transportation network

Figure 18. Mapping workshop attendees listen for instructions

The program opened with a 25-minute presentation by the planning team. It summarized the planning process and the findings from community engagement that had been already completed.

Each table could seat up to eight people and was supplied with a large active transportation network map, which had been developed based upon earlier engagement efforts. The role of the workshop attendees was to:

- Decide if any routes needed to be added
- Assign a preferred facility type to each route
- Identify areas for crossing improvements

Attendees were equipped with an Active Transportation Toolbox handout as a quick reference guide for the types of biking and walking facility types that would be introduced during the workshop. They were also supplied with stickers representing each facility type that they could place on the map.

The planning team guided the workshop participants through a mapping exercise. First, attendees identified biking, walking, and horseback riding destinations and desired routes. Next, the planning team would describe one or more types of biking or walking facilities, and then allow the attendees approximately five minutes to complete the task of applying that type of facility to their community.

The first category of facilities consisted of infrastructure along corridors, including horse trails, shared lane markings, and shared use paths/pathways, and standard, buffered, and separated bike lanes.

The next category of facilities was infrastructure options at intersections, which included curb extensions and neighborhood traffic circles.

The final category of facilities was midblock crossing options, which included Rectangular Rapid Flashing Beacons and Pedestrian Hybrid Beacons.

Figure 19. Mapping Workshop Attendees

While attendees completed tasks, the planning team circulated to answer questions and prompt further conversations. Attendees completed markups on 18 maps. At the end of the evening, a few groups described the key features of their envisioned active transportation network.

In addition to the maps, display boards at the entrance to the auditorium provided information on the plan vision and goal statements (previously approved by the ATC), the project timeline, and issues related to sidewalks. Interactive boards were related to city policies. These boards were also used at Open House #2 and are described further under that summary.

Another activity included an interactive cross section for Yellowstone and Beck

Figure 20. Beck Avenue Cross Section Activity

Avenues. Attendees could select the lane widths to create their preferred street cross section.

The results of the mapping workshop were used to create an updated network map and concept plan for Beck Avenue, which were presented at Open House #2.

Business Focus Group – November 13, 2023

The project team invited Cody business owners and representatives to share their thoughts and knowledge at a conversational lunchtime focus group. Seven people attended including:

- Stephanie Kearny, *Cody Regional Health*
- Q Blair, *Blair Hotels*
- Andy Quick, Gradient Mountain Sports
- Ryan Hauck, *Cody Yellowstone Tourism*
- Jake Ivanoff, *307 Real Estate*
- Kalyn Beasley, *Legends Bookstore and musician*
- John Gallagher, *Buffalo Bill Center and Park County Pedalers*

The planning team had prepared several questions to guide discussion, and open conversation was encouraged. The planning teams presented several ideas including:

- Activated Alleys
- Festival Streets
- Bike Tourism
- Bike Friendly Business Programs
- Special Events such as Open Streets and Bike to Work Day/Week/Month

Several major themes emerged:

- Activated alleys were not supported due to concerns about the need to relocate parking, deliveries and trash collection. An additional concern is that they can pull activity from the front of the business to the rear. Finally, even if the alleys are only used for biking and walking, they cross streets at a mid-block location, making people crossing there unexpected and harder to see due to the buildings and parked cars.
- The idea of festival streets is supported, but the existing use of 12th Street south of Sheridan meets the current need, so additional festival streets are not recommended.
- Downtown street closures for festivals are generally supported by many businesses, but greatly opposed by some due to negative impact on their businesses.

- Local businesses would like to cater to customers who come on foot or bicycle.
- Some employees, especially seasonal workers, are dependent on biking and walking commutes since many cannot or don't drive an automobile.
- Customers and employees alike enjoy taking advantage of good weather by walking or biking.
- Walkability and bikeability attracts tourism, which is good for businesses.
- WYDOT controls placement of items on the sidewalk on Sheridan Ave downtown, since it is part of their right-of-way. Businesses must get permission to put anything (planters, seating, displays, etc.) on the sidewalk. The City of Cody and the WYDOT maintain a Memorandum of Understanding to permit and monitor items placed inside the state right-of-way.
- Bike racks seem like a high return-on-investment item to provide an amenity to customers and communicate that "bikes are on our mind."

School District Focus Group – November 14, 2023

The project team invited Cody parents, a school board member, and school crossing guards to share their thoughts and experiences at a conversational morning focus group. Six people attended including:

- Gail Sizer, Park School District 6, *Crossing Guard*
- Jamie Posey, Park School District 6, *Crossing Guard*
- Jessica Case, Park School District 6, *Board Member*
- Annalea Avery, *parent*
- Jackie Myrick, *parent*
- Maria Knutson, *parent*

The planning team had prepared several questions to guide discussion, and open conversation was encouraged. The planning team presented several ideas including:

- Curriculum guidance
- Walking School Buses
- Bike Bus / Bike Train

Several major themes emerged:

- Parents are extremely wary of letting children navigate Cody on their own due to fear of traffic safety, including intentional aggression from motorists. Pedestrians and cyclists, especially children, are not considered in the design of Cody's streets.

Figure 21. School Focus Group

- Crossing guards and the children they escort face frequent danger from inattentive or distracted drivers, and occasionally aggression and threats from motorists.
- Walking and biking solo can be hard in Cody; doing it with a family and children in tow is near-impossible.
- Traffic around schools, especially the middle school, is chaotic during drop-off and pick-up. All traffic needs more guidance, and there needs to be enforcement of the rules of the road.
- Better policy and infrastructure would allow a culture shift that would create a positive feedback loop. More kids walking and biking will lead to more kids walking and biking.
- The freedom for kids to be outdoors and move around town independently feels important to the character of Cody.
- Sense that parent complaints are "in a bubble." Sharing some of the scary experiences that children and crossing guards face daily might be illuminating to residents who don't share those experiences.

Attendees also reviewed the draft network map and commented on needed improvements for routes to schools.

Open House #2 – November 15, 2023

The Open House was advertised along with the Community Mapping Workshop. The planning team encouraged attendees of the Community Mapping Workshop that was held on Monday night to also attend the Open House on Wednesday, in the Cody Auditorium between 6 pm and 8 pm.

The event was designed to facilitate a "drop-in" attendance style, where people could view the information, complete the dot voting activities, and provide some feedback to the project team in a short time. Approximately 100 people attended throughout the night. Members of the project team and Active Transportation Committee circulated continuously to answer questions and engage in conversation.

Figure 22. Open House Attendees Comment on the Revised Network Map

Figure 23. Open House Attendees Review Displays

The purpose of the Open House was to:

- Get reactions from the community to the work done at the Mapping Workshop.
- Determine the importance of several project priorities.
- Gauge the community's reaction to proposed city policies.

Attendees were able to view several displays:

- A series of maps summarizing the results of the mapping workshop
- A conceptual illustration of a redesigned Beck Avenue to include separated bike lanes and curb extensions.
- Opportunities to vote on project priorities.
- The 18 maps completed at the Community Mapping Workshop.

The boards from the Community Mapping Workshop remained in place for the Open House. The interactive boards included:

- Network Priorities – Participants posted dots on their top four priorities, which were developed from prior public engagement efforts.
- What policies need to be in place to make walking and biking comfortable in Cody? – This board asked for feedback on the need for a Complete Streets Policy, Snow Removal Policy, Bicycle Parking Policy, and Micromobility Policy. There were a few votes for each type of policy, with a Complete Street Policy gathering the most votes.

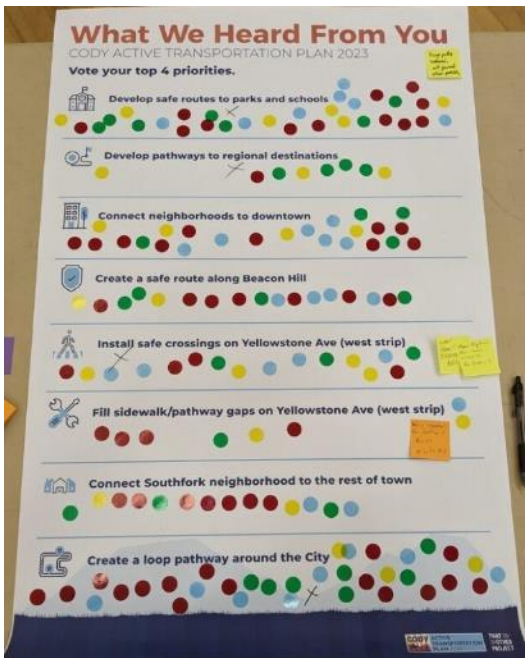


Figure 24. Voting Results on Network Priorities

Figure 25. City Policies Board

- Sidewalk Solutions Part 1 – This board provided the existing City code related to the adjacent property owner's responsibility to maintain sidewalks and how the City should enforce that code. Respondents indicated that the preferred method of encorcment was to periodically inspect all of the sidewalks in the city.

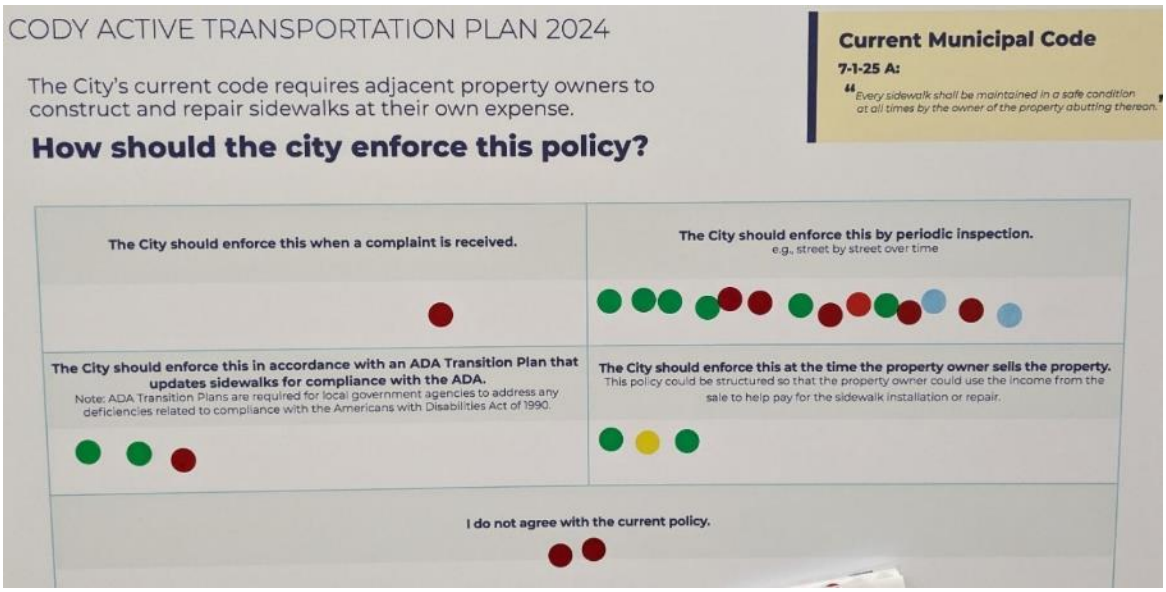


Figure 26. Sidewalk Solutions Part 1 Board

- Sidewalk Solutions Part 2 – This Board presented the idea of a public-private cost share related to sidewalk construction and maintenance and asked how that should be applied if it were implemented. Respondents indicated that if a cost share were to be implemented, it should apply to all residential and commercial properties.

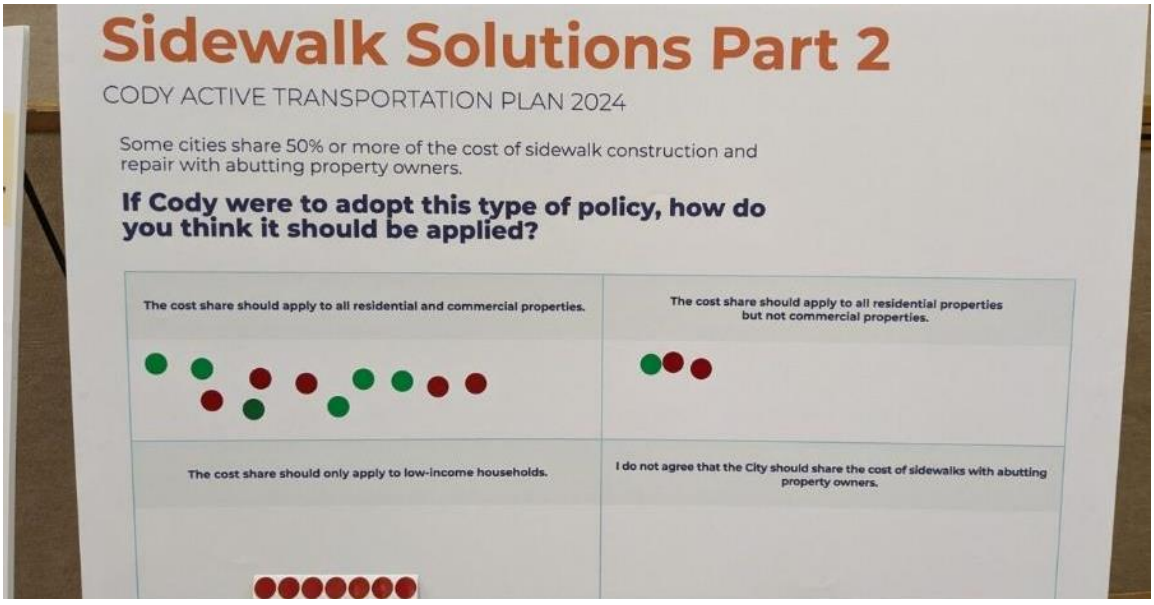


Figure 27. Sidewalk Solutions Part 2 Board

- Sidewalk Solutions Part 3 – This board suggested the concept of cities taking on full responsibility for sidewalk construction and repair, similar to roads, and asked how that should be funded if it were implemented. Only two respondents indicated that they did not agree with this idea, and the others were split on how it should be funded.

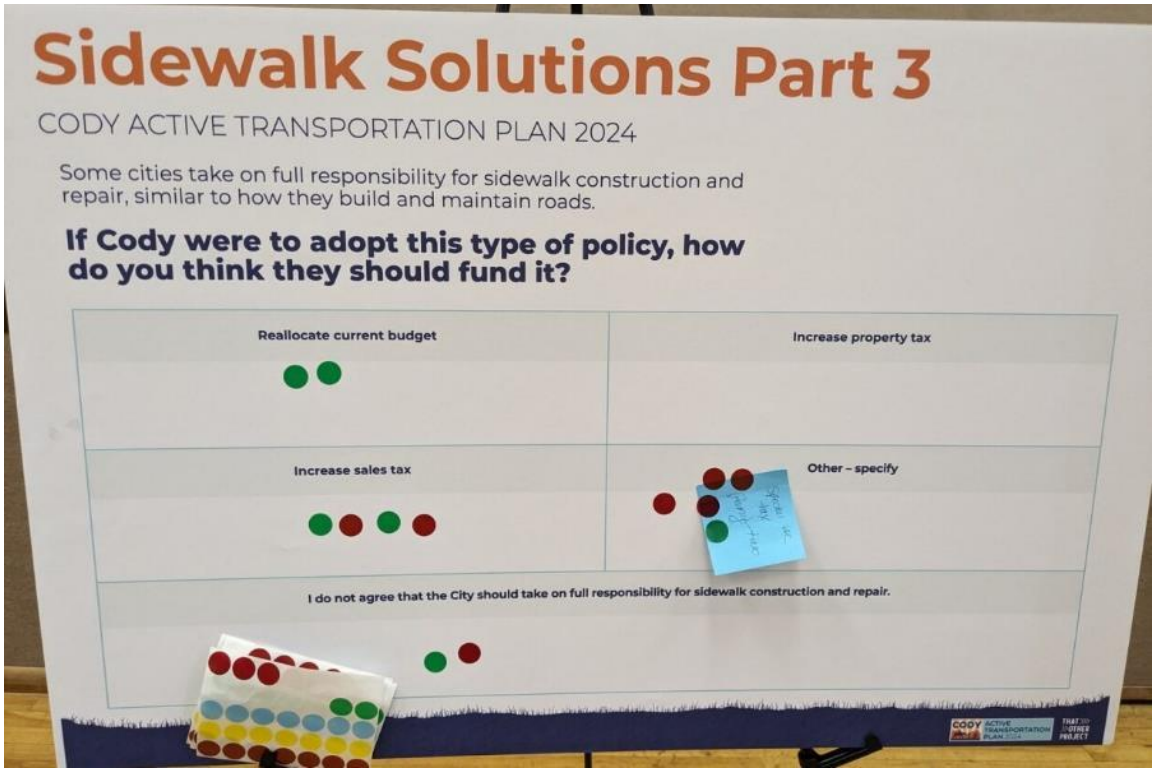


Figure 28. Sidewalk Solutions Part 3 Board

Draft Plan Review – May-June 2023

The draft plan was posted on the project website for public review and comment.. Two comments were complimentary and thankful for the development of the plan. One comment asked where the route on Belfy Highway would end, and the plan was updated to indicate a proposed endpoint. Another comment was from the project manager for the Great American Rail-Trail who clarified that the route in Cody shown on their website was likely to change. The plan was updated to indicate the flexibility in the proposed Great American Rail-Trail route through Cody.

3. Cody's Streets Today

Cody Land Use Context

Cody lies east of Yellowstone National Park and the Rocky Mountains. To access the eastern entrance of Yellowstone, visitors must travel through the small western town of Cody. The built environment in Cody is separated into several notable areas by topography, rivers and lakes, and highways. Figure 29 provides an existing land us map.

The city is centered around downtown Cody, including Cody City Park, the Visitor Center, and Cody High School. From downtown, highways connect to other parts of town or lead vehicles out of town to the north, east, and west. Also radiating from downtown is a rectangular grid of slower-speed, local streets lined with homes and parks.

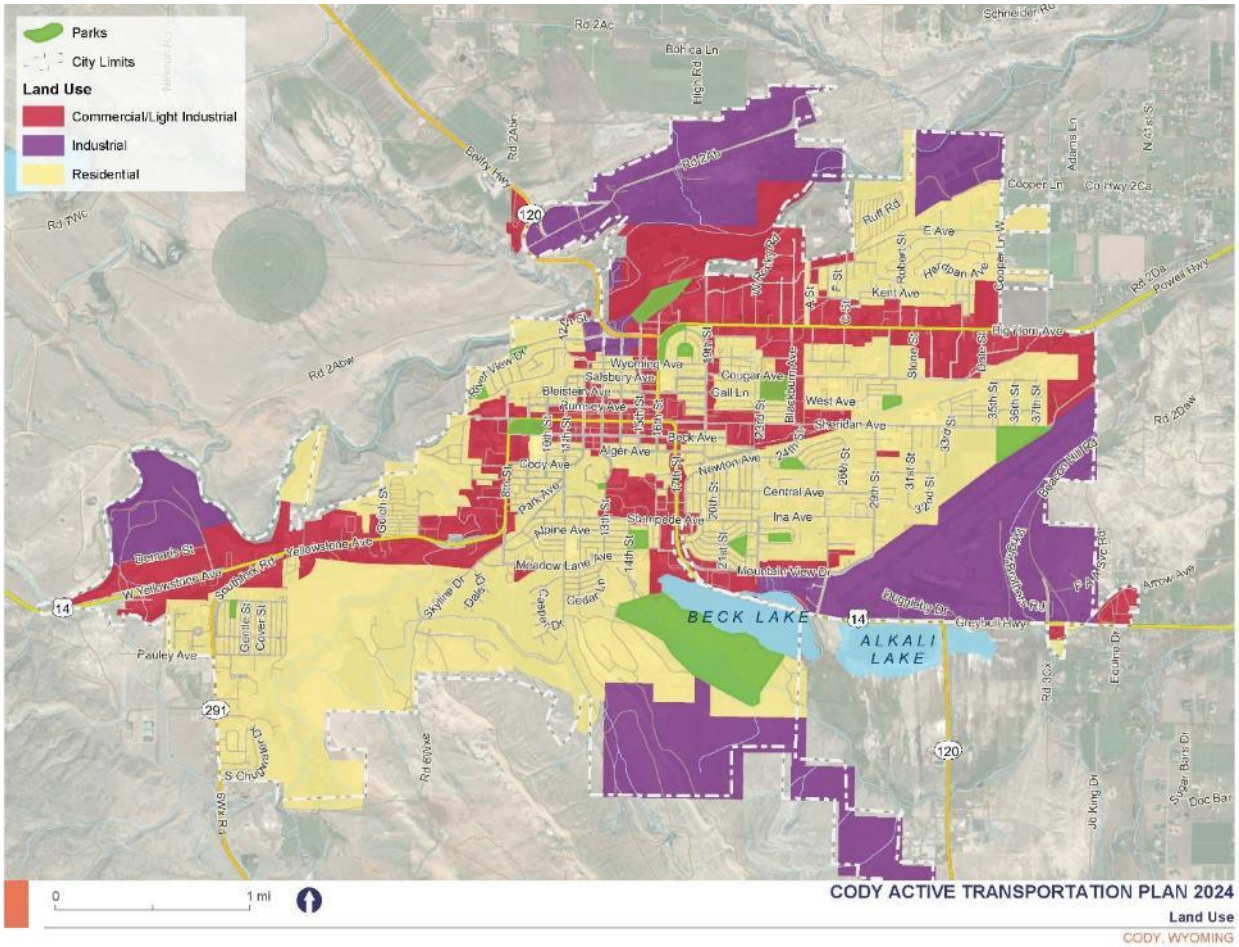


Figure 29. Cody's Existing Land Use

A rise runs the width of the city from east to west. South of downtown, on top of the ridge, the Cody Recreation Center, post office, and county library branch sit on a

large campus. Another largely residential street grid extends south from the campus, becoming curvilinear as it gets farther from the city center. Some parks and Livingston Elementary School are located in this neighborhood. The south end of this area is bounded by Olive Glenn Golf Club and the expansive Beck Lake Park, which is a popular destination for mountain biking.

To the east, 17th Street is a major arterial, lined with grocery and supply stores and restaurants, and eventually becoming Highway 20 which leads east out of the city. Across 17th Street to the east is another residential area.

To the north, down the central rise, is a neighborhood with more apartments, senior living facilities, city parks, government buildings, and places of worship. Big Horn Avenue forms the north edge of this area and includes housing, car dealerships, service stations, home improvement stores, and equipment supply stores. Another suburban-feeling neighborhood lies between Big Horn Avenue and the Shoshone River, which functionally forms the city's northern border.

West of downtown, Highway 14/Yellowstone Avenue is lined with stores, restaurants, and hotels and is the only direct access leading to neighborhoods, rural subdivisions, and agricultural properties in the South Fork area. Beyond that, Highway 14 brings traffic to the mountains and Yellowstone National Park.

Existing Active Transportation Network

Cody's natural surface trails, Paul Stock Nature Trails, Shoshone Riverway Trail, and Beck Lake Park Trails, provide excellent recreational opportunities for mountain biking and hiking. These recreational gems are valued by residents and visitors alike.

However, Cody's existing active transportation network is limited and disconnected. There are segments of paved pathways and painted bike lanes, but they lack connectivity to create a viable active transportation network. The sidewalk system leaves gaps and unmaintained conditions making walking hazardous. The existing bikeway network can be seen in the Cody Bike Routes map produced by the Cody Bicyclists (Figure 30).

Despite the lack of connectivity, there are many biking and walking trips documented in the city. Strava provides a mobile application that people can use to track their biking and walking trips. Strava uses GPS to track the active transportation trips and aggregates them into a heat map available for public viewing. Strava data from the last two years (heat maps are updated monthly and include the prior 24 months) shows that the entire city is covered in trips. The biking heat map, Figure 31, shows high usage of the highways through town and extending

to the rest of the region.[10] The walking heatmap, Figure 32, shows more trips in town, including both local streets and along the highways.[11]

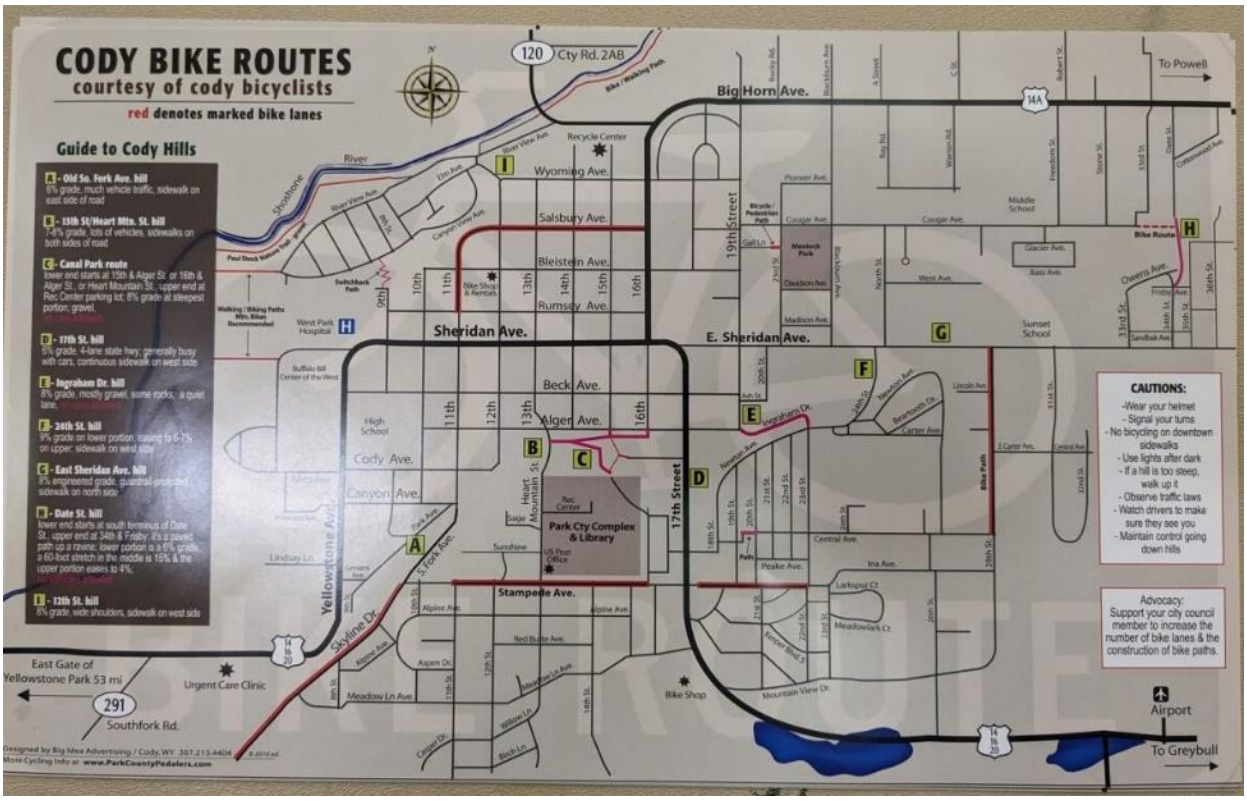


Figure 30. Cody Bike Routes, Source: Cody Bicyclists, 2016

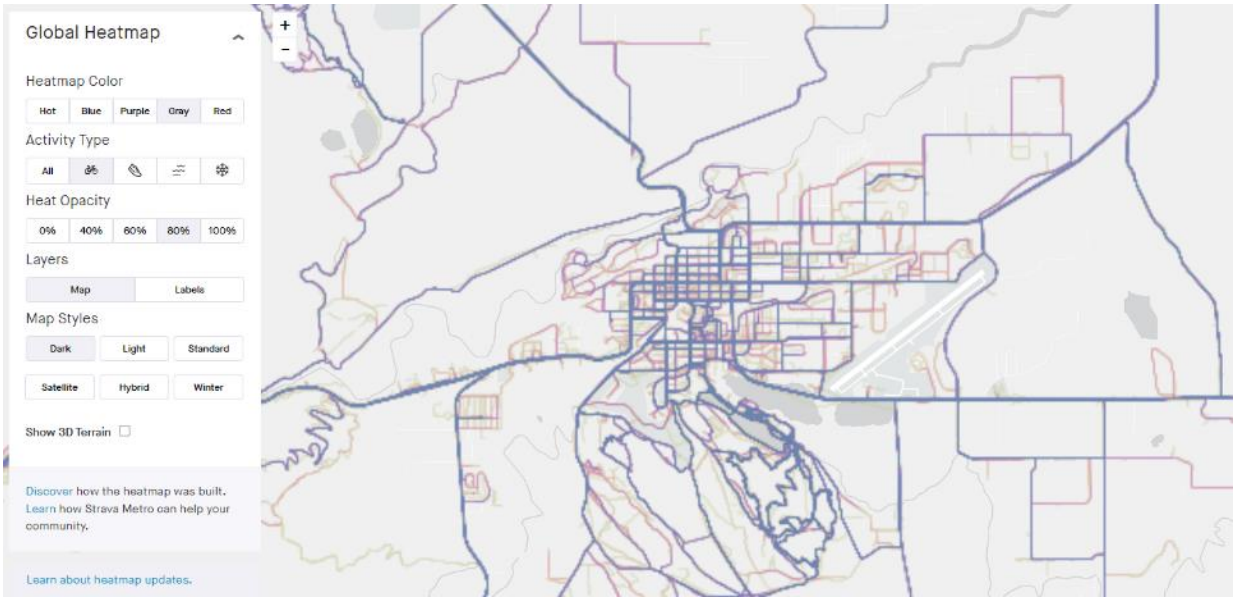


Figure 31. Strava Biking Heatmap, darker colors indicate more trips

[10] Strava Global Heatmap, Strava Global Heatmap, Accessed 01/02/2024, filtered for biking
[11] Strava Global Heatmap, Strava Global Heatmap, Accessed 01/02/2024, filtered for walking

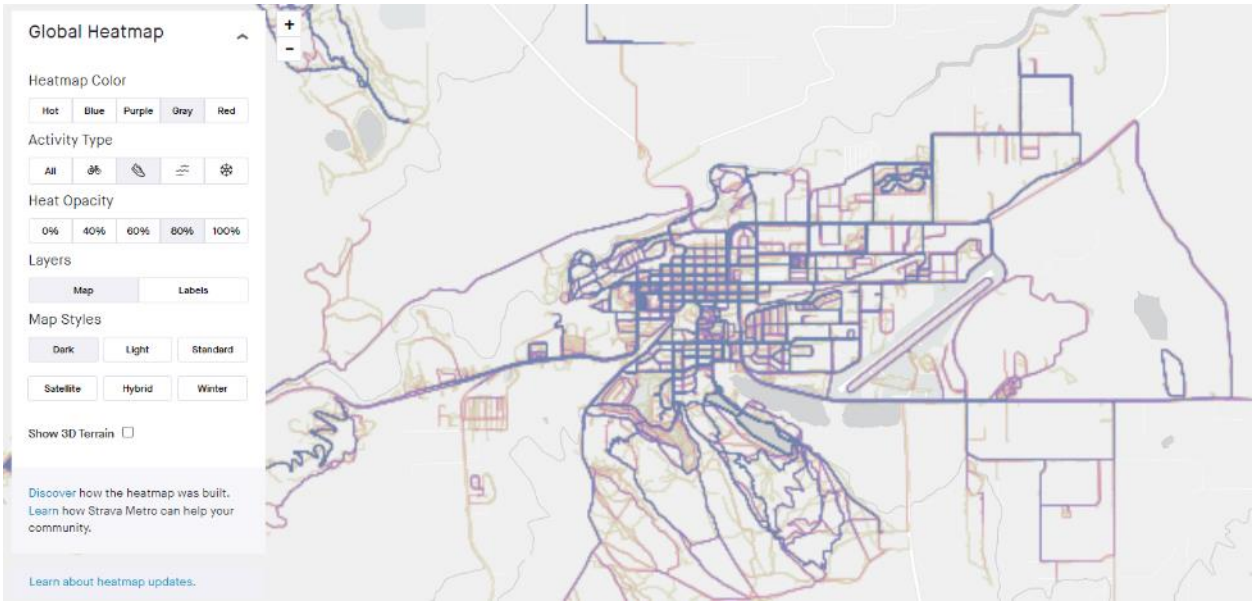


Figure 32. Strava Walking Heatmap darker colors indicate more trips

Considering that the Strava application is more likely to be used by people who are interested in tracking their routes and speed, it is more likely to represent "strong and fearless" bicyclists and fitness-oriented walkers. Casual bike trips, leisurely strolls, or recurring walk or bike commute trips, are less likely to be represented in this data. This data indicates a demand for biking and walking in and through Cody.

Natural Surface Trails – Existing natural surface biking facilities consist of the Paul Stock Nature Trails and the Shoshone Riverway Trail on the north side of town and the Beck Lake Park trails on the south side of town, as shown in Figure 33. Natural surface trails around Canal Park provide recreational opportunities in the middle of town.

Figure 33. Shoshone Riverway Trail

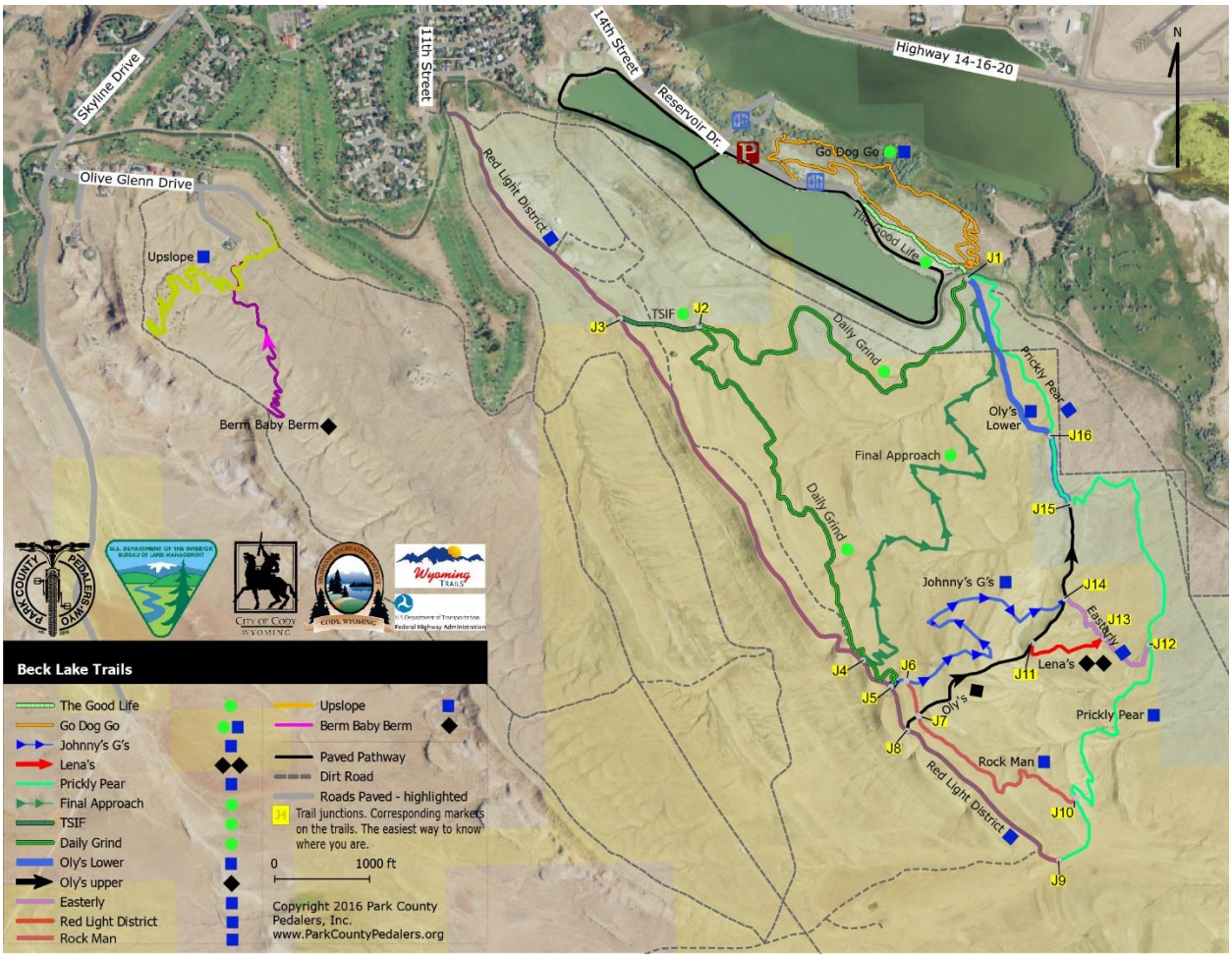


Figure 34. Map of Beck Lake Park Trails[12]

Paved Pathways – Paved pathways are generally eight to ten feet wide and provide space for people to walk or bike and travel in both directions. These can be used for both recreational and transportation purposes. Paved pathways located along the side of a road may be referred to as a sidepath.

A paved pathway connects from 34th Street to Date Street. This includes a significant elevation change.

Figure 35. Paved pathway between 34th and Date Streets

[12] Park County Pedalers, Beck Lake Trails. 2016. beck_lake_trails_2016-04-12_entire_map.jpg (2200×1701) (parkcountypedalers.org). Accessed 02/28/2024.

A paved pathway runs along the west side of 29th Street between Central Avenue and Sheridan Avenue. The pathway continues on the north side of Sheridan Avenue to connect to Sunset Elementary School.

Figure 36. Paved pathway along 29th Street

A separated paved pathway on 12th Street connects people biking and walking from River View Drive to the Shoshone Riverway Trail. Portions of this pathway have become overgrown with vegetation and are experiencing pavement cracking and deterioration.

Figure 37. Paved pathway with vertical separation along 12th Street

A wide paved pathway encircles the City Reservoir at Beck Lake Park.

Figure 38. Paved pathway at Beck Lake Park

Bike Lanes – Bike lanes consist of pavement markings on the roadway to indicate a preferential space for people biking. Bike lanes in Cody are generally four-feet-wide and do not have accompanying bike lane signage.

Figure 39. Bike lanes formerly painted on Salsbury Avenue

A bike lane had been painted on Salsbury Avenue and 11th Street, but it was not repainted after chipsealing was completed.

Bike lanes are present on portions of Stampede Avenue and Skyline Drive.

Figure 40. Bike lanes on Skyline Drive

Canal Irrigation District Roads – The Cody Canal Irrigation District maintains gravel roads along the canals through town. These roads are restricted for use by canal personnel only; however, many people enjoy walking, running, or biking along them, especially near the Olive Glenn Golf Course. Their routes enable separation from vehicular traffic while providing attractive scenery, making them comfortable for people of most ages and abilities.

Figure 41. Cody Canal Irrigation District road

Figure 42. Routes of Canal Irrigation Roads in Cody

Sidewalks – The Walking Audit Summary in Appendix C provides details related to existing sidewalks in Cody. Biking is allowed on sidewalks except for the downtown area in which signage is posted prohibiting biking on the sidewalk.

Figure 43. Wide sidewalk along Sheridan Avenue

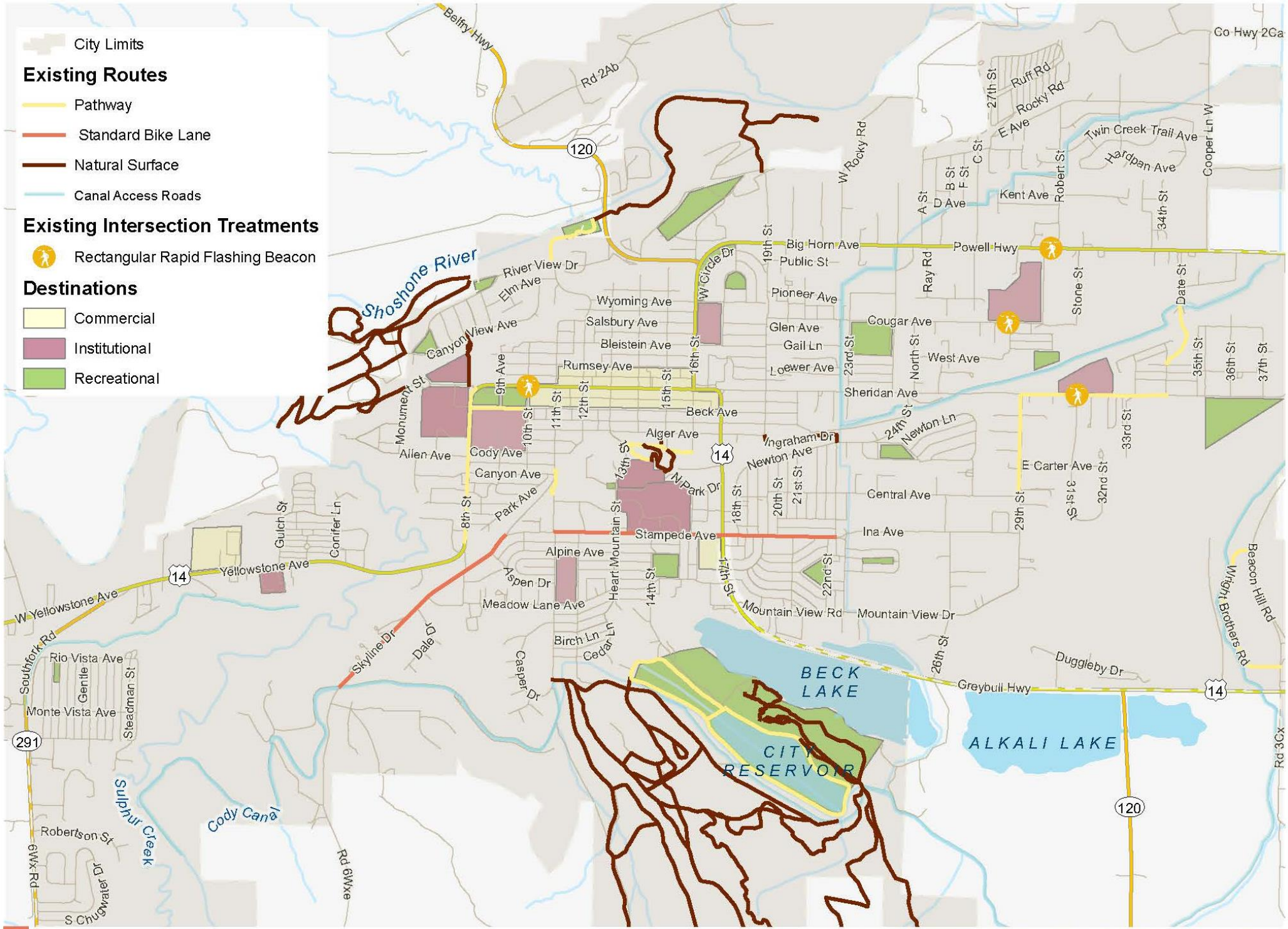


Figure 44. Existing Active Transportation System

Cycle Touring Routes

Cody is along the path of three existing or planned cross-country cycling routes. These touring routes are predicated on allowing riders to see the country in a recreational, adventurous fashion. They encourage riders to patronize local establishments for food, lodging, equipment, and maintenance along their journey, and to utilize opportunities to see local natural and historical sites. Cody is positioned to receive tourists on cross-country cycling tours and realize economic benefits from hosting cycle-touring trips.

Data from a study in Montana shows that average daily spending of a touring or mountain biking cyclist in the state was between $75 and $102 in 2011 to 2013.[13] According to the Adventure Cycling Association, "Bicycle travel is particularly beneficial for rural communities. Touring cyclists tend to seek out low-traffic, scenic rural roads that are off the beaten path. They are pedal-powered and travel more slowly, resulting in longer stays in a region as well as more spending for services."[14]

Parks, Peaks and Prairies Adventure Cycling Route - The

Adventure Cycling Association designates the Parks, Peaks, and Prairies Bicycle Route, which runs from West Yellowstone, Montana through Cody on its way to Minneapolis, Minnesota, as shown in Figure 45.[15] The Parks, Peaks, and Prairies route directs riders on US Route 14 through Cody.

Figure 45. Parks, Peaks, and Prairies Route, Source: Adventure Cycling Association

The Great American Rail-Trail – The Rails to Trails Conservancy has

envisioned this coast-to-coast trail from Washington State to Washington, D.C. to

[13] Nickerson, Norma Polovitz, et al., *Analysis of Touring Cyclists: Impacts, Needs and Opportunities for Montana*, University of Montana, Institute for Tourism & Recreation Research, December 2013. p 42. Multi-day CyclingStudyWeb.pdf (adventurecycling.org). Accessed 01/02/2024.
[14] Adventure Cycling Association, *Bicycle Tourism 101*. Bicycle Tourism 101 | Adventure Cycling Association. Accessed 01/02/2024.
[15] Adventure Cycling Association, *Parks, Peaks, and Prairies Map Set*. Parks, Peaks, and Prairies Map Set - Route Map Sets | Adventure Cycling Association Accessed 01/02/2024.

consist of multiuse paths, greenways, and rail-trails. The proposed route enters Wyoming from the west at Yellowstone National Park and runs through Cody before continuing south through Casper, Wyoming and east to Nebraska. The City will work with the Rails to Trails Conservancy to identify the preferred route of the Great American Rail-Trail thorugh town. The City will also engage with regional efforts to connect the Great American Rail-trail northeset to Powell and beyond. The planned route across the country is shown in Figure 46.[16]

Figure 46. The Great American Rail-Trail

[16] Rails to Trails Conservancy, *Great American Rail-Trail*. The Great American Rail-Trail (railstotrails.org). Accessed 06/17/2024.

U.S. Bicycle Route System

– In 2008, the American Association of State Highway and Transportation Officials (AASHTO) established a national corridor plan for U.S. Bicycle Routes to facilitate travel between the states over routes which have been identified as being suitable for cycling through a state and federal-level process. The routes planned for Wyoming are shown in Figure 47.

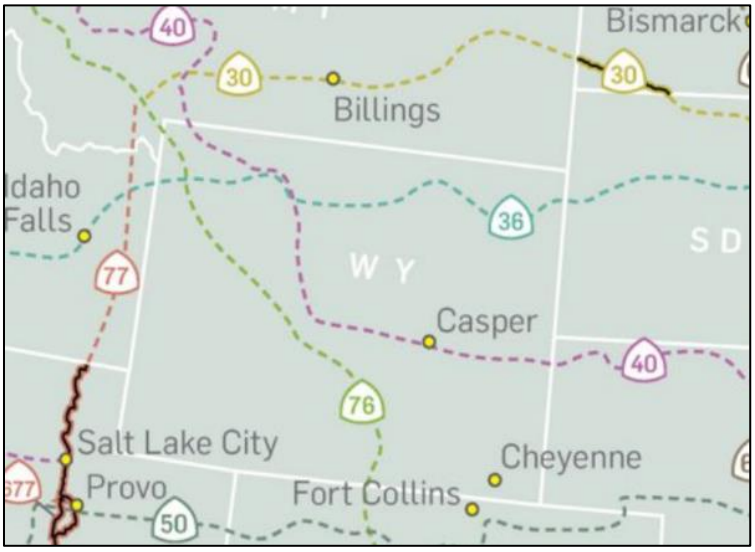


Figure 47. U.S. Bicycle Route National Corridor Plan

Wyoming Department of Transportation (WYDOT recognizes the planned U.S. Bicycle Routes through the state and refers to the route through Cody as the Northern Tier East/West Route. In Wyoming, designated U.S. Bike Routes should have 6-foot minimum/8-foot preferred shoulder width for biking.[17] The routes shown as dotted lines in the National Corridor Plan in Figure 47 are only concepts indicating a general corridor location.[18] Figure 48 indicates a major bike route through Cody as identified by WYDOT. WYDOT's recommended touring routes receive priority for sweeping and shoulder maintenance to provide a higher level of service for bicyclists.[19]

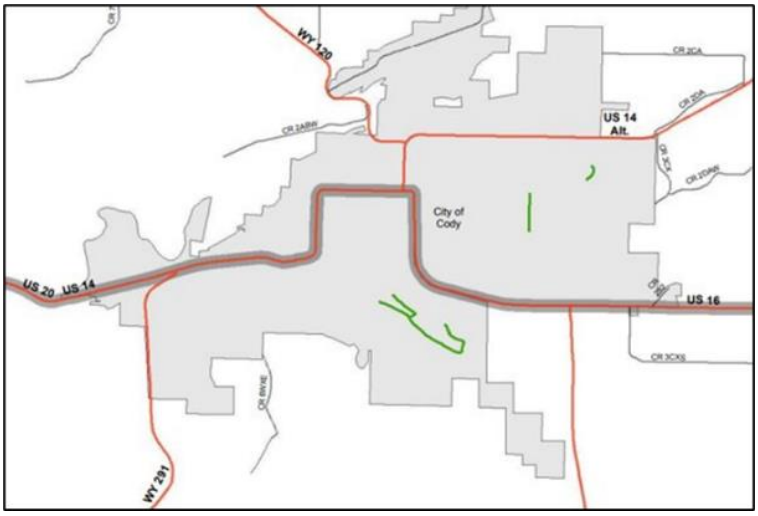


Figure 48. Major Bike Route in Cody per the Wyoming Bicycle & Pedestrian Transportation Plan

[17] Wyoming Department of Transportation, *Bicycle & Pedestrian Transportation Plan,* 2016. p 3-5. dot.state.wy.us/files/live/sites/wydot/files/shared/Highway_Safety/Pedestrian Bicycle/WY Bicycle and Pedestrian Transportation Plan_2016.pdf. Accessed 01/02/2024.
[18] Adventure Cycling Association, *National Corridor Plan*. June 2023. National Corridor Plan | U.S. Bicycle Route System | Adventure Cycling Association. Accessed 01/02/2024.
[19] Wyoming Department of Transportation, Long Range Transportation Plan, 2020. p. ES-7. Long Range Transportation Plan.pdf (state.wy.us). Accessed 02/06/2024.

Walking Audit

A walk audit allows participants to collectively experience the opportunities and challenges of walking around Cody. While walking, participants can identify areas where they enjoy walking and what characteristics make that area feel safe and comfortable. They also identify challenging areas and discuss potential solutions.

Many sidewalks had gaps, were narrow, cracked and heaving, or obstructed. Streets were very wide, causing high vehicle speeds and long crossing distances for pedestrians. A full summary of the Walking Audit can be found in Appendix C.

Biking Audit

A biking audit allows participants to collectively experience the opportunities and challenges of biking around Cody. While biking, participants can identify areas where they enjoy biking and what characteristics make that area feel safe and comfortable. They also identify challenging areas and discuss potential solutions.

Generally, areas with wide shoulders, canal roads, local streets, and paved pathways felt comfortable for those participating in the audit. However, areas where the shoulder narrowed and there was high volume and higher speed traffic was uncomfortable. A full summary of the Biking Audit can be found in Appendix D.

Crash History

Between 2018 and 2022, there have been 1,067 reported motor vehicle crashes within the three-mile radius of Cody; 202 reported injuries and five fatalities have resulted from these crashes. The greatest number of crashes occur near downtown Cody along Sheridan Avenue, on 17th Street, and on Big Horn Avenue as depicted in Figure 49 showing crash density. Fatal crashes occurred on US 14A/Big Horn Avenue, US 14/Greybull Highway, and Stampede Avenue. Two of these occurred outside city limits on icy roads, one was a rear-end collision at a signalized intersection (possibly as result of a medical condition), and two were caused by failure to yield at a stop-controlled intersection.

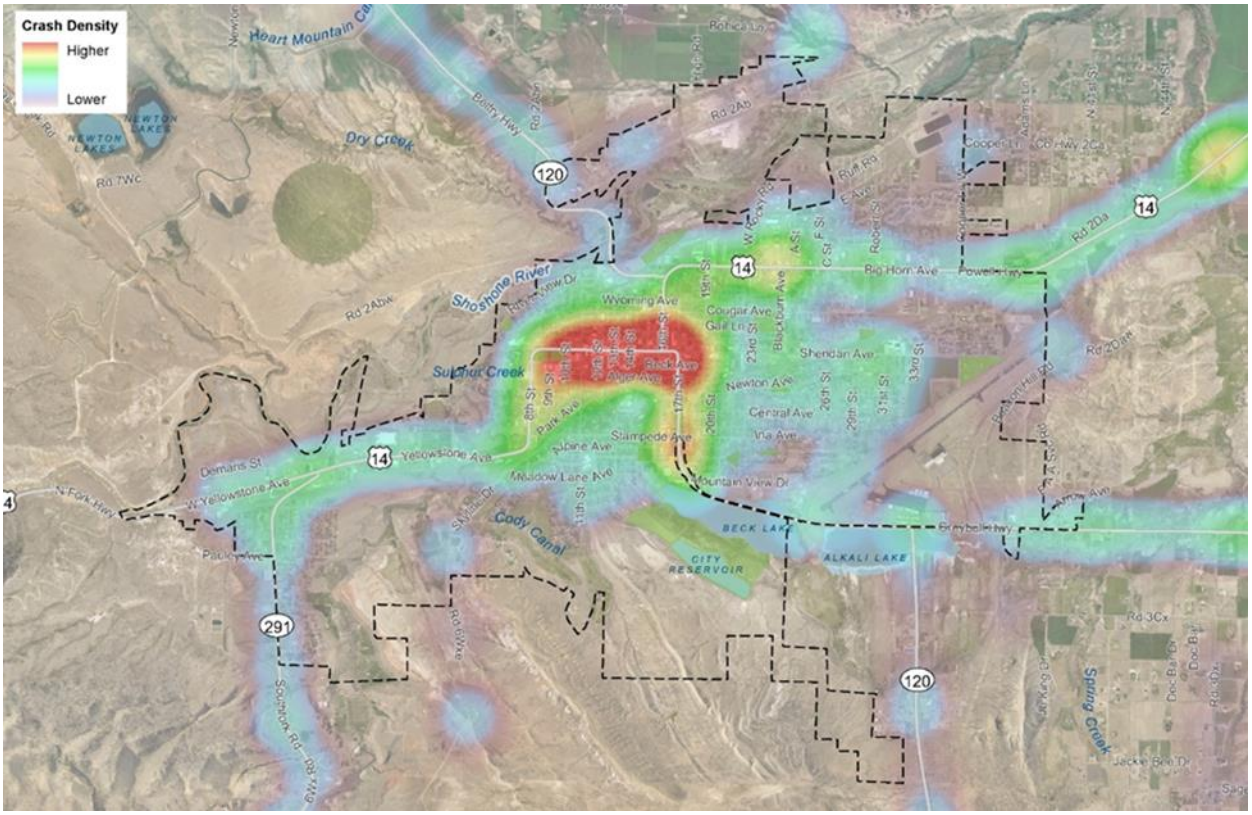


Figure 49. Crash Density of All Types (2018-2022)

Of all crashes, 18 involved people walking or biking. All of these took place during daylight and under clear weather conditions. Road conditions were dry, except for one crash that was noted as "other." Crash severity is broken down by fatal, suspected serious injury, suspected minor injury, possible injury, property damage only, and unknown. None of these crashes resulted in a fatality; however, several did result in serious or minor injuries. Figure 50 depicts the location of these crashes and Tables 3 and 4 provide a detailed list of Cody area pedalcyclist crashes and pedestrian crashes between 2018 and 2022. The pedalcyclist crashes occurred on the roadway or shoulder and at intersections or business entrances. All the pedestrian crashes occurred on the roadway and primarily at intersections.[20]

[20] Wyoming Department of Transportation, *Segment Crash Summary Report for City of Cody (Approx. 3 Mile Radius) For the Years 2018-2022*. Crash Data (state.wy.us). Date of Data 8/25/2023.

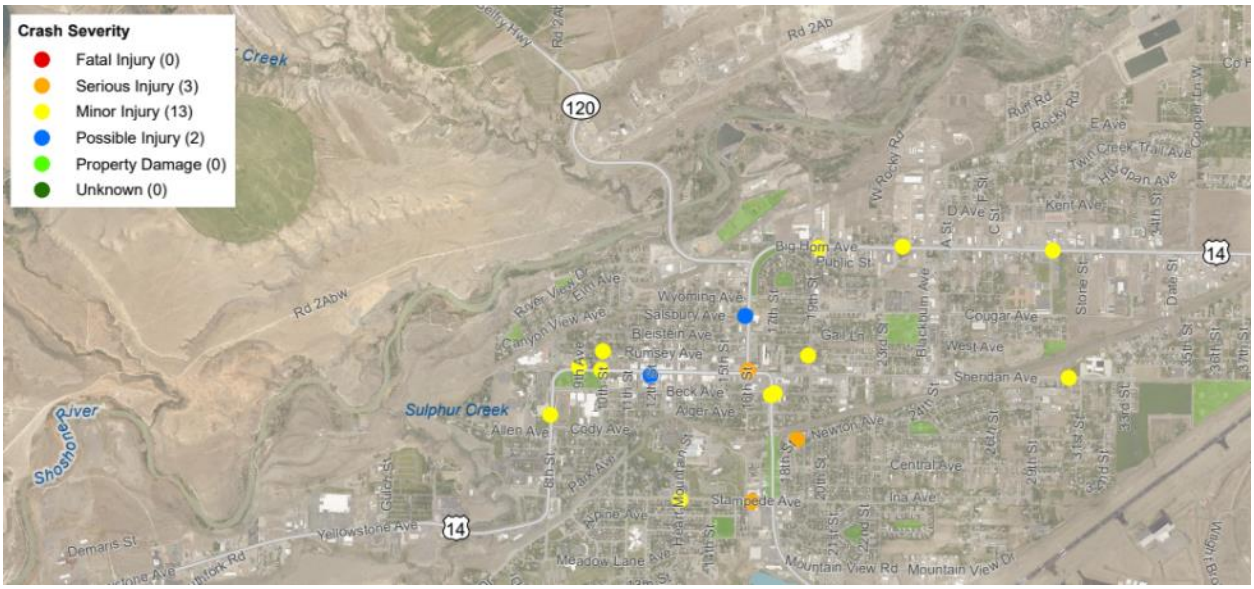


Figure 50. Non-Motorized Crash Severity (2018-2022)

Cody Area Pedalcyclist Crashes 2018-2022

Crash Street	Crash Severity	Location	Junction Relation
Sheridan Ave	Suspected Minor Injury	On Roadway	Driveway Related
9th St	Suspected Minor Injury	On Roadway	Intersection Related
Big Horn Ave | US 14A / WY 114	Suspected Minor Injury	Shoulder	Business Entrance
Big Horn Ave | US 14A / WY 114	Suspected Minor Injury	Unknown	Business Entrance
8th St | US 14 / US 16 / US 20	Suspected Minor Injury	On Roadway	Business Entrance
Stampede Ave	Suspected Minor Injury	On Roadway	Intersection Related
Salisbury Ave	Possible Injury	On Roadway	Intersection Related
16th St | US 14A / WY 114 / WY 120	Suspected Serious Injury	On Roadway	Intersection Related

Table 2. Cody Area Pedalcyclist Crashes 2018-2022

Cody Area Pedestrian Crashes 2018-2022

Crash Street	Crash Severity	Location	Junction Relation
16th St	Suspected Serious Injury	On Roadway	Intersection Related
Beck Ave	Suspected Minor Injury	On Roadway	Intersection Related
Rumsey Ave	Suspected Minor Injury	On Roadway	Intersection
12th St	Possible Injury	On Roadway	Intersection Related
Rumsey Ave	Suspected Minor Injury	On Roadway	Intersection Related
Big Horn Ave | US 14a / WY 114	Suspected Minor Injury	On Roadway	Non-Junction
Sheridan Ave | US 14 / US 16 / US 20	Suspected Minor Injury	On Roadway	Intersection Related
17th St | US 14 / US 16 / US 20 / WY 12	Suspected Minor Injury	On Roadway	Intersection
Beck Ave	Suspected Minor Injury	On Roadway	Intersection Related
18th St	Suspected Serious Injury	On Roadway	Other Non-Interchange (i.e., Bike, Snowmobile Trail, School Xing)

Table 3. Cody Area Pedestrian Crashes 2018-2022

WYDOT distributes the annual *Vulnerable Road Users Critical Crash Report*, which provides pedestrian and pedalcyclist critical crash data (fatalities and serious injury only) broken down by county and city. For the 2018 through 2022 period, Cody experienced two serious injury crashes involving pedestrians and one serious injury crash involving a pedalcyclist.[21]

[21] Wyoming Department of Transportation, *Vulnerable Road Users Critical Crash Report*, *2018-2022*. August 2023. 2018-2022 VRU Critical Crash Report.pdf (state.wy.us). Accessed 01/28/2024.

Cody Area Crash Summary 2018-2022[22]

Crash Characteristic	All Crashes	Pedestrian-Involved	Pedalcyclist-Involved
Total Crashes	1,067	10	8
Total Fatal	5	0	0
Percent Fatal	0.5%	0%	0%
Total Serious Injury Crashes	155 (202 injuries)	2	1
Total Percent Serious Injury	14.5%	20.0%	12.5%

Table 4. Cody Area Crash Summary 2018-2022

Bike Parking

Bike parking is important to provide a safe and secure location for people to lock their bikes while visiting various destinations. While some bike racks are provided in Cody, they were insufficient to meet the needs of bicyclists as evidenced by the bicycle parked by trees, against poles, in vehicular parking spaces, and along guardrails, as shown in Figure 51.

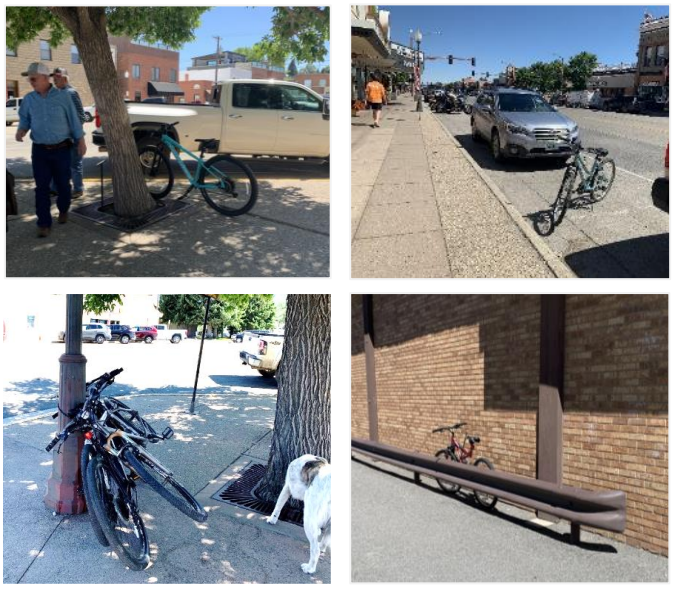


Figure 51. Bikes parked along Sheridan Avenue

Some establishments provide bicycle parking, such as the Cody Recreation Center; however, the style of bike rack provided does not adequately support the bicycle and was not secure (the rack could be pulled out of the ground), as shown in Figure 52.

Figure 52. Bikes parked at the Cody Recreation Center

[22] Harmon, Melinda. Records and Data Management Analyst, Wyoming Department of Transportation. Email. 02/08/2024. A pedestrian crash had inadvertently been miscoded as a pedalcyclist.

4. Envisioning Cody's Future

The Why Behind Active Transportation

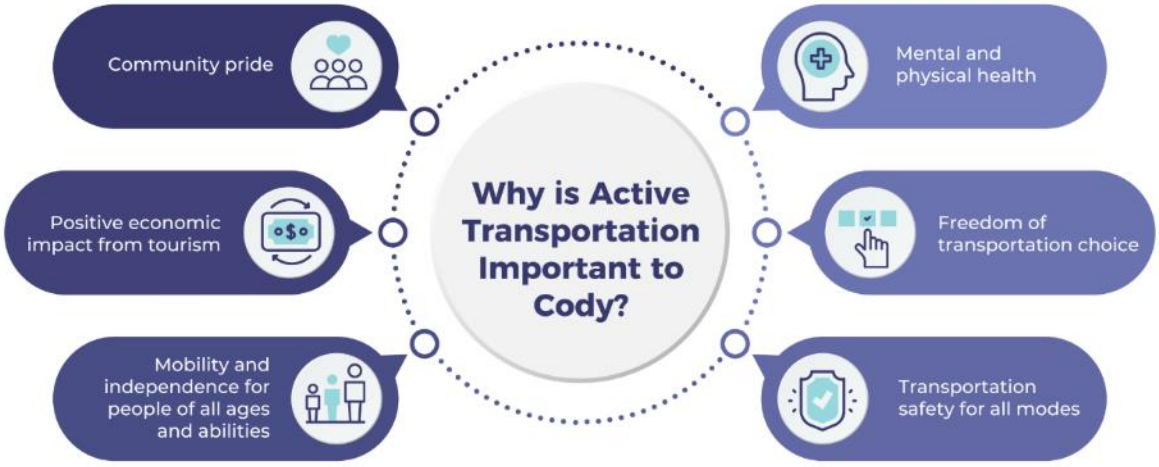


Figure 53. The Why Behind Active Transportation

At the first meeting of the Active Transportation Committee, the group completed a goal-setting activity called "Start with Why." In small groups, the committee considered why Cody needed a better active transportation user experience. The groups repeated the exercise three more times, each time asking "why?" to the reasoning they had just produced; in essence, asking "why?" four times to get to the heart of why active transportation is important.

The exercise revealed commonalities in the ATC members' reasoning that identified the benefits of active transportation illustrated in the figure above and described in the list below:

Community Pride – Robust and attractive active transportation systems lead to a general improvement in quality of life and community pride. This helps a community retain young people, attract tourism, attract business investment, and have a happier populace. In such a community, individuals can age in place, tend to be more social, and are increasingly involved in their community.

Positive Economic Impact from Tourism – Due to its western, small-town character, and proximity to Yellowstone National Park, Cody is a popular tourist destination.

Mobility and Independence for People of All Ages and Abilities – People of all ages and abilities can move around their community independently and with dignity.

Mental and Physical Health – Active transportation is good for people's mental and physical health. The moderate exercise that active transportation makes possible contributes to reduced rates of heart disease, diabetes, and bone disease. Exercise, particularly outdoor exercise, is also a huge boon to mental health. Communities reducing their total vehicle-miles traveled also reduces noise and emissions pollution.

Freedom of Transportation Choice – A complete active transportation system allows individuals to choose the transportation mode that suits their needs or desires. People who want to enjoy the outdoors in any season can do so as part of their daily transportation, and people who choose to or must drive will have fewer motorists to contend with as others replace some car trips with active transportation trips.

Transportation Safety for All Modes – All groups recognized that improved safety for active transportation users leads to improved safety for all street users. Because a high-quality active transportation system separates users in time and space where vehicular speeds are high and uses street design to encourage motorists to travel at safer speeds where users must share or cross each other's paths, crashes are reduced for all users.

Vision Statement

The ATC discussed the key values and sentiments that they wanted to be sure were presented in the vision statement. First was "freedom." The concept of freedom is highly regarded in the community and can be applied to the option to bike, walk, or drive around the community safely. Next, the ATC wanted the vision statement to reflect all modes of transportation as viable, such that motorized travel should be included and accommodated along with biking and walking. Safety and handicap accessibility were both identified as important qualities for the transportation system.

CODY'S ACTIVE TRANSPORTATION VISION:

Cody offers the freedom for everyone
to move around the community
on safe and accessible
sidewalks, pathways, and roadways.

Goal Statements

The ATC and planning team evaluated the public engagement results from the online survey and the first open house. These goals were developed upon review of those results, consideration of the "whys" behind active transportation, and discussion with the ATC. There are two overall goals: 1) create a connected active transportation network; and 2) implement the best facility type for each corridor or crossing. To further clarify these goals, they are supported by subgoals as shown in Figure 54.

Goal 1

Create a Connected Active Transportation Network

Safe Mobility for All
Create safe and accessible walking and biking routes to schools, parks, and businesses.

Recreational Opportunities
Develop connected recreati onal routes for biking, walking, running and horseback riding.

Tourist Destination
Complete development of the U.S. Bike Route through Cody and the region.

Goal 2

Implement the Best Facility Type for Each Corridor or Crossing

Vibrant Downtown
Create a welcoming and comfortable downtown atmosphere for residents and tourists by accommodating all modes.

All Abilities
Upgrade infrastructure to achieve ADA compliance to create equitable access for people with mobility challenges.

Comfortable Design
Target accommodation for the "interested but concerned" population when making active transportation design decisions.

Maintenance
Design pathways and walkways for longevity and ease of maintenance.

Figure 54. Cody's Active Transportation Goals and Subgoals

Proposed Active Transportation Network

The proposed active transportation network was developed based upon the analysis of existing conditions and input from the community. Residents identified routes and crossings that needed to be improved to meet their daily transportation and recreational needs. The planning team evaluated each of these routes to determine a type of facility that would improve conditions for biking and walking, such as shared lane markings or a buffered bike lane. These recommendations were made based upon the existing conditions of the roadway including the posted speed, traffic volume, number of travel lanes, presence and use of on-street parking, frequency of driveways, and adjacent land uses. Additionally, areas within a quarter mile of parks and schools warrant the highest quality of facilities due to the likelihood of children walking or biking in those areas, potentially without an adult chaperone. Finally, some additional active transportation routes were added to ensure connectivity of the network. The resulting map is shown in Figure 55.

The table below summarizes the approximate existing and proposed mileage of each type of facility within the city limits of Cody. Additional mileage is existing and proposed outside of the city limits.

Active Transportation Facility Mileage in Cody

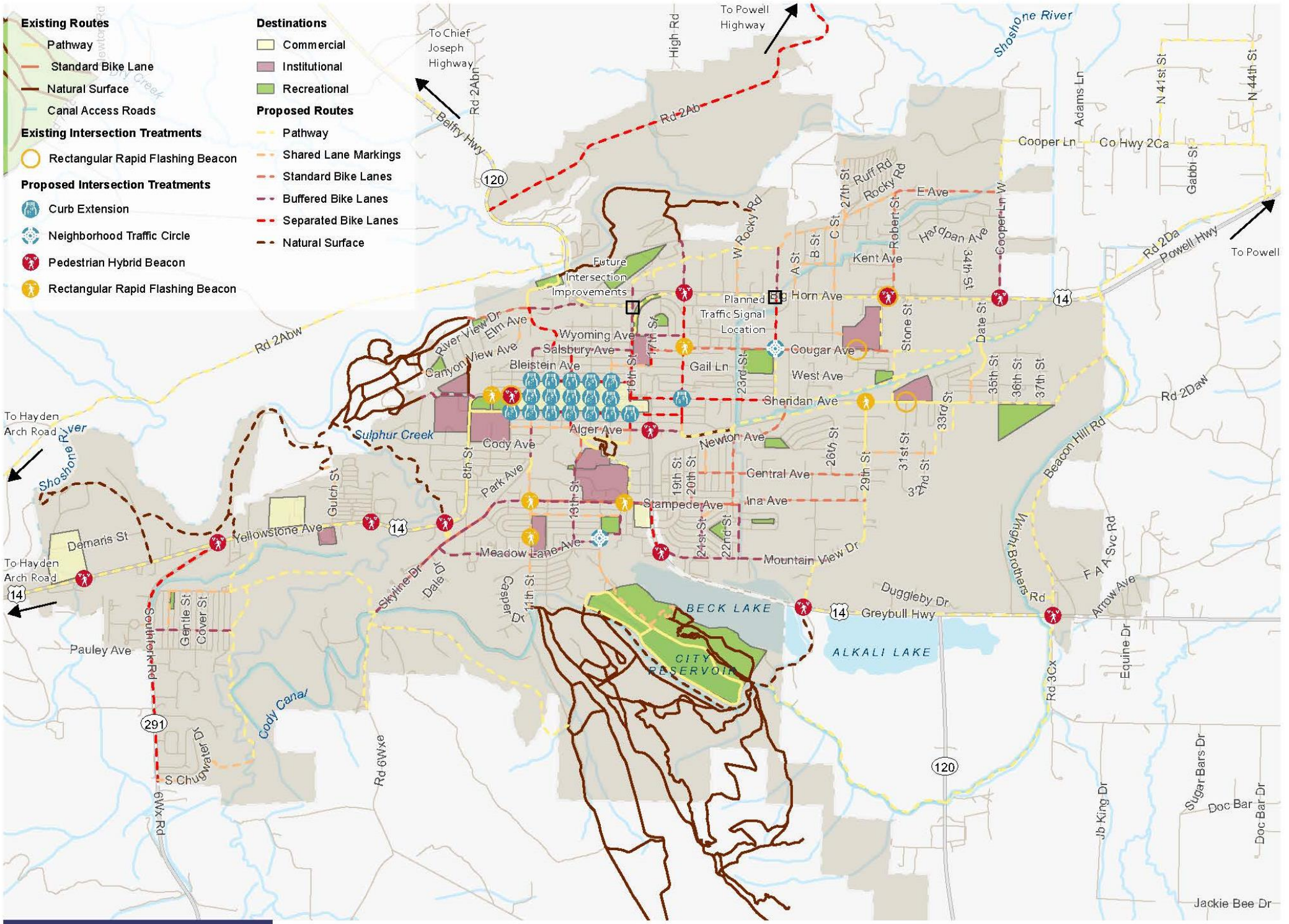
Facility Type	Existing Mileage	Proposed Mileage	Total
Pathways	5.0	16.8	21.8
Shared Lane Markings	0	7.7	7.7
Standard Bike Lanes	1.7	5.3	7.0
Buffered Bike Lanes	0	7.7	7.7
Separated Bike Lanes	0	7.2	2
Natural Surface Trails	13.1	4.1	17.2
Total	19.8	49.0	68.8

Table 5. Active Transportation Mileage in Cody

Sidewalk gaps were not identified in the proposed network map since they were numerous throughout the community. Generally, sidewalks should be present on both sides of all streets where people will be walking. A proposed sidewalk policy is presented in Chapter 6.

This map is a long-term vision for the future active transportation network. Some routes might change over time as other opportunities arise or land uses change. Additionally, some routes are proposed on private property and would require the voluntary participation of the property owners to move forward. Changes to the network map are anticipated and acceptable provided that the proposed change continues to fulfill the vision and goals of this plan and complies with then-current best practices for biking and walking facility design. Any changes to the vision, goals, or proposed network map should go through a public process for review.

The map includes icons for proposed crossing treatments including rectangular rapid flashing beacons, pedestrian hybrid beacons, curb extensions, and neighborhood traffic circles. These locations are areas recommended for further study. Some crossings or intersections will take priority over others. For example, curb extensions are a priority for the intersection of 10th Street and Beck Avenue due to this crossing connecting to Cody High School. Beck and 13th Street is also a priority due to its connection between downtown and the Cody Recreation Center.



CODY ACTIVE TRANSPORTATION PLAN 2024 THAT >>> >>OTHER PROJECT

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CODY ACTIVE TRANSPORTATION PLAN 2024

Proposed Network

CODY, WYOMING

5. Designing a Safe Active Transportation Network

The Safe System Approach

The Safe System Approach to traffic safety aims to eliminate fatal and serious injuries for all road users, including people walking, bicycling, and using other forms of active transportation. This approach is the U.S. Department of Transportation's guiding paradigm to roadway safety.[23] When seeking federal funding for active transportation projects, the applicant should be able to identify the project's characteristics that adhere to the safe system approach.

The outer ring of the graphic shown in Figure 56 are the Safe System Approach principles. Essentially, the principles indicate that we should expect humans to make mistakes when using the transportation system and those mistakes can be life-altering or deadly; therefore, the transportation system should be designed and managed with multiple elements that minimize the consequences of those mistakes.

The inner ring of the graphic are the Safe System Approach elements. When each of these elements are in place, our transportation system exhibits the redundancy (i.e., layers of improvement related to user behavior, infrastructure design and operation, vehicle design, and emergency response) necessary to establish a safer transportation network for all users.

Figure 56. Safe System Approach, FHWA

When to Mix, When to Separate? - The greater the vehicle speed, the greater the physical separation needed for people walking and biking. A shared street environment, where users are mixed, can be created for people walking, biking, and driving when target speeds are below 20 mph. In areas where vehicles travel faster, people walking and biking should be separated and protected from the

[23] U.S. Department of Transportation, What Is a Safe System Approach? | US Department of Transportation. October 13, 2022. Accessed 01/29/2024.

vehicular traffic. The risk of death to a person who is hit by a vehicle rises exponentially as the speed of the vehicle increases, as depicted in Figure 57.[24]

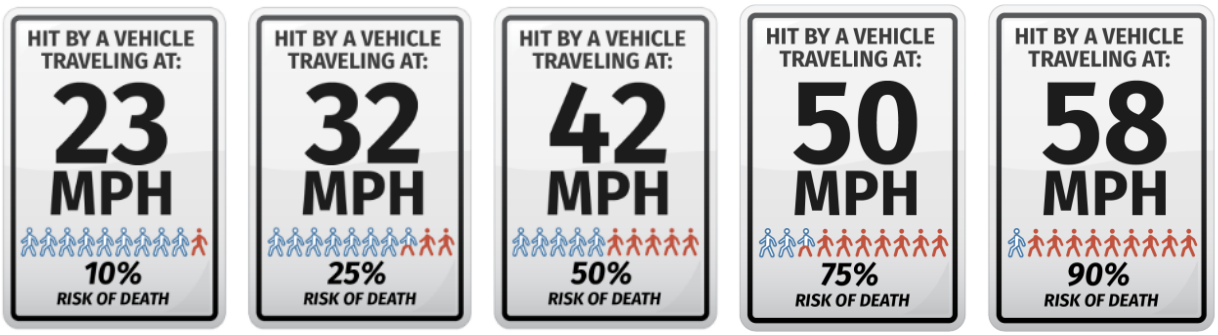

Figure 57. Increased Risk of Death by Speed, Source: USDOT Pedestrian Safety Action Plan

Survey Responses Related to Safety - According to the public survey, safety and lack of infrastructure (which improves safety) were major obstacles for many people who wanted to walk and bike more often. Specifically, the lack of sidewalks, bike lanes, and off-street paths and the lack of safe crossings were two of the top three concerns. When added together, this totaled 44 percent of the public's concern.

These concerns can be addressed with improved infrastructure following the Safe System Approach. The other obstacle in the top three was the amount of traffic and behavior of people driving. Driving behavior can also be partially addressed with infrastructure by designing streets that require motorists to slow down where pedestrians are present and reducing potential conflict points between modes.

Design Guidance

The planning team consulted several design manuals and guides in the process of developing the active transportation infrastructure proposed in this document.

- *Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways*, published by the Federal Highway Administration. The MUTCD provides the standards for traffic control devices in the United States, this includes pavement markings, signage, and signals.[25]

[24] Tefft, B.C., *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*. September 2011. AAA Foundation for Traffic Safety. Impact Speed and a Pedestrian's Risk of Severe Injury or Death - AAA Foundation for Traffic Safety. Accessed 01/08/2024.
[25] Federal Highway Administration, *Manual on Uniform Traffic Control Devices for Streets and Highways, 11th Edition*. December 2023. Manual on Uniform Traffic Control Devices (MUTCD) - FHWA (dot.gov).

- *Urban Bikeway Design Guide*, National Association of City Transportation Officials (NACTO).[26] NACTO provides innovative and updated guidance on best practice design for active transportation.
- *Small Town and Rural Multimodal Networks*, published by the Federal Highway Administration.[27] This small-town guide provides active transportation solutions adapted to rural areas.

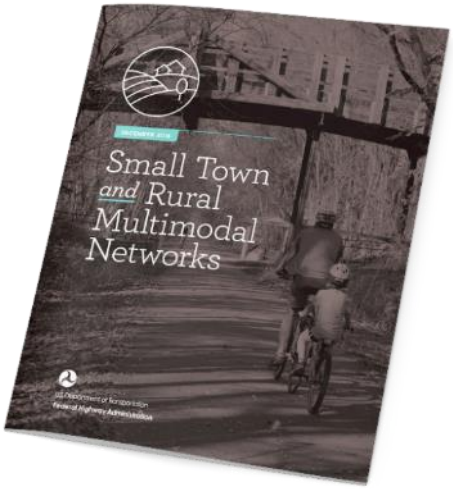

Figure 58. Small Town and Rural Multimodal Networks

People biking are the flexible mode in the transportation system in terms of where they belong. They sometimes belong with people walking, they sometimes belong in their own space, and they sometimes belong with people driving. This is why one facility type does not fit across the entire transportation network.

Figure 59. Where do bikes belong?

Factoring horses into the mix brings new concerns. People biking and hiking are likely attracted to the same routes as people riding horses. Etiquette related to yielding should be in place to promote safety for all users.

[26] National Association of City Transportation Officials, *Urban Bikeway Design Guide*. Urban Bikeway Design Guide | National Association of City Transportation Officials (nacto.org)
[27] Federal Highway Administration, *Small Town and Rural Multimodal Networks*. December 2016. Home - Rural Design Guide.

For horse trail design, the *Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds* provides a thorough description of design scenarios. Chapter 3 of this design guidebook focuses on areas where horse trails share or parallel trails or pathways used by people biking or walking.[28]

Active Transportation Toolbox

The design guidance documents above provide an array of treatments that can be used for biking and walking. Tables 6 and 7 present some of the tools that can be found in the guidance documents which are recommended in Cody for routes and for crossings. These toolboxes are not exhaustive of all the available tools, but rather, they are key tools that can be used to start to make a significant improvement in active transportation safety, connectivity, and level of user comfort in Cody. As projects move forward, additional tools provided in current guidance documents may also be considered.

Active Transportation Routes

Figure 60 depicts an FHWA chart with general volume and speed guidance on where different types of bicycle facilities should be used to improve safety.[29] Note that the transition from one type of facility to another type is a fuzzy line rather than a hard cutoff and engineering judgement and types of users expected to use the facility should be considered. When available, prevailing speed should be used rather than posted speed. Table 6 below provides additional guidance and description of these facilities, based upon the "Contextual Guidance for

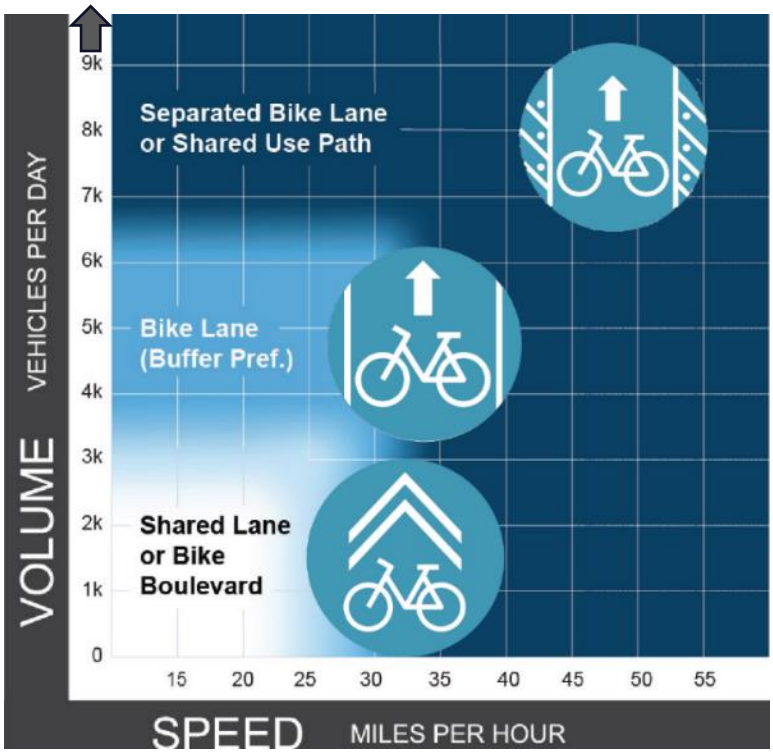

Figure 60. Bikeway Selection Guide, Source: FHWA

[28] Hancock Resources LLC, and Forest Service, U.S. Department of Agriculture. *Equestrian Desing Guidebook for Trails, Trailheads, and Campgrounds*. Federal Highway Administration. December 2007. 0723-2816-MTDC: Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds, index (usda.gov).

[29] Schultheiss, Bill, et. al., *Bikeway Selection Guide*, FHWA. February 2019. Bikeway Selection Guide (dot.gov). Accessed 01/31/2024.

Selecting All Ages & Abilities Bikeways" provided in the *Urban Bikeway Design Guide*.[30]

Facility Toolbox for Routes

Treatment	Description
Shared Lane Markings 	• May be suitable for streets with up to 1,500 vehicles per day and speeds up to 25 mph. • Indicate where bicyclists and automobiles share travel lanes. The markings indicate proper bicycle positioning within the travel lane. • May serve as directional or wayfinding guidance between bicycle lanes and pathways. • Provide no protection to cyclists. • Require maintenance to remain visible. • Should be accompanied by "Bikes Allowed Use of Full Lane" MUTCD signage.
Standard Bike Lanes 	• May be suitable for streets with up to 3,000 vehicles per day and speeds up to 25 mph. • Create a visual distinction between the vehicular travel lane and the bicycle lane. • Provide no physical protection. • Require maintenance to remain visible. • Green paint may be used to call attention to conflict areas such as bike lanes through intersections or across driveways. • Should be accompanied by "Bike Lane" MUTCD signage.

[30] National Association of City Transportation Officials, *Urban Bikeway Design Guide*. Choosing an All Ages & Abilities Bicycle Facility | National Association of City Transportation Officials (nacto.org). Accessed 02/08/2024.

Buffered Bike Lanes 	• May be suitable for streets with up to 6,000 cars per day and speeds up to 25 mph. • Adds a painted 2' to 3' buffer between the bike lane and travel lane. May also add a buffer between parked cars and the bike lane. • Should be accompanied by "Bike Lane" MUTCD signage.
Separated Bike Lanes  	• May be suitable for streets of any traffic volume or speed. • Adds a vertical element into the buffer space to improve level of comfort. • Vertical element may be a flexible delineator, low curb, concrete barriers, planters, or a customized structure. Parked cars can also serve as a vertical element. Wider and more significant separation is preferred along routes with higher speed traffic. • Must be designed to obviously deter vehicles from entering. • Should be accompanied by "Bike Lane" MUTCD signage.

[31]

[31] City of Boulder, Boulder Installs Protected Bike Lane Infrastructure New to the U.S. | City of Boulder (bouldercolorado.gov). October 24, 2023. Accessed 01/30/2024.

Natural Surface Trails 	• Planned for recreation rather than transportation. • Unpaved surface requires maintenance to address erosion. • May be unusable in certain weather due to hazards or to prevent trail damage.
Shared Use Paths/Pathways 	• May be paved or unpaved, with a firm, slip-resistant surface. • Pathways have shared uses (walking and bicycling) and bidirectional travel, so they need at least 8' of width, with 10' preferred. • All pathways must be ADA-compliant.
Sidewalks 	• Preferred minimum width of 5' or more with option for 4' in constrained locations only. A 6' wide sidewalk will allow sufficient width for two people to walk side-by-side. Wider sidewalks are appropriate for high-use locations such as near schools and parks. • All sidewalks must be ADA-compliant. • Parallel a street either attached the curb or separated from the curb with a buffer/boulevard. • In most locations, sidewalks should be constructed at least 5' from the roadway to provide a buffer in the case of an uncontrolled vehicle leaving the roadway.[32] This also allows room for street signage, snow storage, utilities, and landscaping.

Table 6. Facility Toolbox for Routes

[32] Federal Highway Administration, *FHWA Course on Bicycle and Pedestrian Transportation,* "Chapter 13: Walkways, Sidewalks, and Public Spaces." 2006. FHWA Course on Bicycle and Pedestrian Transportation | FHWA (dot.gov)

Angle parking is another consideration along active transportation routes. If motorists are backing out into the travel lane, they may have difficulty seeing a bicyclist that is in the roadway.
Bicycle lanes should never be placed along the edge of back-out angle parking. An alternative to back-out angle parking is front-out angle parking. This improves visibility of both vehicles and bicyclists that might be in the roadway. While some motorists may be hesitant to back into an angle parking space, after a little practice it proves to be easier than parallel parking.

Figure 61. Front-out angle parking

Active Transportation Crossings

Intersections and other crossings present conflict points for all users of the transportation system. Designing intersections that call attention to people walking or biking and separate different modes can reduce conflict points and improve safety. The table below depicts a few methods for improving both standard intersections and midblock crossings.

Facility Toolbox for Crossings

Treatment	Description
High Visibility Crosswalk Markings 	• Indicates where pedestrians will be crossing in a street at an intersection or mid-block location. • Crosswalk signage is also needed at mid-block locations or uncontrolled intersections. • Continental style, “ladder,” markings are high-visibility and should be used on all routes to schools, parks, downtown, mid-block crossings, and other high use areas.

Rectangular Rapid Flashing Beacons 	• Flashing lights added to crosswalk signage. • Call motorists' attention to people entering the crosswalk. • Improves motorist yielding rate to pedestrians. • Addition of overhead sign can improve visibility.
Pedestrian Hybrid Beacon 	• Allows pedestrians to safely cross the street by actuating a yellow and then red signal for motorists. When not in use, the signal remains dark. • May be suitable at mid-block or uncontrolled intersections. The MUTCD provides warrants for when these devices should be installed. WYDOT requires the crossing to meet MUTCD warrants for installation on state highways. • Most useful for crossing multi-lane roadways.
Curb Extensions 	• Slows vehicle turning speeds. • Reduces pedestrian crossing distances. • Improves visibility of pedestrians and motorists.
Neighborhood Traffic Circle 	• Used on neighborhood streets and low-volume, low-speed collector streets. • Reduces speed through minor intersections.

Table 7. Facility Toolbox for Crossings

6. Implementation

Infrastructure Priorities

The proposed active transportation network may take decades to implement. It's important to identify which elements of the network are most important to prioritize to focus initial implementation efforts.

Communities identify their infrastructure priorities based upon multiple factors. First and foremost is safety. Other considerations include compliance with the Americans with Disabilities Act (ADA), public demand, network connectivity and access, site suitability/difficulty, outside funding, and related construction projects. Prioritization can be complicated by projects in which characteristics conflict on priority, such as a safety issue that is difficult and costly to resolve. Because these characteristics may change over time, priorities can also change over time and should be reassessed as contributing factors change. Please refer to Figure 63 for more information.

A dot voting exercise was used at Open House #2 to gauge community priorities for active transportation. The items in the list were chosen based on prior engagement efforts noting these elements as important to the community. Participants at the Open House were instructed to vote for four out of eight listed priorities. The priorities according to public demand were ordered as follows:

1. Create a loop pathway around the city – 35 votes
2. Develop safe routes to parks and schools – 33 votes
3. Connect neighborhoods to downtown – 24 votes
4. Create a safe route along Beacon Hill Road – 17 votes
5. Install safe crossings on Yellowstone Avenue (west strip) – 17 votes
6. Connect Southfork neighborhood to the rest of town – 14 votes
7. Develop pathways to regional destinations – 9 votes
8. Fill sidewalk/pathway gaps on Yellowstone Ave (west strip) – 8 votes

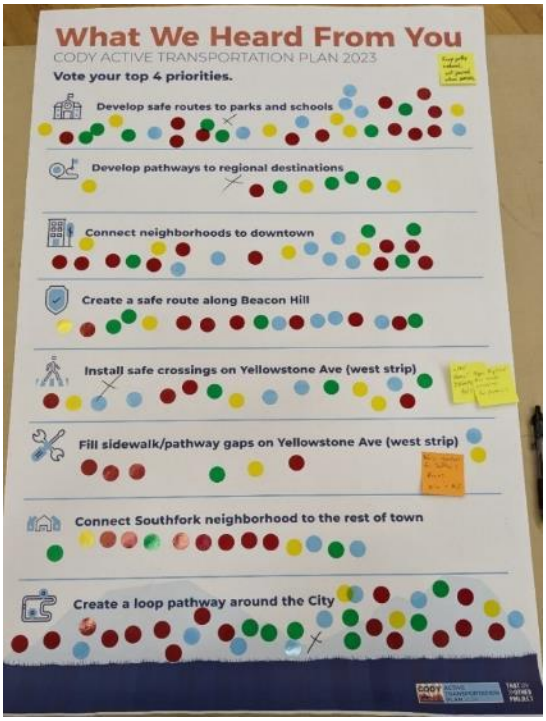

Figure 62. Project Priorities Dot Voting

Priority-Setting Considerations

Safety

If the existing conditions pose a threat to user safety during normal and compliant operations, then the project should increase in priority (e.g., non-functional signals). Interim measures may be necessary to mitigate the risk while a longer term or more complicated solution is developed.

ADA Compliance

ADA compliance is an essential, and federally-required, element of walkability. A higher priority should be assigned to projects that resolve noncompliance with the ADA.

Public Demand

The public engagement process identifies projects that are most important to the users of the active transportation system. These are related to where people actually want or need to walk or bike, how many people will be served, and the demographics of that population.

Network Connectivity and Access

These projects fill gaps in the network, connect to neighborhoods, or provide access to important destinations. A connected network is vital to a viable active transportation system.

Site Suitability/ Difficulty

Relatively easy and inexpensive projects may rise to the top of the priority list since they may be considered “low-hanging fruit” and can build momentum and support for additional projects. For more difficult and costly projects, an interim measure may be considered.

Outside Funding

If there are grant or other outside funding sources dedicated to a project, it is a priority to complete per the funding agreement.

Related Construction Project

If the project can be constructed along with a related project, or other funds are being applied as a cost-sharing measure (e.g., road reconstruction/widening with sidewalks or bike lanes), then there is an efficiency to prioritizing the project.

Figure 63. Project Priority-Setting Considerations

Preliminary Concepts

The planning team developed the following preliminary concepts for priority projects. These include the Cody Loop; Beacon Hill Road; Beck Avenue; Skyline, Stampede, and Old South Fork Road; and Yellowstone Avenue. These concepts are based upon aerial imagery and site visits. They are intended to serve as starter ideas for further evaluation.

Cody Loop – Perimeter Loop Pathway

Many residents expressed a desire to have a pathway loop around town for recreational biking, walking, and running. Such a facility should be family-friendly, with a design that is suitable for all ages and abilities. Ideally, this would be a greenway-style pathway that is fully separated from vehicular traffic. Such a pathway may be designed with a parallel natural surface trail to accommodate horseback riding. Where a separated pathway is not possible, or as an interim measure, the route could include a high-quality on-street route or shared route on a low speed and low volume street. The perimeter pathway loop should provide links to in-town destinations such as Beck Lake Park, Cody Recreation Center, Cody Rodeo, and downtown.

Challenges to this concept include changes in elevation, securing needed right-of-way, use of canal roads, and crossing state highways. Portions of the Cody Loop Trail may also serve as segments of the proposed Great American Rail-Trail. The City should coordinate with the Rails to Trails Conservancy as this alignment proceeds toward development so that the Cody Loop and the Great American Rail Trail may use the same route.

The proposed concept includes a perimeter loop with secondary options through some areas. Total mileage of the preferred loop route is approximately 15.9 miles. This route includes both proposed paved pathways and natural surface trails. To be fully accommodating of all ages and abilities, any segment that is not compliant with the ADA must have an alternative compliant route.

Connections across Greybull Highway/Highway 14/16/20 is one of the challenging aspects of this concept. If the canal access route along the Holms Lateral Ditch on the south side of Greybull Highway can be used for the pathway, then a crossing should also be installed for people biking or walking to cross Greybull Highway between Beacon Hill Road and the pathway. Current WYDOT policy does not allow pedestrian hybrid beacons to be installed on roads with speed limits above 45 mph and the highway is posted at 55 mph at this location. Additionally, the MUTCD provides warrants for pedestrian hybrid beacons that WYDOT requires to be met for installing them on state highways. Ideally, a grade-separated crossing, such as an overpass or tunnel, could be constructed to facilitate a safe crossing of the highway. A grade separated crossing presents its own challenges with additional design and construction cost and right-of-way acquisition needs.

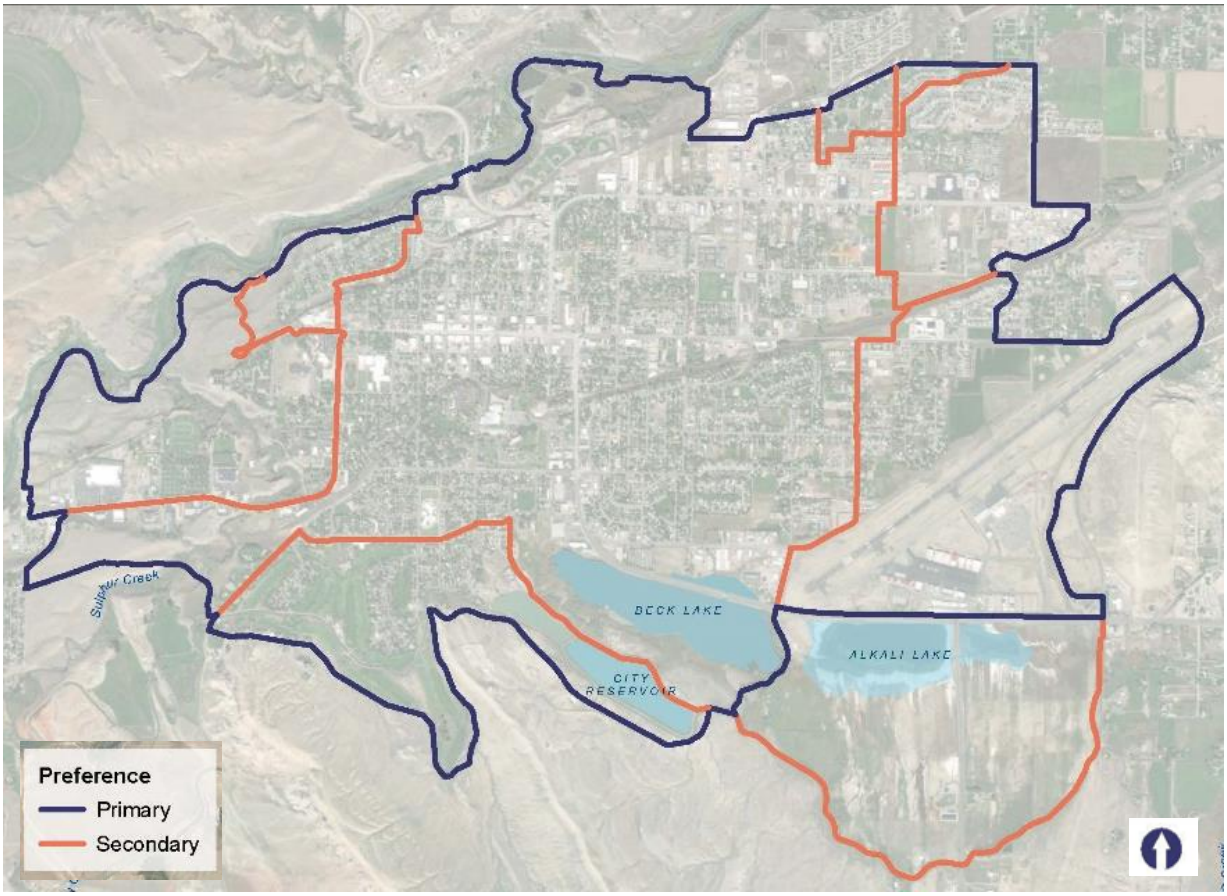

Figure 64. Cody Loop Concept

To avoid this challenge, the proposed paved pathway along the north side of the highway can provide a connection between Beacon Hill Road and Lt. Childers Street. Additionally, if the canal road cannot be used for the pathway, the paved pathway along the north side of the highway would provide the connection back to town. This is likely the more feasible option and is presented as “preferred” in the Cody Loop Trail concept.

Another pedestrian hybrid beacon is proposed at the intersection of Lt. Childers Street and Greybull Highway to provide a connection to the proposed pathway on the east side of Beck Lake. The posted speed is also 55 mph at this location and as such would not meet WYDOT’s standards for pedestrian hybrid signal installation. There are two options to consider for providing a crossing at this location. First, a grade-separated crossing should also be evaluated for cost and feasibility. Second, the speed limit currently changes to 45 mph approximately 400 feet west of the intersection as drivers enter Cody. This could benefit the pedestrian crossing location by either moving the pedestrian crossing west to the 45-mph zone or moving the 45-mph zone to east of the Lt. Childers intersection. If an at-grade crossing is implemented in this location, advance warning signage should also be installed to alert drivers traveling at high speeds.

Beacon Hill Road – Pathway

Public engagement efforts identified Beacon Hill Road as a place that people wanted to be able to safely bike. It would also serve as a portion of the Cody Loop. Beacon Hill Road provides a scenic overlook of Cody and the surrounding region. The road extends between Greybull Highway (Highway 14/16/20) on the south to Big Horn Avenue (Alt Highway 14) on the north.

Roadway Characteristics

Characteristics	Beacon Hill Road
AADT (2021)	1,565 – 3,418 (north of Sheridan Ave)
Posted Speed	40 mph
Road width (curb to curb)	~24’
Parking	No
Number of Lanes	2 with centerline
Lane Width	11’
Existing Bicycling Facility	none
Existing Pedestrian Facility	none
Recommendations	Add separated pathway on the west side. Use Wright Brothers Road on the southern portion.

Table 8. Beacon Hill Road Characteristics

Figure 65. Beacon Hill Road facing north

The proposed facility would be a paved, ten-feet-wide pathway on the west side of Beacon Hill Road that could accommodate people biking, walking, and running. The design may facilitate horseback riding parallel to the paved pathway on a natural surface trail. The preferred separation from Beacon Hill would be ten feet or more, with a minimum separation of five feet from the edge of the road.

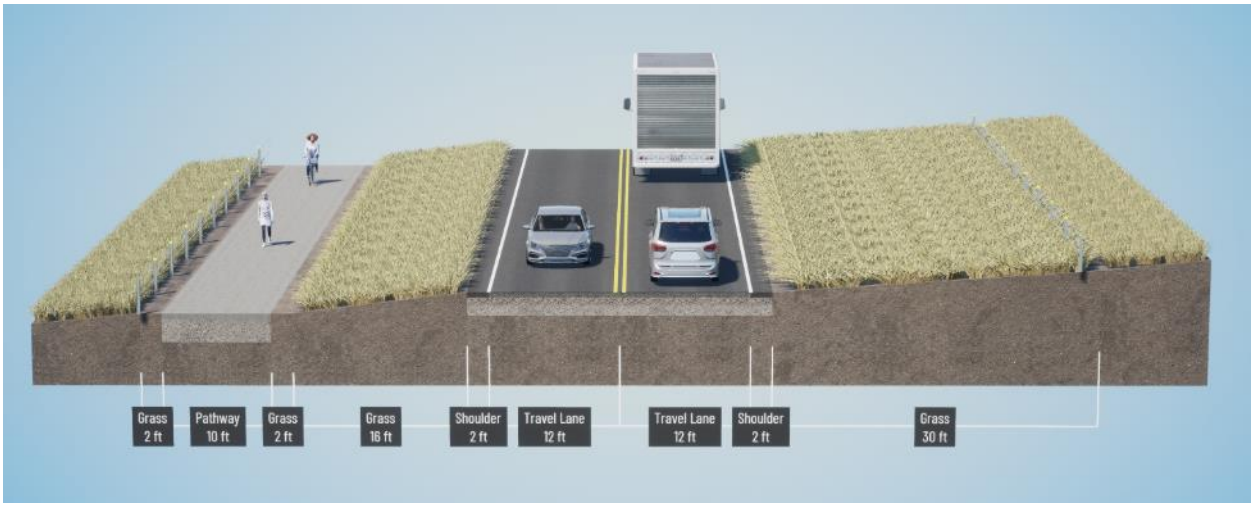

Figure 66. Proposed Typical Section of Beacon Hill Road with Paved Pathway

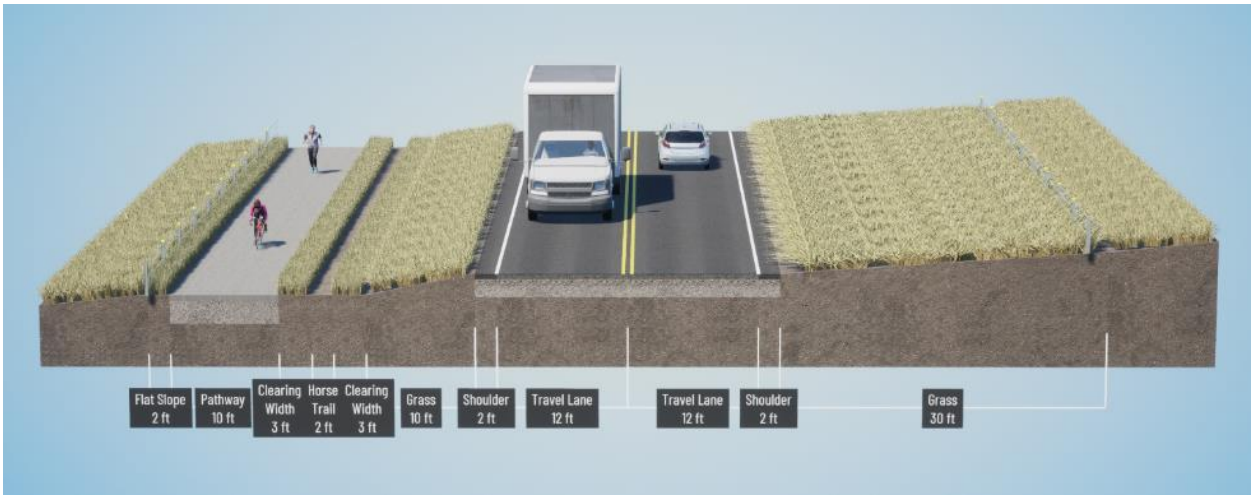

Figure 67. Proposed Typical Section of Beacon Hill Road with Paved Pathway and Horse Trail

The *Big Horn Avenue Corridor Study* presented an option of a paved pathway on the south side of Big Horn Avenue, to which the pathway along Beacon Hill Road could connect. Connecting to Sheridan Avenue in the interim would provide access to the rest of the proposed active transportation network. The *Big Horn Avenue Corridor Study* also predicted that the intersection with Beacon Hill Road may meet signal warrants in 2033 and recommended considering the development of a roundabout. Whether a roundabout or signal, the intersection could be designed to accommodate people biking and walking connecting to the north side of the highway.

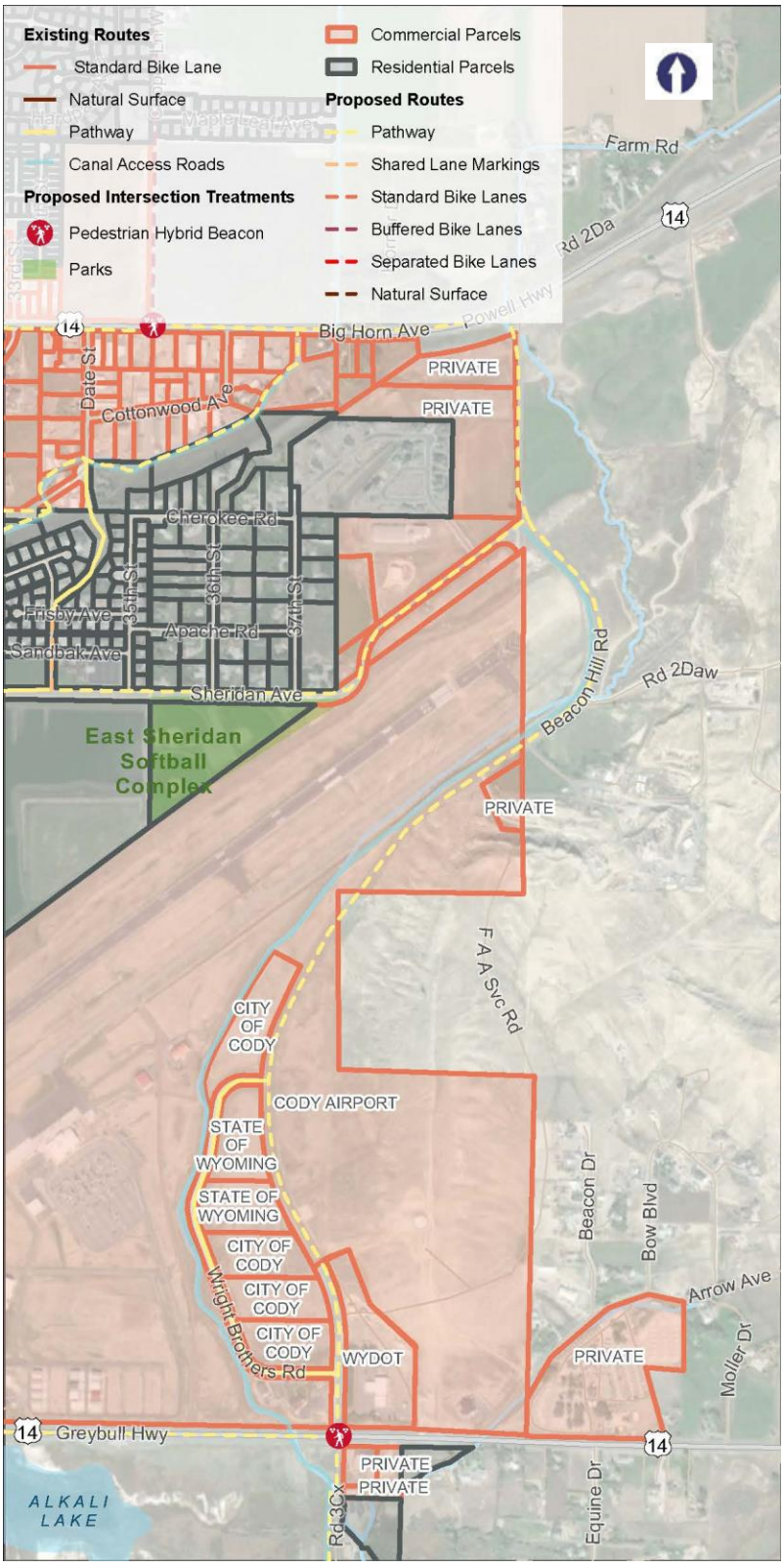

Figure 68. Beacon Hill Road Concept

Most of the property between Greybull Highway and Sheridan Avenue along the corridor is owned by the City of Cody. There are two parcels owned by Wyoming State Military and two small parcels owned by Park County. Between Sheridan Avenue and Big Horn Avenue, there are private properties planned for future development. Additional right-of-way may need to be acquired to construct the pathway in this segment.

The City of Cody and Park County are considering the idea of reconstructing Beacon Hill Road as an alternative state highway route. If this idea moves forward, the project could incorporate a separated pathway along with the highway upgrades.

Yellowstone Avenue – Re-envision and Fill Sidewalk Gap

The Active Transportation Committee and the public feedback identified Yellowstone Avenue as problematic for biking and walking. Members of the committee traveled along this corridor during the biking audit and noted that it was uncomfortable to be close to fast-moving traffic where the striped shoulder narrowed and disappeared. There are some sidewalk connections along the route, but as shown in Figures 69 and 70, walking close to fast-moving traffic is uncomfortable for the "interested but concerned" target population, including children.

Figure 69. Facing south on Yellowstone Avenue

Figure 70. Facing north on Yellowstone Avenue

This corridor is the only route to the Yellowstone National Park east entrance and experiences a lot of tourism traffic, recreational vehicles (sometimes driven by inexperienced tourists), and boat trailers. Long-distance touring bicyclists also use this route to ride to or from Yellowstone National Park and the route is noted as a segment of three existing or planned cross-country cycle touring routes as described in Chapter 3. Yellowstone Avenue is also a major commercial corridor with access to Walmart, restaurants, the Cody Rodeo, and hotels, and about 2.5 percent of the traffic is from trucks.[33] As such a significant connection, it may also serve as a portion of an alternative to the preferred Cody Loop route.

Accommodating the needs of the varied users of this corridor is challenging. A family walking to a nearby restaurant while on vacation, a truck driver trying to make a timely delivery, and a long-distance cyclist all are seeking different types of facilities. Ideally, this corridor would accommodate all of the above with:

1. Six- to ten-feet-wide sidewalks or pathways separated from the roadway by at least five feet on both sides of the road;

[33] Wyoming Department of Transportation, Interactive Transportation System Map. 2021 Traffic Data. Interactive Transportation System Map (wyoroad.info). Accessed 01/29/2024.

2. Dedicated, separated bicycle lanes at least five feet wide with a three- to five-feet-wide buffer including a curb or other vertical barrier, on both sides of the road; and
3. Vehicular travel lanes of 10-feet-wide on the inside lane and 11-feet-wide on the outside lane. To provide sufficient room for large trucks and trailers navigating the curve between Yellowstone Avenue and 8th Street, the lanes may remain 12-feet-wide through the curved segment. (WYDOT's current standard is for 12-feet-wide lanes.)
4. Additional pedestrian crossings.

Creating space for the needs of each of these users may require additional right-of-way in some areas and structural design elements where crossing Sulphur Creek or experiencing other topographic challenges. Starting with the preferred characteristics noted above, the WYDOT and the City of Cody should conduct a feasibility and value-engineering study to

Roadway Characteristics

Characteristics	Yellowstone Avenue
AADT (2021)	18,716
Posted Speed	• Yellowstone Avenue turns into 8th Street as it curves to the north. 8th Street is 30 mph. • 30 mph from 8th Street (RM 51.0 +/-) to west of Sulphur Creek (RM 50.5+/-). This includes the concept study area for the sidewalk gap. • 35 mph from west of Sulphur Creek (RM 50.5+/- to west of Southfork Road (RM 49.7 +/-) • 45 mph west of Southfork Road (RM 49.7+/-) to where the lanes reduce to from five to two (RM 48.9+/-)
Road width (curb to curb)	~64'
Parking	No
Number of Lanes	5 (including center two-way left turn lane)
Lane Width	12'
Existing Bicycling Facility	None
Existing Pedestrian Facility	5' – 6', mostly at back of curb on both sides. ~1,800' gap on south side.
Recommendations	• Fill sidewalk gap on south side with 8' pathway and 5' landscaped offset • Agree upon a typical section that could be implemented as part of a major project with federal funding or over time with redevelopment of land uses along the corridor • Install additional pedestrian crossings with traffic signals or PHBs, if warranted

Table 9. Roadway Characteristics of Yellowstone Avenue

determine which of these preferred characteristics can be achieved and which can be modified to create a corridor that is technically possible while still meeting the goals outlined in this plan. By exploring design alternatives, and engaging stakeholders, an appropriate typical section can be defined. Since this is a state highway, WYDOT retains authority on decisions related to a revised cross section.

A major re-envisioning of this corridor to safely accommodate biking and walking could be an excellent candidate for federal funding due to the numerous benefits impacting the community's health, safety, and economic well-being. Refer to the funding section for a list of federal funding opportunities.

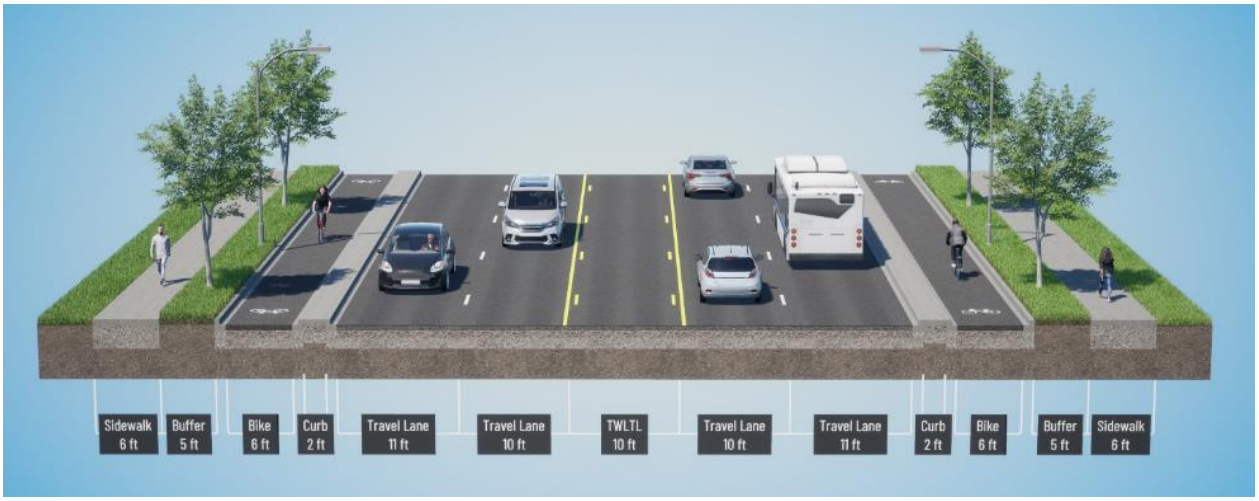

Figure 71. Yellowstone Avenue Visionary Concept with Separated Bike Lanes

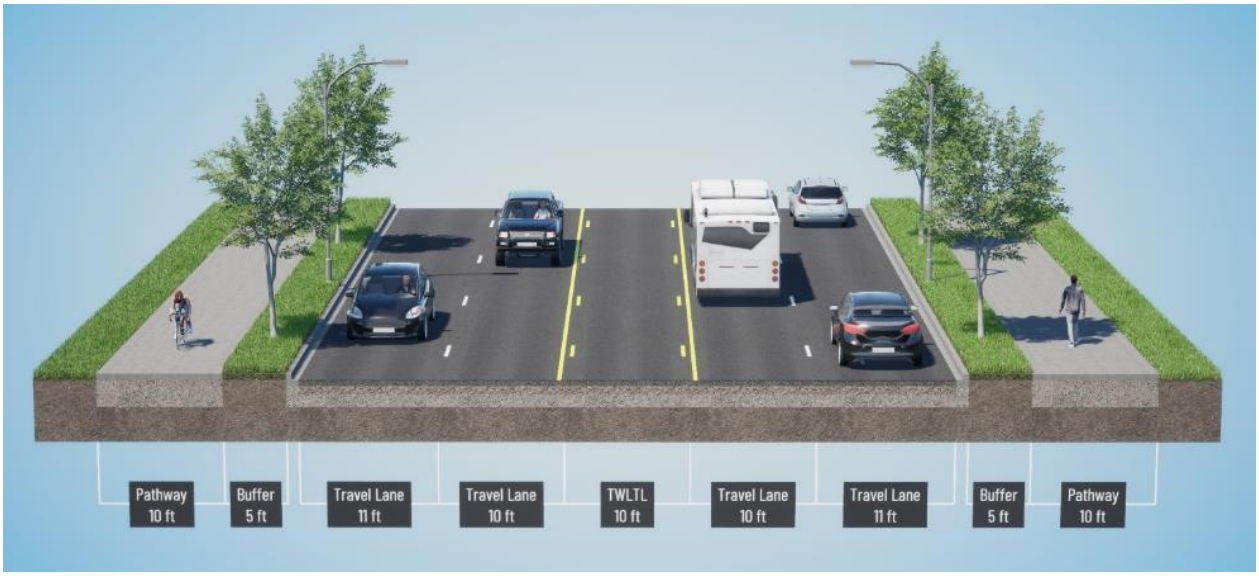

Figure 72. Yellowstone Avenue Visionary Concept with Pathways

This corridor is likely to experience redevelopment of the older land uses over time. As various sites are redeveloped, the City's land use regulations can require that the new development build the preferred walking or biking facilities (provided that such facilities can connect to existing facilities without causing any safety concerns) along with other new construction. This may create implementation in a segmented fashion, which would take many years or even decades to complete.

Since a major re-envisioning of the corridor may take more time and funding, some major concerns could be addressed in a shorter time frame. The public noted a particular concern was the gap in the sidewalk on the south side of the highway near Sulphur Creek, where people are often seen walking through the grass.

To address this sidewalk gap, between Rocky Mountain Car Wash on west and Best Western Premier Ivy Inn and Suites on east, a priority project could be to construct an eight-feet-wide sidewalk/pathway with a five-feet-wide landscape buffer, as shown in Figure 73. If possible, a ten-foot-wide paved pathway would be preferred over the eight-foot-wide concept presented. A wider path would better accommodate people biking and walking without user conflict. The narrower eight-feet-wide sidewalk/pathway was chosen for this concept due to constraints related to existing conditions including Sulphur Creek floodplain and culvert, development, and right-of-way.

The five-feet-wide buffer improves the level of comfort for people using the sidewalk by increasing the distance from vehicular traffic. The space in the buffer can also be used for street signage, snow storage, underground utilities, landscaping, or other beautification efforts.

Figure 73. Yellowstone Avenue Sidewalk Concept

On Figures 75 through 80, the white lines depict parcel boundaries. The green shaded area is a proposed landscape buffer, and the gray shaded area is the proposed wide sidewalk. Starting from the west end of the concept, the first challenge is crossing Sulphur Creek. There is a large culvert under the road and the terrain is steeply sloped from the road to the culvert. Further design work is needed to determine if the sidewalk could be constructed with regrading of the slope or if a

retaining wall might be necessary. One design option to consider is keeping the pathway lower than the roadway to potentially mitigate the need to extend the culvert or construct a retaining wall.

Figure 74. Area of Yellowstone Avenue with Sulphur Creek culvert

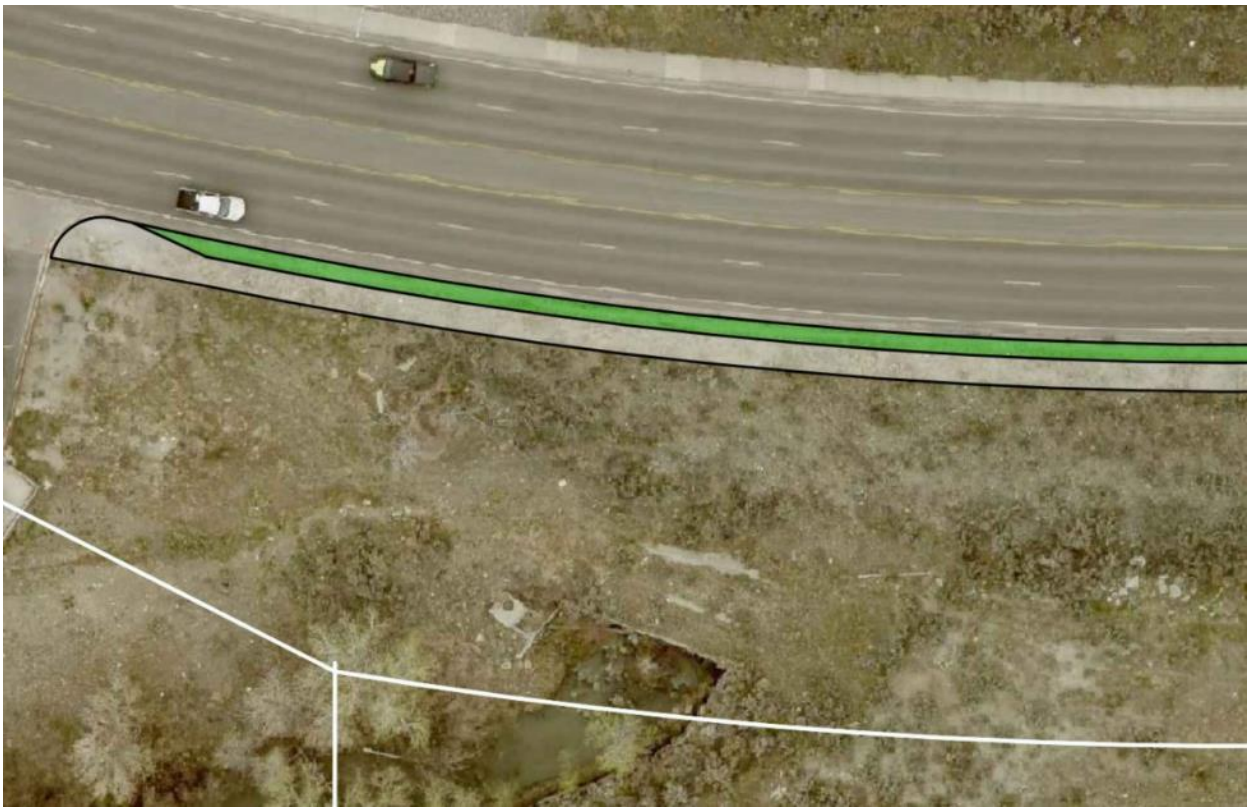

Figure 75. Yellowstone Avenue Concept near Sulphur Creek culvert

Continuing toward the east is a commercial establishment where parking is located near the edge of the highway, within the highway right-of-way. The concept design shows that there is sufficient room to shift the parking away from the highway to make room for a buffer and sidewalk. The parked vehicles would still have room to back out of the angle parking spaces.

Figure 76. Yellowstone Avenue vehicles parked in right-of-way

Figure 77. Yellowstone Avenue Concept near multi-business parcel

There is a landscaped buffer along the highway by the parcel with the Pizza Hut restaurant. Along this parcel, there is sufficient room to replace a portion of the landscaping with the sidewalk/pathway. A pedestrian crossing should be considered in this area to connect from the campground on the north side to the restaurants on the south side of Yellowstone Avenue.

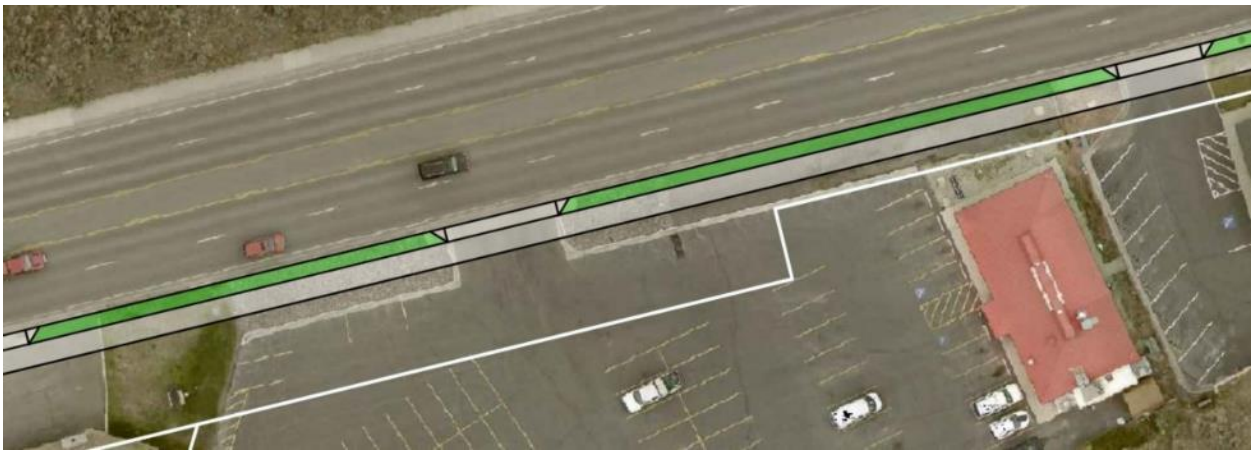

Figure 78. Yellowstone Avenue Concept near Pizza Hut

The parcel with Verizon and Raymond James has an existing narrow sidewalk at the back of the curb. The proposed wider sidewalk could tie into this existing sidewalk, but preferably it would be reconstructed to match the adjacent parcels. The conceptual layout indicates that the proposed wider sidewalk could impact the existing monument sign. This potential impact could be addressed during preliminary design.

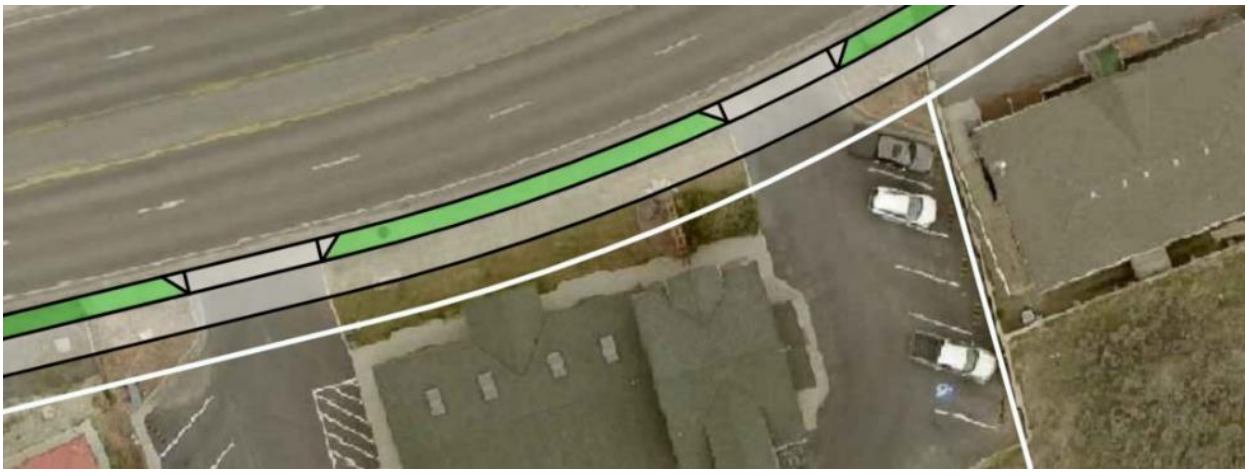

Figure 79. Yellowstone Avenue Concept near Verizon

The proposed sidewalk would continue through the parcel with Silver Sage Insurance and tie into the existing sidewalk at the Best Western Premier Ivy Inn and Suites.

Figure 80. Yellowstone Avenue Concept by Silver Sage Insurance

North of the hotel is another sidewalk gap along the east side of the street (8th Street) north to Canyon Street. However, this gap was not mentioned as problematic by the public as often as the concepted gap. This may be due to the alternative routes available that enable walking toward downtown Cody from this area, or the presence of parking lots that enable walking along the corridor. Regardless, to promote walkability in the entire corridor, this gap should also be filled in with an eight- to ten-feet-wide sidewalk.

Beck Avenue – Separated Bike Lanes

Beck Avenue between 8th Street and 17th serves as a parallel route to downtown Sheridan Avenue and connects to Cody City Park and Cody High School at the west end. It also leads directly to the Buffalo Bill Center of the West across 8th Street. It supports a mix of uses including office, commercial, event venues, and single family residential. As such, it provides a priority biking and walking route for all ages of residents and visitors.

Roadway Characteristics

Characteristics	Beck Avenue
AADT (2021)	8,757
Posted Speed	30 mph
Road width (curb to curb)	~80' from 8th to 9th St ~60' from 9th to 12th St ~75' from 12th to 14th St ~60' from 14th to 17th St
Parking	Yes – ~16' (measured perpendicularly from curb) 45-degree angle on both sides. Parking overhangs ~2' onto sidewalk.
Number of Lanes	2 with centerline
Lane Width	20'
Existing Bicycling Facility	none
Existing Pedestrian Facility	4' - 12' sidewalks, some at curb, some set back
Recommendations	• Add parking-separated bike lanes at curb (widen sidewalk in some blocks as an alternative) • Use wheel stop or posts in bike buffer area • Narrow travel lanes to 10' minimum

Table 10. Existing Characteristics of Beck Avenue

While there are sidewalks on both sides, the parked cars overhang onto the sidewalk space. Some sidewalks are larger than typical to accommodate this vehicular overhang, but others are not. There are no dedicated bicycle facilities so people biking must share the narrow sidewalk with people walking or share the vehicular space with the threat of fast-moving vehicles in the wide lanes and drivers backing out of angle parking spaces without being able to see an oncoming cyclist.

To make this route more comfortable for people walking and biking, a separated bike lane could be placed at the curb and the angle parking could be pushed closer to the street by narrowing the 20-feet-wide travel lanes.

Key design elements include:

- Curb extensions at all intersections would greatly reduce the distance that pedestrians must walk in the street.
- Continental markings on all crosswalks to enhance visibility of pedestrian crossing locations.
- Vehicular travel lanes are minimum of 10-feet-wide.

- Bike lanes are a minimum five-feet wide and may be wider if street width allows.
- Bike lane buffers may be two- to three-feet-wide if the parked vehicles do not overhang into the buffer. If the vehicles overhang into the buffer, add one and a half to two feet to the buffer area.
- Angle parking of 45 degrees with vehicular overhang requires 19.1 to 21.2 feet "row depth" or distance perpendicular to the curb, depending upon the width of the stall (9 to 10 feet) and the stall length (18 to 20 feet).[34]
- Bike lanes should be dashed through intersections and across driveways with green paint.
- Bike lanes should continue though curb extensions at intersections with the pedestrian crosswalk marked through bike lane.[35]

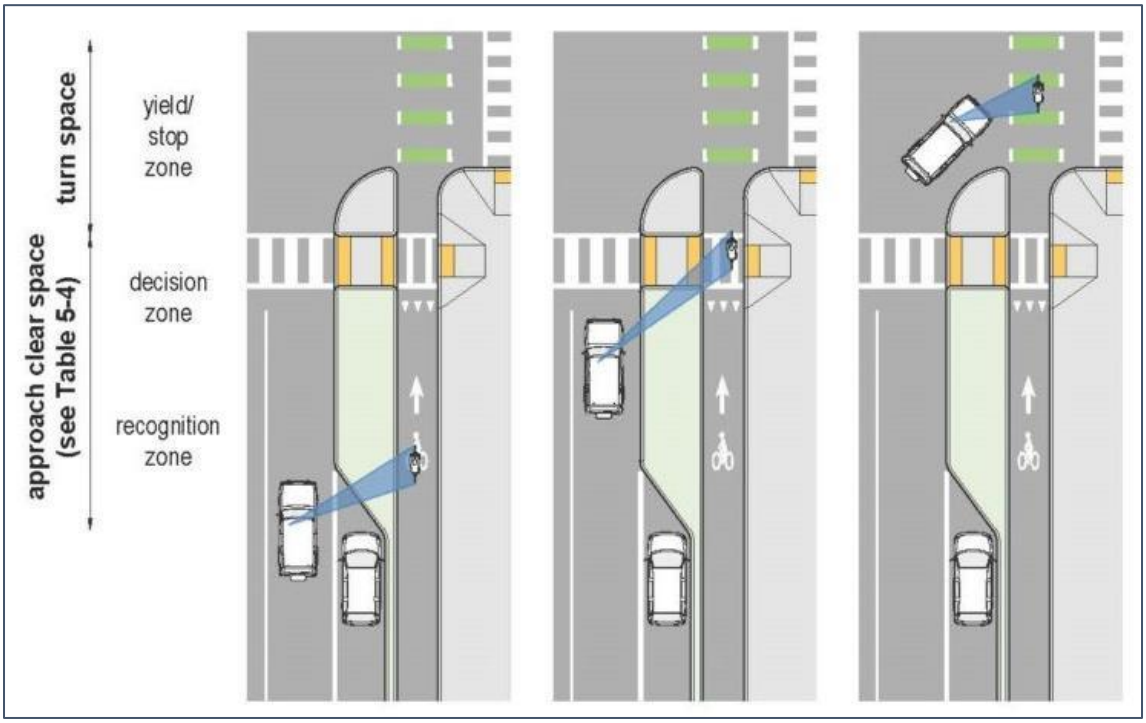

Figure 81. Separated bike lane through curb extension, Source: Update to the Guide for the Development of Bicycle Facilities

- Bike lane pavement symbols and signage must be placed at the start of each block to identify the facility for people biking.
- ADA-compliant access must be maintained across the bike lane where ADA parking is on the street.
- The narrowed travel lanes and on-street parking are design features that encourage drivers to travel at slower speeds. To accompany this change in

[34] City of Cody, *Code of Ordinances*, Title 10, Chapter 16, September 2023. 10-16-8: PARKING LOT DESIGN AND CONSTRUCTION STANDARDS: (amlegal.com). Accessed 02/03/2024.
[35] Toole Design, "AASHTO Guide for the Development of Bicycle Facilities." AASHTO Guide for the Development of Bicycle Facilities - Toole Design. Accessed 1/31/2024.

design and driver behavior, the posted speed limit should also be lowered to 20 or 25 mph. Since the existing 30 mph speed limit is set by state statute, the use of a lower speed limit would need to be supported by an engineering study.[36]

- To prevent vehicles from encroaching into the bike lane, a vertical element should be included in the buffer. This vertical element may be a continuous concrete curb (with gaps for drainage) or concrete wheel stops. These should be placed to allow vehicular overhang into the buffer, but not into the bike lane. A taller vertical element, such as a wood or wood-looking bollard, should be placed such that the vehicle's bumper may touch it but should be sturdy enough to not be knocked over by normal parking maneuvers.

Figure 82. Example of wooden bollards

Some residents asked if front-out angle parking could be considered along Beck Avenue. Front-out angle parking improves visibility for motorists as they are exiting their parking spaces, which is preferred to backing into a travel lane.[37] It also places people accessing items in their trunk closer to the curb rather than in the street.

Figure 83. Example separated bike lane with front-out angled parking, Source: SFMTA

[36] State of Wyoming, *2023 Wyoming Statutes*, Title 31, Chapter 5, Article 3. Rocket NXT (wyoleg.gov). Accessed 01/09/2024.
[37] San Francisco Municipal Transportation Agency (SFMTA), "Back-In Angled Parking Meets a Bike Lane." December 4, 2015. Back-In Angled Parking Meets a Bike Lane | SFMTA. Accessed 01/31/2024.

Front-out angle parking could be accommodated along Beck Avenue or other corridors that have angle parking. Another benefit of front-out angle parking is improved visibility of people who are biking on the street.

Since the right-of-way width and sidewalk location vary along Beck Avenue, the cross section will need to adjust to fit within the different existing conditions. Block-by-block recommendations are shown in Table 11. The bikeway may transition between a separated bike lane and a widened sidewalk throughout the corridor. Green pavement markings through the intersections can help guide cyclists to the correct location. In all cases, bikeway facilities should be provided on both sides of the street to enable cyclists to always travel in the same direction as motorized traffic.

Beck Avenue Block by Block Recommendations

Between Streets	North Side	South Side
8th – 9th	5-foot bike lane at curb, separated by angle parking and buffer	5-foot bike lane at curb, separated by angle parking and buffer
9th – 10th	The sidewalk along Cody City Park, could be widened to 12 feet rather than providing a separated bike lane. Allow 1.5 to 2 feet of the sidewalk space for vehicular overhang.	5-foot bike lane at curb, separated by angle parking and buffer
10th – 11th	5-foot bike lane at curb with buffer. Remove parking (about 7 spaces).	5-foot bike lane at curb, separated by angle parking and buffer
11th – 12th	Widen sidewalk to 10 feet in the grassed buffer between the sidewalk and the road.	5-foot bike lane at curb, separated by angle parking and buffer
12th – 14th	5-foot bike lane at curb, separated by angle parking and buffer	5-foot bike lane at curb, separated by angle parking and buffer
14th – 16th	Option 1: 5-foot bike lanes at curb, separated by angle parking and buffer Option 2: Widen sidewalks to 10 feet	Option 1: 5-foot bike lane at curb, separated by parallel parking and buffer Option 2: Widen sidewalks to 10 feet
16th – 18th	5-foot bike lane at curb, separated by angle parking	Widen sidewalk to 10 feet, parallel parking

Table 11. Beck Avenue Block-by-Block Recommendations

The City of Cody noted that Beck Avenue experiences a lot of ice accumulation during winter months and the separated bicycle facility design would inhibit the ease of ice removal. The proposed physical separation using wheel stops, a curb, or bollards between the parking lanes and the bike lane could create an obstruction for maintenance equipment and the bike lane and buffer may be too narrow for some equipment to pass through.

If the angle parking were kept at the existing curb line, but changed to front-out angle, and the speed limit were lowered to 20 or 25 mph, then some people would be comfortable biking along the road while sharing the lane with motorists, or standard bike lanes could be added rather than separated bike lanes.

Figure 84. Beck Avenue Concept

Skyline Drive, Stampede Avenue, and Old South Fork Avenue – Intersection and Bike Lane Gap

The members of the Active Transportation Committee and the public engagement process identified the three-way intersection of Skyline Drive, Stampede Avenue and old South Fork Avenue as problematic for biking and walking. This area is popular for biking and running and may serve as an alternative route of the Cody Loop.

Figure 85. Existing aerial of Skyline Drive, Stampede Avenue, and Old South Fork Avenue

Southbound motorists along old South Fork Avenue must stop when approaching the intersection. Motorists along Stampede Avenue and Skyline Drive do not have to stop.

There is an existing bike lane on southbound Skyline Drive and a parking lane along northbound Skyline Drive. There are no bike lanes along Stampede Avenue between Skyline Drive and 11th Street; however, bike lanes are present east of 11th Street, creating a gap in the bikeway network for this section. People wishing to bike north from Stampede Avenue may choose to use a narrow pathway that connects between separated segments of 11th Street on either side of the bluff.

There is no sidewalk along Skyline Drive. There is a sidewalk along the east side of old South Fork Avenue and the north side of Stampede Avenue in this segment. East of 11th Street, there is a sidewalk on the south side of Stampede Avenue, and east of 12th Street, there are sidewalks on both sides.

Skyline Drive provides a scenic view of Cody. If a safe resting place were designed into the excess space of the three-way intersection, it could serve as an overlook stopping point.

Figure 86. View from the intersection of Skyline Drive, Stampede Avenue, and Old South Fork Avenue

Roadway Characteristics

Characteristics	Skyline Drive	Stampede Ave	Old S Fork Ave
AADT (2021)	1,875	6,191 – 6,550	8,562
Posted Speed	30 mph	30 mph	Statutory 30 mph
Road width (curb to curb)	~45’	~51’ – 64’	~30’
Parking	Yes – ~9’ south side	Yes – ~8’ both sides	No
Number of Lanes	2 with centerline	3 striped	2 with centerline
Lane Width	11’	12’	12’
Existing Bicycling Facility	4’ bike lane (one side)	4’ bike lanes / gap	none
Existing Pedestrian Facility	none	Some sidewalk	Sidewalk on east side, ~6’
Recommendations	• Add buffered bike lanes (5’ lane + 2-3’ buffer) • Narrow travel lanes to 10’ • Keep parking on south/east side (9’) • Add 5’ minimum sidewalk on both sides, provide 5’ buffer on south/east side • Add RRFBs and curb extension	• Add buffered bike lanes (5’ lane + 2-3’ buffer) • Narrow travel lane to 10’ (width varies) • Add RRFBs and curb extensions at 11th Street • Keep parking on both sides • Add 5’ minimum sidewalk on south side with 5’ offset	• Use alternate route for biking • Bikes/peds use existing sidewalk or pathway to 11th Street dead end • Add marked crosswalk • Eliminate southbound free right turn to Skyline Drive (require right turn at stop sign)

Table 12. Roadway Characteristics of Skyline Drive, Stampede Avenue, and Old South Fork Road

Traffic traveling southbound along Old South Fork Road should come to the same stop sign at a perpendicular intersection with Stampede Avenue. From there, motorists may turn right to continue along Skyline Drive or left onto Stampede Avenue. This change will enable the transformation of the triangular space into a car-free overlook area. Curbs or other barriers could be constructed along the perimeter, with ADA-compliant passage, to better protect the overlook area from motorized traffic. Some additional investment with landscaping and seating in this area could create an attractive overlook resting point.

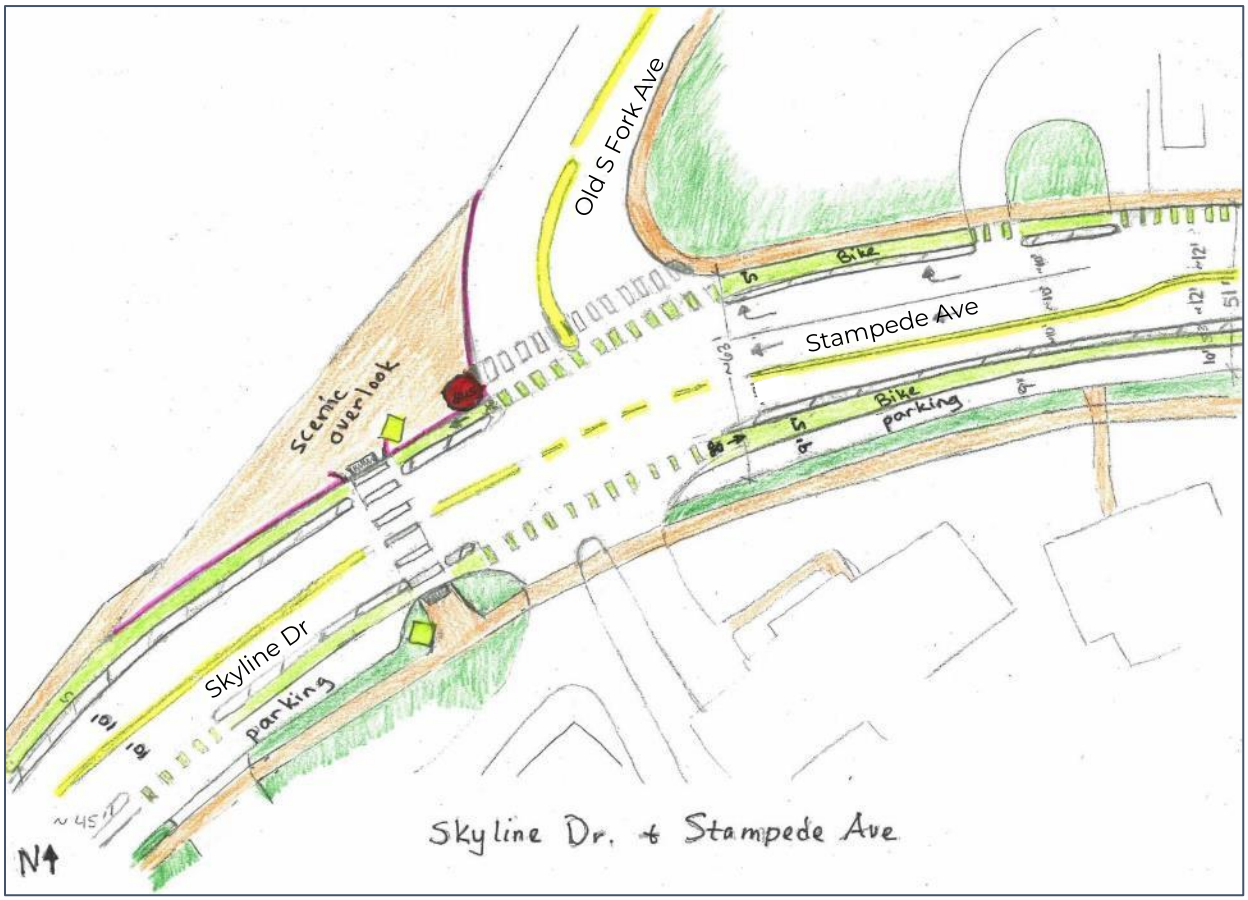

Figure 87. Concept for Intersection of Skyline Drive, Stampede Avenue, and Old South Fork Road

To improve conditions for biking and walking, the lanes on Skyline Drive and Stampede Avenue could be narrowed to make room for buffered bike lanes, as shown in Figure 87. Where bike lanes pass through intersections or in front of driveways, a dashed green lane should be painted to call attention to the potential conflict areas. Bike lanes may be painted green, but this is not required.

Ideally, a sidewalk would be added along both sides of Skyline Drive and south side of Stampede Avenue, with a five-foot offset from the parking lane to create a separated, ADA- compliant route for people to walk. Due to the bluff, providing a five-foot buffered offset on the west/north side of Skyline Drive would be difficult, so the sidewalk may be constructed at the back of the curb. In the interim, many

people may choose to walk in the buffered bike lanes or parking lane; however, these facilities would not be ADA-compliant routes.

A crosswalk could be added across Skyline Drive to connect the south side to the scenic overlook and facilitate access to Old South Fork Road. This should be accompanied by crosswalk signage and preferably RRFBs.

At the intersection of Stampede Avenue and 11th Street, the marked crosswalk should be striped perpendicularly to the roadway, creating the shortest crossing distance possible, as shown in Figure 88. To further reduce crossing distance and improve the ability for motorists to see pedestrians, curb extensions can be constructed into Stampede Avenue. This crossing can be enhanced with an RRFB. To build the sidewalk connection in the northeast corner, some right-of-way acquisition is likely to be required.

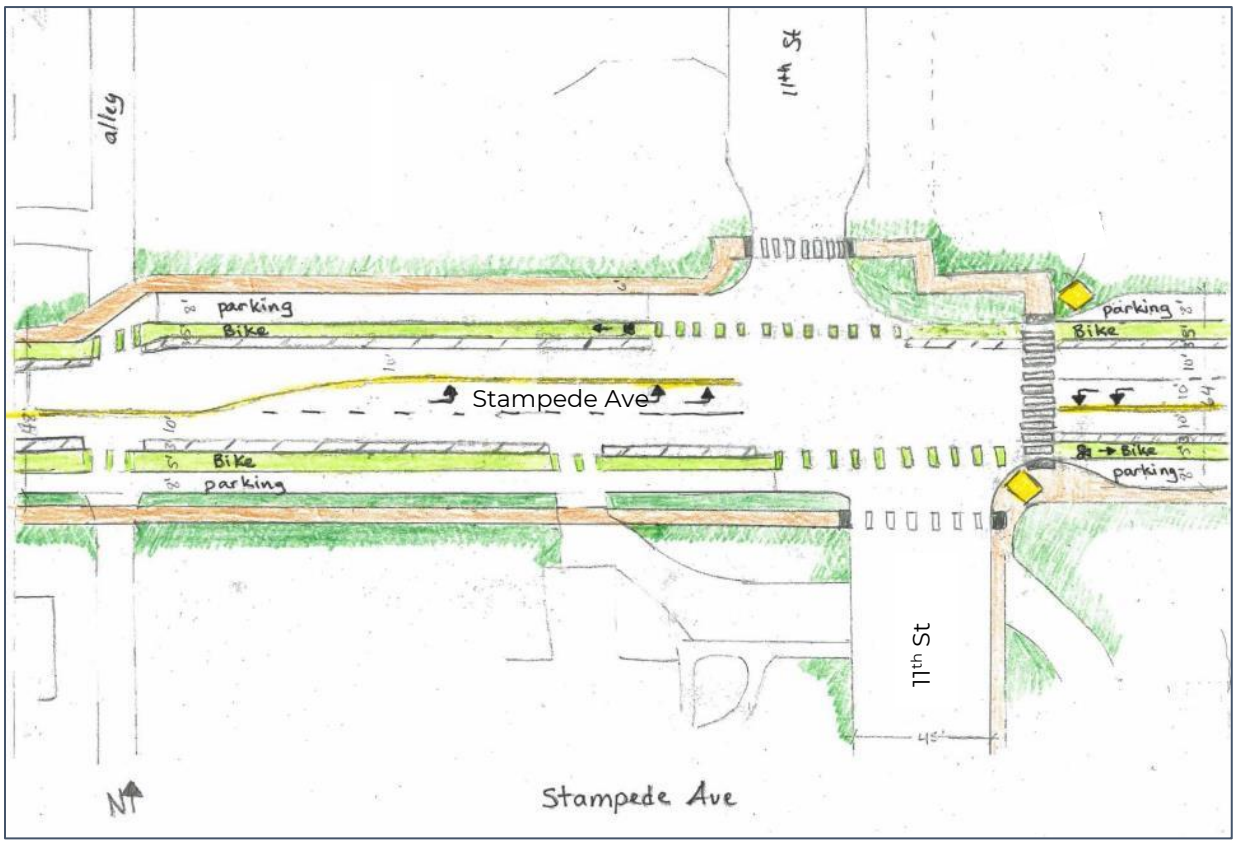

Figure 88. Concept for Stampede Avenue and Intersection with 11th Street

Funding Sources

Funding strategies are a crucial part of implementation of active transportation projects. The City of Cody and Park County should dedicate funds in their Capital Improvement Programs for construction of active transportation infrastructure. When roadway projects are planned, designed, or rehabilitated, the needs of all users should be considered and integrated into the project as appropriate, consistent with a Complete Streets Policy as described in the Administrative Recommendations section of this plan.

If local funds are insufficient, the City or County may seek additional funding through various programs offered though the State of Wyoming. Table 13 lists state programs that fund active transportation.

The Wyoming Outdoor Recreation Grant program was initiated through funds from the American Rescue Plan Act (ARPA) to fund public outdoor recreation projects that address impacts resulting from the COVID-19 pandemic. Eligible communities must be in a disproportionally impacted community, qualified census tract, or the Wind River Reservation. Cody and Park County are not eligible for these funds under the current requirements.

State of Wyoming Funding Sources

Program	Sponsor	Eligible Uses	Funding Available	Local Match	Website
Mineral Royalty Grants	Office of State Lands and Invest-ments (OSLI)	Alleviate emergency situations that threaten public health, safety, and welfare or to provide essential public services.	Not specified	25%	https://lands.wyo.gov/grants-loans/grants/mineral-royalty-grants
Transporta-tion Enterprise Account (TEA) Grants and Loans	Office of State Lands and Invest-ments (OSLI)	Transportation projects of benefit to the general public.	Not specified	Not specified	Office of State Lands and Investments - Transportation Enterprise Account Grants & Loans (wyo.gov)
Wyoming Outdoor Recreation Trust Fund	Office of Tourism	Program under development	TBD	TBD	https://wyoleg.gov/2023/Introduced/HB0074.pdf

Table 13. State of Wyoming Funding Sources

Many projects may also be eligible for federal funding, many of which are administered though state agencies. Table 14 provides a list of federal programs that may be used for active transportation projects. Federal funds trigger additional federal regulations, such as compliance with National Environmental Protection Act (NEPA) and require additional grant and construction administration needs.

State and federal funds may be mixed on the same project but check with grant program managers before planning to use multiple federal sources on a single project. Combining federal funds from different programs that are sponsored through the same agency (e.g., TAP and CMAQ) will be easier than combining federal funds provided through different agencies. Except in rare cases, federal funds cannot be used to match other federal funds.

Federal Funding Sources

Program	Sponsor	Eligible Uses	Funding Available	Local Match	Website
Recreational Trails Program (RTP)	FHWA through Wyoming State Parks, Historic Sites and Trails (SPHST)	Trail restoration, construction, improvement or maintenance; trailhead or trailside facilities and trail linkages; land lease or purchase for trail corridors; trail related safety or environmental education; and limited equipment purchase.	$1.5 M allocated to Wyoming annually	20%	https://wyoparks.wyo.gov/index.php/rtp-grant-information-trails
Land and Water Conservation Fund (LWCF)	National Park Service (NPS) through Wyoming SPHST	Projects include development and/or acquisition of public outdoor recreation lands and facilities, including bridle paths, bicycle, and pedestrian pathways and trails.	Award range: $35,000 - $450,000	50%	Wyoming State Parks, Historic Sites, & Trails - Recreation Grants

Transportation Alternatives Program (TAP)	FHWA through WYDOT	Projects that integrate modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. Funding available in 10 categories, including pedestrian and bicycle facilities and safe routes for non-drivers. May apply for two projects in one cycle if one is related to Safe Routes to School.	$4.6 M allocated to Wyoming annually Maximum award: $1M	9.51%	https://www.dot.state.wy.us/home/planning_projects/transportation_programs/transportation-alternatives.html
On-system Enhancement Projects – Transportation Enhancement Activities – State (TEAS)	FHWA through WYDOT	Projects must be within or adjacent to a State highway system route. Projects may involve provision of facilities for pedestrians and bicycles or safety and educational activities for pedestrians and bicyclists.	Not specified.	9.51%	On System Enhancement Projects (state.wy.us)
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FHWA through WYDOT	Projects and programs that reduce mobile source emissions and regional congestion on transportation networks (including bicycle and pedestrian facilities, shared micro-mobility projects including shared scooter systems, and more). Typically submitted by a county.	$2M to Wyoming for local governments	20% (overmatch is encouraged)	https://www.dot.state.wy.us/home/planning_projects/transportation_programs/congestion-mitigation-air-quality.html

Highway Safety Improvement Program (HSIP)	FHWA through WY DOT	Roadway improvements that separate motor vehicles and bicyclists, including medians, pedestrian crossing islands, protected bike lanes, and protected intersection features; pedestrian security features designed to slow or stop a motor vehicle; construction/ installation of traffic calming measures/ features; installation of grade crossing safety features; intersection safety improvements for all road users.	$3.1 B available nationally in 2024	20%	https://highways.dot.gov/safety/hsip Bipartisan Infrastructure Law - Highway Safety Improvement Program (HSIP) Fact Sheet | Federal Highway Administration (dot.gov)
Carbon Reduction Program (CRP)	FHWA through WYDOT	Projects that support the reduction of transportation emissions including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized transportation.	$42.3M in Wyoming from 2022 to 2026	10% for Wyoming	dot.state.wy.us/files/live/sites/wydot/files/shared/Planning/Carbon Reduction Strategy/CRP_Strategy_Signed_Feb_2024.pdf
Federal Lands Access Program (FLAP)	FHWA through WYDOT	Projects that provide transportation access to, are adjacent to, or within federal lands (primarily recreational sites or economic generators), including facilities for pedestrians and bicyclists.	Not specified	none	Wyoming Federal Lands Access Program | FHWA (dot.gov)
Rural Surface Transporta-tion Grant Program	FHWA	Large projects in rural areas (Cody qualifies as rural) involving highways, bridges, tunnels, high risk rural roads, including bicycle and pedestrian facilities.	$650-675M nationally Projects requesting less than $25M will be streamlined	20%	The Rural Surface Transportation Grant Program | US Department of Transportation

Safe Streets and Roads for All (SS4A)	U.S. DOT	Planning and Demonstration Grants – development, complete, or supplement a comprehensive safety action plan (CSAP) that identifies the most significant roadway safety concerns. Implementation Grants - implement a project or strategy identified in a CSAP.	$5 B allocated nationally 2022-2026 Planning grants: $100,000 - $10M Implementation grants: $2.5M to $25M.	20%	https://www.transportation.gov/grants/SS4A
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. DOT	Highway, bridge, and other road projects. including improved safety for bicyclists and pedestrians. Cody is a "rural" area per the definition for this funding.	$1.5 B allocated nationally 2022-2026; 50% to rural areas $1M minimum to $25M	No match in rural areas	RAISE Discretionary Grants | US Department of Transportation
Active Transportation Infrastructure Investment Program (ATIIP)	U.S. DOT	Planning and implementation to advance biking and walking on a network scale or along a spine that connects between communities, metropolitan regions, or states.	$45M allocated nationally in 2023; $60M requested for 2024	TBD	President's Budget, FY 2024 (transportation.gov)

Table 14. Federal Funding Sources

Some funding is also available through private grant sources for smaller projects. Table 15 provides two examples. Local businesses and charitable trusts often have programs to support better of the community through local grant programs.

Private Grant Opportunities

Program	Sponsor	Eligible Uses	Funding Available	Local Match	Website
Community Challenge Grants	American Association of Retired People (AARP)	Flagship Grant - 6 categories (including delivering a range of transportation and mobility options that increase connectivity, walkability, bikeability, and access to public and private transit) Capacity-Building Microgrant - walk or bike audits and additional resources and coaching.	Flagship - average award: $11,900, max $50,000 Capacity Building: $2,500	No	https://www.aarp.org/livable-communities/community-challenge/
Bike Industry Community Grant Program	People for Bikes	Bicycle infrastructure projects and initiatives that make it easier and safer for people of all ages and abilities to bike.	$5,000 - $10,000	No	https://www.peopleforbikes.org/grants

Table 15. Private Grant Opportunities

Administrative Recommendations

Achieving the active transportation vision for Cody requires administrative changes and updates to polices and codes that enable it to be implemented, maintained, and operated in safe and functional way.

Cody Active Transportation Plan

This plan, particularly the vision, goals, and the proposed network map should be adopted as part of the City's Master Plan. Additionally, the City should form an Active Transportation Advisory Committee to the City Council. The committee should include community members that represent the varied demographics, abilities, and interests in Cody. The committee would be responsible for reviewing implementation of and any proposed changes to this Active Transportation Plan.

Cody Master Streets Plan

The Cody Master Plan includes a Master Street Plan and corresponding cross sections based upon street classification (i.e., major arterial, major collector, minor collector, local, minor residential access, minimal, rural, and alleys). The active transportation facility options on arterial and collector streets include of five- to eight-feet-wide sidewalks and standard five-feet-wide bike lanes. The active transportation facility options on local, minor residential access, and minimal streets include five-feet wide sidewalks. The active transportation options on a rural cross section includes a paved five-feet wide shoulder available for biking and a separated eight-feet-wide sidewalk.[38] To implement buffered or separated bike lanes, to narrow traffic lanes, or to place the bike lane between the parking lane and the curb, these cross sections would need to be modified. Since these are part of the adopted Master Street Plan, a plan amendment process would be required.

Complete Streets Policy

Complete Streets policies are an approach to planning, designing, constructing, and maintaining streets that consider all modes of transportation and people all ages and abilities. Over 1,700 jurisdictions in the U.S. have created Complete Streets policies as of 2023. The result of a Complete Streets policy is that each street incorporates the facilities and treatments that are

Figure 89. Complete Streets Policy Framework, Source: Smart Growth America

[38] City of Cody, *Cody Master Plan*, March 2014. p. 49-57. Cody-Master-Plan-Final (codywy.gov). Accessed 02/27/2024.

appropriate for the context and characteristics of the street. For example, to accommodate people biking, a collector street may include buffered or separated bike lanes, but a local street may only need shared lane markings or nothing at all due to the low traffic volume and low speed of the street. According to Smart Growth America, a city planning research and advocacy organization, a good complete streets policy follows ten guidelines.[39]

Complete Street Policy Guidelines

1	Establishes commitment and vision
2	Prioritizes underinvested and underserved communities
3	Applies to all projects and phases
4	Allows only clear exceptions
5	Mandates coordination between public and private partners
6	Adopts excellent design guidance
7	Requires proactive land use planning
8	Measures progress and reports to the public
9	Sets criteria for choosing projects
10	Creates a plan for implementation

Table 16. Complete Streets Policy Guidelines, Source: Smart Growth America

The details of a complete streets policy are unique to each community. The planning team recommends that Cody draft and adopt a Complete Streets policy that considers the unique character of the city and needs of residents and visitors. An Active Transportation Advisory Committee can be used to advise on implementation of the policy.

Sidewalk Construction and Maintenance

Cody's current sidewalk ordinance requires that "[e]very sidewalk shall be maintained in a safe condition at all times by the owner of the property abutting thereon."[40] However, no enforcement mechanism is created by the ordinance. Many municipalities enforce similar sidewalk maintenance ordinances through one of several mechanisms.

All public agencies with over 50 employees or receiving federal funds are required by the Americans with Disabilities Act (ADA) to create an ADA transition plan which details how the city will transition non-ADA-compliant pedestrian facilities into

[39] Smart Growth America, 10 Elements of a Complete Streets Policy, April 2023. 10 Elements of a Complete Streets Policy - Smart Growth America. Accessed 01/08/2024.
[40] City of Cody, Code of Ordinances, Title 7, Chapter 1, Article III. September 2023. 7-1-25: SIDEWALKS TO BE MAINTAINED IN SAFE CONDITION: (amlegal.com). Accessed 01/08/2024.

compliance and maintain such compliance.[41] Some cities use their ADA transition plan to decide where to enforce the needed upgrades to their pedestrian network.

The City may also choose to enforce the sidewalk maintenance ordinance when one or more events occur:

1) When a formal complaint is lodged to the City by a sidewalk user. Complaint based enforcement is generally not recommended due to the burden put upon residents to make formal complaints and the potential for inequitable enforcement.

2) When the adjacent property is sold. This system allows the option for the adjacent property owner to use the proceeds from the sale to pay for the sidewalk construction or reconstruction.

3) On a periodic City inspection schedule. This methodology is based upon the City staff systematically inspecting and issuing citations for repair of sidewalks throughout the city. This should also include citations for items blocking the sidewalk such as vehicles, toys, landscaping, or trash receptacles/dumpsters.

Attendees at Open House #2 were given the option to record their preference for a sidewalk maintenance enforcement policy. A majority of those who voted indicated they would prefer a periodic City inspection schedule to enforce sidewalk maintenance.

To help alleviate the cost burden for adjacent property owners, the City may consider a cost share policy. Such policies have been adopted by cities across the country, and generally involve either:

1) The municipality reimbursing property owners for eligible sidewalk repair costs after the work has been completed and inspected,

2) The municipality giving vouchers to eligible property owners to use in hiring a contractor to make repairs, after which time the contractor can redeem the voucher with the municipality, or

3) The municipality partnering with one or several approved contractors and paying eligible sidewalk repair costs directly to that contractor when repairs are made.

Cities with sidewalk repair cost-share policies may restrict eligibility to a subset of properties, such as residential properties or those owned by low-income households. Attendees of Open House #2 indicated that they largely supported the idea of a cost-sharing program which would be available to all residential and commercial

[41] Code of Federal Regulations, Title 28, Chapter I, Part 35 (28 CFR §35.150d). eCFR :: 28 CFR 35.150 -- Existing facilities. See also Federal Highway Administration, Questions and Answers About ADA/Section 504. August 2022. Questions and Answers About ADA/Section 504 - Civil Rights | Federal Highway Administration (dot.gov). Accessed 01/30/2024.

properties. The City should consider moving forward with enforcement of their current sidewalk maintenance policy and consider evaluating a cost share mechanism to ease the burden on adjacent property owners.

Maintenance Policy

Paved pathways, on-street bicycle facilities, and sidewalks require regular maintenance. People walking and biking are more susceptible than motor vehicles to pavement irregularities such as cracks, potholes, broken glass, and gravel. Cody's annual budget should cover regular maintenance and minor repairs of walking, biking, and horseback riding facilities. The City should document compliance such that records can be provided in the case of any crashes or injuries that may occur on the paved pathway, sidewalk, or street network. A recommended maintenance plan is provided in Appendix E.

Bicycle Parking Policy

For biking to be a viable option for transportation trips, secure bicycle parking is a necessity. Bicycle parking should be easy to access and use and located close to the main entrance of commercial establishments. The City may consider requiring installation of bicycle parking along with vehicular parking for new multi-family or commercial developments or at the time of major modifications to existing site plans. To encourage installation of bike parking, site plan requirements may allow bicycle parking to be installed in areas counting toward minimum landscaping requirements or toward vehicular parking requirements.

In the downtown area, bike parking should be placed along with other street furniture such as benches, signage, and refuse receptacles. Wyoming DOT and the City of Cody have a Memo of Understanding that stipulates that the City manages a permit process for items placed in state rights-of-way within the City.[42] This agreement does not allow for the placement of permanent encroachments in the right-of-way; therefore, bike parking may be placed at the intersections within the local street rights-of-way.

Figure 90. Custom inverted U bike rack, Muscatine, IA

Bike parking should have two points of contact for the bicycle so that it does not twist and fall. One typical inverted U rack allows for two bicycles to be locked parallel to the rack, one on each side. A typical bike parking space should provide about two feet by six feet of space for the bicycle. The Association of Pedestrian and Bicycle Professionals (APBP) publishes *The Essentials of Bike*

[42] Memo of Understanding Between the Wyoming Department of Transportation and the City of Cody Right-of-Way Encroachments, 2010.

Parking, which provides details on rack type, placement, and installation options for short and long-term parking.[43]

Bike racks can be customized to reflect the character of the community, while still meeting the design guidelines provided by APBP. For example, an inverted U rack can integrate an image of nearly anything. Custom racks can also serve as public art for the community. However, the freedom and creativity of the artist may inadvertently inhibit the functionality of the bike rack. For example, the "Dala Hitching Post" bike racks in Geneva, Illinois are beautifully designed and meet most of the APBP guidelines; however, a cyclist with a U-lock may have a difficult time locking their bike to the small holes in the rack's design. Communities should refer to the APBP guidelines when procuring any bike racks.

Figure 91. Public art bike racks, Source: Geneva Shops - Illinois

Figure 92. Custom bike rack in Laramie, WY, Source: Laramie Main Street

Riders of electric-powered bicycles have additional needs. Standard bike racks placed near electrical outlets will allow riders to use their own electrical connections to charge the bike's battery while securely parked. Additonally, electric bike parking racks with universal chargers enables secure and convenient parking for e-bike riders.

Snow Removal Policy

Cody's City code requires that the property owners, or agent or occupant, adjacent to sidewalk or "space where sidewalk should or may be constructed" keep the area clear of snow, ice, and slush. The City Code also indicates that the sidewalks in the

[43] Association of Pedestrian and Bicycle Professionals, Essentials of Bike Parking. 2015. BICYCLE PARKING GUIDELINES (apbp.org). Accessed 01/08/2024.

business district must be kept clear, for the safety and comfort of pedestrians, at all times during any continued or heavy snowfall.[44] However, there is no enforcement mechanism described by ordinance.

The Pedestrian Right-of-Way Guidelines (PROWAG), published by the U.S. Access Board, indicate that a jurisdiction is responsible for keeping pedestrian routes accessible at all times.[45]

Snow removal can be a time-sensitive and strenuous task. Many property owners, including elderly and disabled residents, lack the time, resources, or ability to clear their sidewalks after snowfalls. Recognizing these burdens along with the value that clear sidewalks bring to the community, some municipalities have decided to take on snow removal from some or all of their sidewalks as part of their regular snow removal efforts, rather than place this responsibility on adjacent property owners. Buffalo and Rochester, New York; Toronto, Ontario; and Minneapolis, Duluth and Bloomington, Minnesota are just a few communities that give the responsibility of snow removal to municipal operations or a city-contracted operator.[46] Most cities with a municipal sidewalk clearing policy have designated a network of high-priority pedestrian and bicycle routes that the City assumes sole responsibility for clearing.

Most cities also elect to remove snow from their paved pathway system to enable their use for year-round transportation and recreational use. Even when these paths are located along a street frontage where a sidewalk would normally be, local jurisdictions take on their maintenance rather than assigning that responsibility to the adjacent property owner.

Separated bicycle facilities often cannot be cleared by the same large snowplows that remove snow from the street. However, this does not mean that specialty equipment is necessary. Public works agencies use a variety of multipurpose equipment to clear pedestrian and bicycle facilities, including ATVs, skid-steers, and small pickups and SUVs, many of which the agency already operates for year-round operations.[47]

Cody should consider modifying their snow removal policy to set a timeframe for clearing sidewalks, generally between 24 and 48 hours after a snowfall has stopped, to ensure that all its pedestrian ways remain accessible. Additionally, the City should

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[44] City of Cody, *Code of Ordinances*, Title 7, Chapter 1, Part 26. 7-1-26: SNOW AND ICE ON SIDEWALKS1: (amlegal.com). Accessed 12/28/2023.
[45] Federal Register, *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way*. August 8, 2023. Federal Register: Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way. Accessed 01/30/2024.
[46] Valeii, Kathi. Why Cities, Not Individuals, Should Clear Snow from Sidewalks. Bloomberg. January 11, 2019. Sidewalks, Not Just Roads, Need Municipal Snow Removal - Bloomberg. Accessed 01/30/2024.
[47] Andersen, Michael. How Cities Clear Snow From Protected Bike Lanes: A Starter Guide. StreetsBlogUSA. February 11, 2016. How Cities Clear Snow From Protected Bike Lanes: A Starter Guide — Streetsblog USA. Accessed 01/30/2024.

clear all bikeways and pathways as part of normal snow removal operations, also within a reasonable timeframe. The City should also evaluate the option of clearing sidewalks, either throughout the whole city or in designated key network areas such as along safe routes to schools.

Micromobility Ordinance

Electric-assist bicycles have become popular in recent years. Cody's varied elevation makes e-assist biking an attractive option. Electric bicycles are typically regulated in the same manner as analog bicycles. However, the Code of Ordinances for Cody does not address e-assist bicycles. Cody also adopted the Wyoming Statutes governing bicycles, including sections 31-5-701 through 31-5-706.[48] Those sections of the state statutes address the rights and duties of riders on both bicycles and electric bicycles, number of riders, riding on roadways and designated paths, carrying articles, and lamps and other equipment. The State has also added section 31-5-707 which specifically addresses Electric Bicycles.[49]

Some communities are starting to see additional human-powered and electric-powered devices being used. These may include stand-up scooters, hoverboards, skateboards, one-wheels and similar devices. Collectively, these small, lightweight (typically less than 150 pounds) devices, which travel at speeds less than 20 miles per hour, may be referred to as micromobility devices. These types of devices are not yet addressed in most local or state codes across the country.

The goal of creating a micromobility ordinance is to make it safer for people bicycles, e-bicycles, and other micromobility devices, while also improving safety for pedestrians that may share space with these devices. Such a policy should address where and how these devices may be operated and parked. A simple solution may be to regulate them the same as bicycles. Cody should consider adopting an ordinance addressing the use of micromobility devices.

The U.S. Department of Justice issued a ruling on Other Power-Driven Mobility Devices which specifies that people with mobility disabilities may use any device of their choosing as a mobility aid and are allowed access anywhere other members of the public are allowed to go, unless there is a legitimate safety issue.[50] When establishing a policy and attempting to regulate micromobility devices, states and

[48] City of Cody, *Code of Ordinances*, Title 6, Chapter 7. CHAPTER 7 BICYCLES (amlegal.com). Accessed 01/08/2024.
[49] State of Wyoming, 2023 Wyoming Statutes, Title 31, Chapter 5, Article 7. Rocket NXT (wyoleg.gov). Accessed 01/08/2024.
[50] U.S. Department of Justice Civil Rights Division, *ADA Requirements: Wheelchairs, Mobility Aids, and Other Power-Driven Mobility Devices.* February 2020. ADA Requirements: Wheelchairs, Mobility Aids, and Other Power-Driven Mobility Devices | ADA.gov. Accessed 01/08/2024.

local governments must be careful to ensure compliance with the U.S. Department of Justice ruling.

Canal Irrigation District Easements

The Cody Canal Irrigation District maintains unpaved access roads that parallel the canals. These access roads and canals are typically located on easements on private property. Some residents use the canal roads for walking, running, and biking; however, those uses are not compliant with the provisions of the easements. To legally use the canal roads for public recreational purposes, easements or other form of agreement would need to be acquired to allow that use. Assuming the City of Cody would be the holder of the recreational use easement, the City would take on responsibilities related to the recreational use of those routes. Obtaining new easements or other agreement would require negotiation with both the Cody Canal District and the underlying property owners. Legal representation for both the City and the Cody Canal District should advise on any concerns and review proposed easement documents prior to approval. Some concerns that may arise from adding recreational use to the canal road system include:

- **Liability -** Liability concerns are addressed through Wyoming's State Statute entitled, "Liability of Owners of Land Used for Recreation Purposes" (see sidebar and Appendix F). Additional language could be added to the easement to address any remaining liability concerns. Warning signs could be posted along the canals reminding recreational pathway users

Wyoming State Statutes

Title 1, Chapter, 1, Section 121 through 123 are referred to as the "Recreational Safety Act" which provides protections to property owners and providers of recreational opportunities if participants in the recreational activity become injured. Essentially, people who participate in recreational activities assume the inherent risk associated with that activity; therefore, the provider cannot be held liable. The provider may only be held liable if the injury is the result of their negligence. The recreational activities of biking, hiking, or walking, are not specifically listed in the definition of "sport or recreational activity" in the Act, leaving some legal ambiguity related to the applicability of this Act for those activities.

Title 34, Chapter 19, Article 1, addresses the "Liability of Owners of Land Used for Recreation Purposes." This article's definition of recreational purpose includes hiking, biking, mountain biking, and horseback riding. Similar to the Recreational Safety Act, this article indicates that participants in recreational activities shall assume the inherent risk of using the land for recreational purposes and shall be liable for any damage or injury to property, livestock or crops or to a third party, whether or not on the property, caused by the person while on the property.

that the canal is private property and not to swim, wade, or ingest the canal waters. Additionally, the easement should be developed so that only the access roads would be available for public use; the canals would be excluded from recreational access.

- **Canal Operations and Maintenance Needs** - The Cody Canal District uses the roads to access the canals for maintenance purposes. The new easement language should be written to ensure that the Canal District maintains the right to close segments of the route during canal maintenance activities.
- **Loss of Privacy** - Privacy concerns may be addressed by installing buffers such as fencing or landscaping between the easement area and the rest of the private property. Private property signage also alerts users to the fact that they are not on public property and reminds them to be respectful and stay on the trail.[51]
- **Pathway Maintenance Standards** - If the public demands improved maintenance of the canal road for recreational use, those responsibilities can be addressed in the easement agreement and be assigned to the City or another entity that is equipped to maintain the roads for pathway purposes.

Figure 93. Private Property Signage

- **Vandalism** - Vandalism to the canal irrigation system is unlikely to occur as a result of opening the access roads to public recreational use. If more people are recreating on these roads, they become less secluded and therefore less likely to experience vandalism. However, if vandalism were to occur, the easement agreement may assign responsibility to either the Canal District or the City to remedy the vandalism; this issue would be part of the easement negotiation items.

[51] Clare Valley Wine & Wilderness Trail, "Private Property Signage," March 2022. Private Property Signage | Clare Valley Wine & Wilderness Trail (cvwwt.com.au). Accessed 02/28/2024.

Speed Limit Guidance

The National Transportation Safety Board (NTSB) released a report that concluded that excessive speed is one of the most significant causes of both crashes and fatalities on U.S. roadways.[52] Faster vehicular speeds increase the likelihood and severity of crashes because: 1) the impact of the crash has more force; 2) the driver has a narrower field of vision; 3) the driver travels farther before reacting; and 4) the vehicle has a longer breaking distance.[53] Lowering vehicular speeds reduces the likelihood of fatality or serious injury in collisions between pedestrians and motor vehicles.[54]

Speed limits are set at the state level. In Wyoming, the statutory speed limit on urban streets is 30 mph and 20 mph in school zones. However, the Wyoming State Code also states that, "In compliance with the rules promulgated by the [state] department [of transportation], local authorities in their respective jurisdictions may determine the proper maximum speed for all streets and highways within their respective corporate jurisdiction which maximum speed is reasonable and safe and which may be greater or less than the maximum speed permitted under this act. The rules promulgated by the department shall adopt standards consistent with national practices."[55] This means that an engineering and traffic investigation must be conducted to justify any maximum speed limit that differs from the statutory speed limit. The speed limit along Sheridan Avenue has been lowered to 25 miles per hour to improve safety for all modes in the downtown area.

The NTSB report recommended shifting from the practice of using the prevailing speed (also known as the 85th percentile speed, or the speed at which 85 percent of motorists are traveling at or under) for setting speed limits to using the Safe System Approach, which accounts for all road users, not just motorists.[56]

NACTO's guidance document, *City Limits: Setting Safe Speed Limits on Urban Streets*, provides a context-sensitive methodology for setting safer speed limits,

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[52] National Transportation Safety Board, Reducing Speeding-Related Crashes Involving Passenger Vehicles, Reducing Speeding-Related Crashes Involving Passenger Vehicles (ntsb.gov), Safety Study NTSB/SS-17/01. July 2017. Accessed 07/13/2024.
[53] National Association of City Transportation Officials, *City Limits: Setting Safe Speed Limits on Urban Streets*, How Speed Kills | National Association of City Transportation Officials (nacto.org). Summer 2020. Accessed 07/13/2024.
[54] Tefft, B.C., *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*. Impact Speed and a Pedestrian's Risk of Severe Injury or Death - AAA Foundation for Traffic Safety. AAA Foundation for Traffic Safety. September 2011. Accessed 01/08/2024.
[55] State of Wyoming, *2023 Wyoming Statutes*, Title 31, Chapter 5, Article 3. Rocket NXT (wyoleg.gov). Accessed 01/09/2024.
[56] National Transportation Safety Board.

rather than using the prevailing speed methodology. This methodology uses a three-pronged approach:

1. **Set default speed limits** on many streets at once (such as 25 mph on all major streets and 20 mph on all minor streets).

2. **Designate slow zones** in sensitive areas where there are a lot of people walking or biking, such as near parks, schools, neighborhood streets, and downtown.

3. **Set corridor speed limits** on high priority major streets, using a safe speed study, which uses conflict density and activity level to set context-appropriate speed limits.[57]

The MUTCD was updated in December 2023 and now includes additional guidance on what to factor into an engineering speed study, including land use context and pedestrian and bicyclist activity, as shown in the sidebar. Jurisdictions can use methodologies consistent with the Safe System Approach as part of the engineering study for a non-statutory speed limit.

The MUTCD also notes that local jurisdictions may need to implement additional strategies,

Factors that Influence Speed Limits

Roadway environment
- number and frequency of driveways and access points,
- functional classification
- public transit volume and location or frequency of stops
- parking practices
- pedestrian and bicycle facilities and activity

Roadway characteristics
- lane widths
- shoulder condition
- grade and alignment
- median type
- sight distance

Geographic context
- urban district, rural town center, non-urbanized rural area, or suburban area
- multi-modal trip generation

Reported 12 month+ crash history

Speed distribution
- pace
- median (50th-percentile)
- 85th-percentile speeds

Past speed studies to identify any trends in operating speeds.

On urban and suburban arterials, and on rural arterials that serve as main streets through communities, the 85th-percentile speed should not be used to set speed limits without consideration of all factors.

[57] National Association of City Transportation Officials, The Tools | National Association of City Transportation Officials (nacto.org). Accessed 07/13/2024.

such as traffic calming measures, geometric design features, speed safety cameras, and increased enforcement, to achieve desired speeds.[58] Driver behavior, including travel speed, is influenced by street design and is unlikely to change based on a change in posted speed limit alone. A change in speed limit on an existing street may be accompanied by traffic calming measures such as narrowed travel lanes, chicanes, speed tables, curb extensions, traffic circles, roundabouts, or other vertical or horizontal deflection techniques. Temporary speed feedback signs can help remind the traveling public to slow down in the first few months after a speed limit change is in effect. For new streets and reconstruction, the City's design standards should target the lower design speed to encourage motorists to travel at safer speeds.

Public education can help build support for lower speed limits. The nonprofit organization, "20's Plenty," provides abundant resources that can help spread the word about improved safety with 20 mph speed limits.[59]

The City of Cody should evaluate opportunities to reduce speed limits from 30 mph to safer speeds as needed, following the approach described in *City Limits,* while also complying with the MUTCD. The City should consult with WYDOT and the City's attorney to review the speed study methodology before moving forward.

School Zone Speed Limits

The Schools Focus Group raised many concerns about vehicle operations around Cody's schools, including speeding, distracted driving, and failure to yield to pedestrians in crosswalks. The risk posed to students by this motorist behavior could be reduced by enforcing lower vehicle speeds near schools. Participants in the Schools Focus Group emphasized the need for enforcement of speed limits and traffic laws at schools. One option is for police to be posted at each school before and after school to monitor compliance with traffic laws.

Figure 94. School Speed Limit Sign in Cody

[58] Federal Highway Administration, U.S. Department of Transportation, *Manual on Uniform Traffic Control Devices (MUTCD)*, 11th Edition, December 2023. Accessed July 13, 2024.
[59] 20's Plenty, 20's Plenty for Us (20splenty.org). Accessed 07/13/2024.

School zone speed limits are set at the state level, and Wyoming has a 20 miles per hour school zone speed limit. As described in the previous section, Wyoming State Code allows local jurisdictions to change a statutory speed limit if they conduct an engineering and traffic investigation which justifies a different speed limit.

Lowering vehicular speeds exponentially reduces the likelihood of fatality or serious injury in collisions between pedestrians and motor vehicles.[60] Further reducing school zone speeds limits to 15 miles per hour and enforcing the lowered speed limits would greatly reduce the chance of children being injured by traffic around schools. As of 2022, ten states have 15 mile per hour school zone speed limits (Alabama, Arizona, Connecticut, Tennessee, Maine, New Mexico, Nevada, Pennsylvania, South Dakota, West Virginia).[61]

Figure 95. Speed limit beacons on school zone sign, Source: Carmana

The school zone speed limits do not have to be in place during the entire school day. The MUTCD provides school zone speed limit signage which indicates that the lower speed is applicable only during short periods of time before and after school, when children are present, or when speed limit sign beacons are flashing.[62] Per WYDOT experience, compliance with school speed limits is greater when they are only in effect during specific times. Fines for speeding in a school zone are substantially higher than not in a school zone.[63] Signage can be added to school zone speed limit signs, indicating "Fines Higher" as a reminder to motorists of the increased costs.[64]

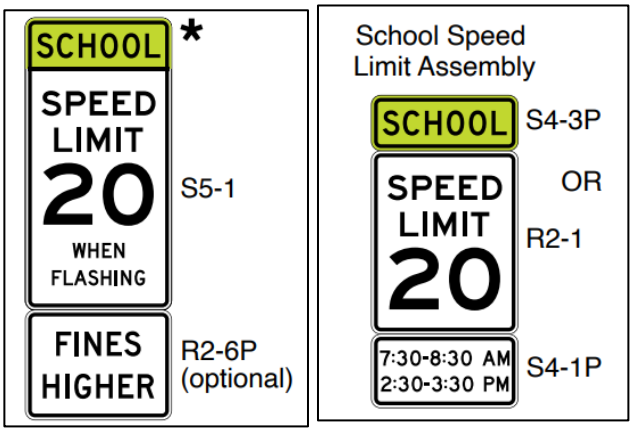

Figure 96. School zone speed limit sign assemblies, Source: MUTCD

[60] Tefft, B.C., *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*. September 2011. AAA Foundation for Traffic Safety. Impact Speed and a Pedestrian's Risk of Severe Injury or Death - AAA Foundation for Traffic Safety. Accessed 01/08/2024.
[61] DMV Cheat Sheets, *The Speed Limit for Driving Near Children and in School Zones*, September 2022. The Speed Limit For Driving Near Children And In School Zones -- DMVCheatSheets.com. Accessed 01/08/2024.
[62] Federal Highway Administration, *Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways*, 11th Edition, December 2023. MUTCD 11th Edition - Part 7 (dot.gov). Accessed 01/08/2024.
[63] State of Wyoming, Accessed 01/09/2024.
[64] Federal Highway Administration, Accessed 01/09/2024.

7. Active Transportation Community Culture

Active transportation is made possible through infrastructure and encouraged through an active community culture that presents consistent examples of walking and biking as viable transportation options. A strong active transportation culture lends community support for more projects to build physical infrastructure, which in turn allows more people to walk and bike and participate in and expand the culture. Such a feedback loop makes active transportation a part of everyday life in a community.

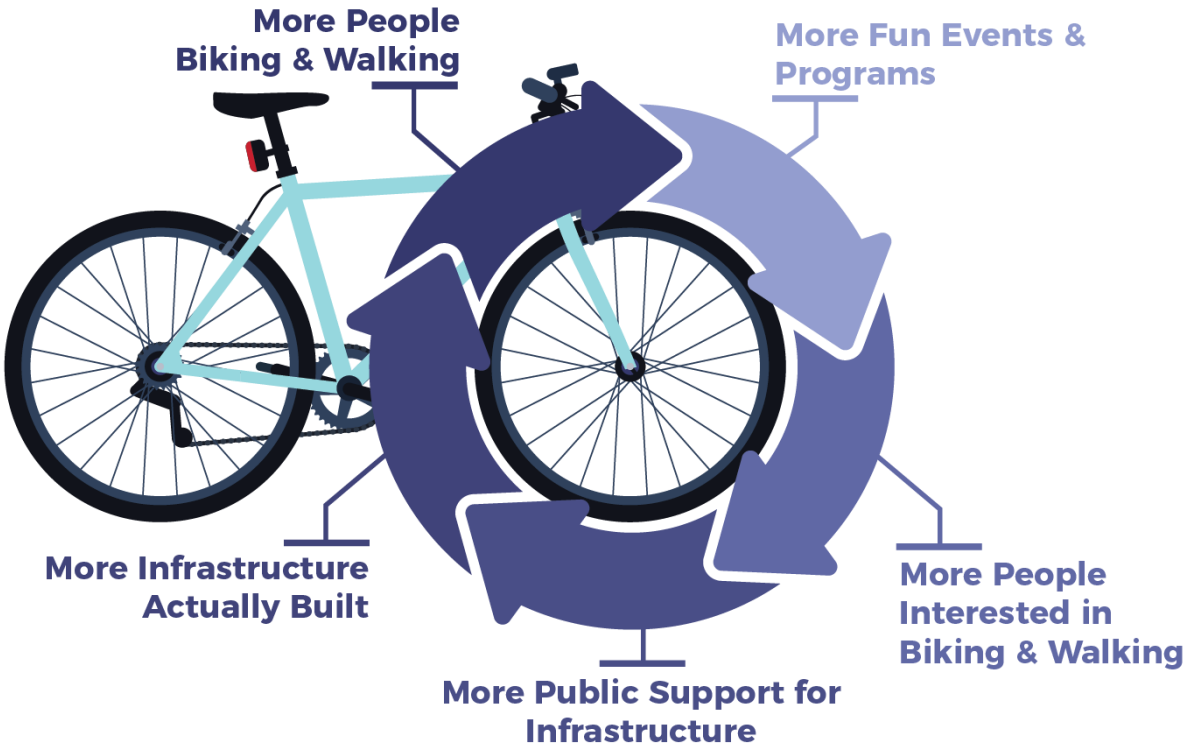

Figure 97. Active Transportation Culture-Infrastructure Loop

An active transportation culture can be established though special events, programs, and education. Activities that target the "interested but concerned" segment of the population can enable them to take the next step toward walking or biking more often. Wyoming has the eighth-highest rate of walking or biking to work in the country—and the rate of biking to work increased from 2019 to2022![65] There is momentum to build on!

[65] The League of American Bicyclists, Topic I: Rates of Active Commuting. 2022. https://data.bikeleague.org/show-your-data/state-data/states-rates-of-active-commuting/. Accessed 01/31/2024.

Special Events

Open Streets Events - Open Streets events demonstrate the possibilities of public space for community-building and active transportation. Unlike typical street festivals, Open Streets events are designed to be held on a long, linear or looping route that may connect destinations within the city. They close the streets along the route to cars, leaving them open for people to walk, bike, run, skate, and scoot. They typically have additional fun, active "stations" such as basketball, yoga, and Zoomba. Food and music may be integrated into the programming, but the vision is for the event to be highly active and accessible for all ages and abilities. Some have even included space for horseback riding! The Open Streets Project publishes an online toolkit for planning and implementing events.[66]

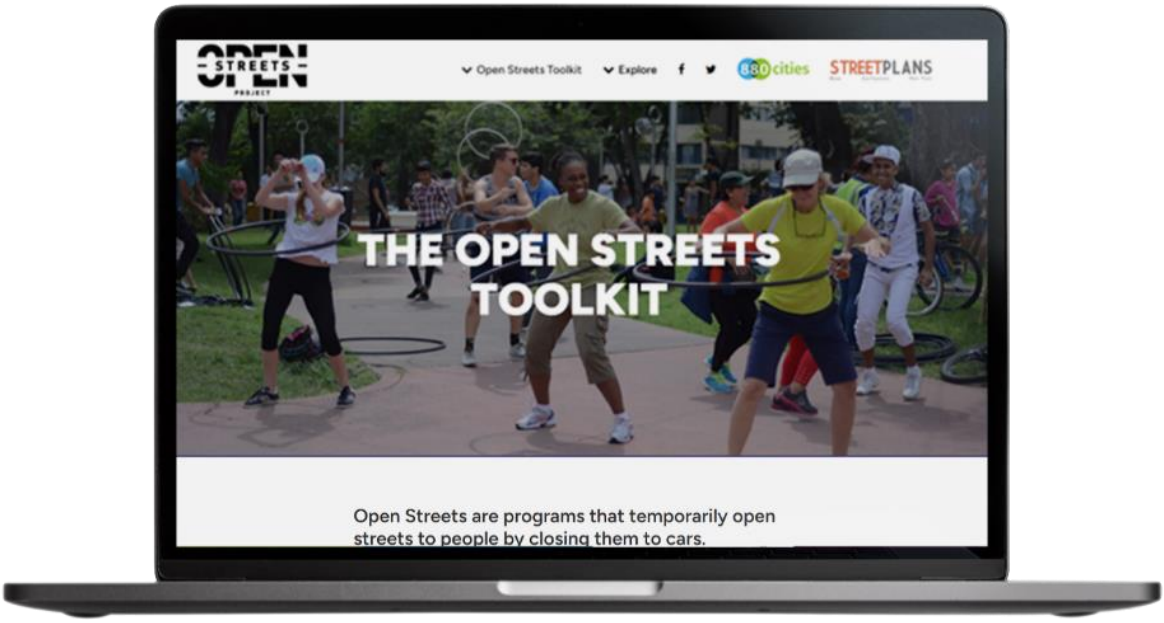

Figure 98. Open Streets Project Webpage

Many cities and agencies across the county have held Open Street events, some are held every Sunday afternoon over the summer months, while others may be held once per month over the summer. Such events go by various fun names.

[66] Open Streets Project, Open Streets Toolkit - Open Streets Project. Accessed 01/31/2024.

Sampling of Open Streets Events

City	Event
Tucson, AZ	Cyclovia (https://www.cycloviatucson.org/)
Phoenix, AZ	Silent Sunday (https://www.phoenix.gov/calendar/parks/3223)
Lincoln, NE	Streets Alive! (https://www.healthylincoln.org/what-we-do/healthy-neighorhoods/streets-alive/)
Denver, CO	Viva Streets! (https://www.vivastreetsdenver.com/)
Los Angeles, CA	Play Streets (https://laplaystreets.com/)
Towson, MD	Feet on the Street (https://www.towsonchamber.com/events/feet-on-the-street-22/)
San Jose, CA	Walk n' Roll (https://www.sanjoseca.gov/your-government/departments-offices/transportation/safety/walk-n-roll)
Chicago, IL	Bike the Drive (https://bikethedrive.org/)
Portland, OR	Sunday Parkways (https://www.portland.gov/sunday-parkways)
San Francisco, CA	Sunday Streets (https://www.sundaystreetssf.com/sunday-streets-2023/)

Table 17. Sampling of Open Streets Events

National Bike Month - The League of American Bicyclists celebrates each May as National Bike Month. The month is designed to be a showcase of the many benefits of cycling through awareness and events that give people the opportunity to get on a bike.[67] Highlights include National Bike to Work Week in the third week of May and Bike to Work Day on the Friday of that week.

Communities may choose to celebrate Bike Month with programs such as:

- **Hosting a bike tune-up clinic** - A community may partner with local bike shops to provide deals on tune-ups, plus resources and tutorials on basic bike maintenance.
- **Discounts for customers who arrive via bike (or foot)** - Cyclists are more likely than motorists to stop at businesses they pass on their journeys and spend more at that business.[68] A coalition of businesses could offer discounts for customers who arrive by bicycle, and possibly expand reward to include those who arrive by walking.
- **Bike valet parking** - Large events can include bike valet parking that offers a secure, monitored location for cycling attendees to park their bikes. Bike valet

[67] League of American Bicyclists. National Bike Month. https://bikeleague.org/events/bike-month/. Accessed 01/31/2024.
[68] Liu, Jenny. *Understanding Economic and Business Impacts of Street Improvements for Bicycle and Pedestrian Mobility.* April 2020. National Institute for Transportation and Communities. https://trec.pdx.edu/news/study-finds-bike-lanes-can-provide-positive-economic-impact-cities. Accessed 01/31/2024.

can be a big incentive for people to skip the hassle of finding a parking spot at a large event.

- **Advertise safe biking routes** - Engagement around bike safety is an important part of cycling culture. Well-planned safe biking routes and information about how to cycle safely and legally should be clearly available and Bike Month is a great time to launch bike safety campaigns.
- **Coffee and donuts for biking (or walking) employees** - Active employees are an asset to businesses who provide health insurance plans to employees. Even small incentives to encourage people to bike or walk to work can be powerful.
- **Bike commute challenge** - Harness the spirit of competition and communicate the benefits of bike commuting! Business organizations can offer prizes or incentives to the workplace that gets the highest number of employees to bike commute during National Bike Month. Perks like bike storage, shower and locker facilities break down the barriers that face would-be bike commuters.

Bike Friendly Businesses

Bike Friendly Businesses - Participants in the Business Focus Group mentioned that they rely on employees who often cannot drive to work, especially seasonal employees. While the presence of a safe, robust, active transportation network is ultimately the responsibility of the City to implement, businesses can encourage employees and customers to actively move in small ways:

- Bike route maps
- Secure bike parking
- Batteries / device charging
- Water bottle refilling
- Bike wash (suitable for a gas station, or any business with a water spigot)
- Bike check-in to the room (hotel)
- Changing room (clothing store)[69]

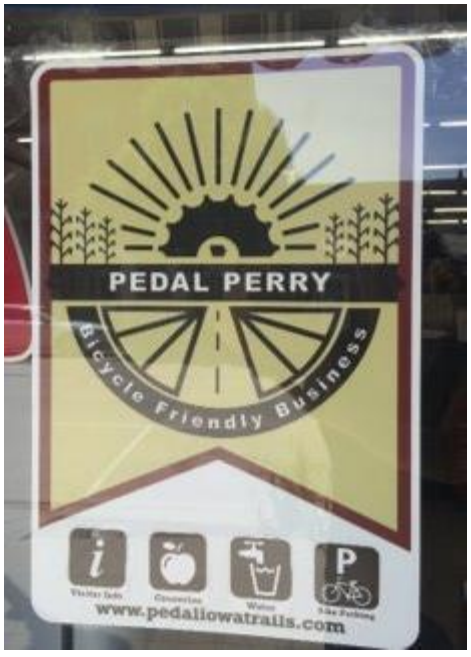

Figure 99. Local Bike Friendly Business Recognition

[69] Roca, Russ. The Path Less Pedaled. "5 Easy Ways to be a Bike-Friendly Business." May 5, 2011. 5 Easy Ways to be a Bike-Friendly Business – The Path Less Pedaled. Accessed 11/13/2023.

The League of American Bicyclists recognizes Bike-Friendly Businesses through an application process. They note that existing Bike-Friendly Businesses experience:

- More energized, alert, and productive employees
- Decreased healthcare costs
- Better attraction and retention of talent
- More customers[70]

Rather than rely on the Bike League's designation of a bike friendly business, Cody's business community could create their own criteria and recognition to promote the support of biking around town.

Initiatives for Schools

Schools can play a large role in developing an active transportation culture. Children who walk or bike to school show a greater sense of the social and built environment around them.[71] Participants in the Schools Focus Group mentioned that they believed walking to school was an important way that children made social connections, developed independence, and received exercise during the day. Several tactics can help school children experience the benefits of active transportation.

Walking School Buses and Bike Trains -

With the help of adult chaperones, a group of students walks a predetermined route to school, very similar to a traditional school bus. New students join at stops along the route. Bike Trains are similar to a walking school bus, but on bikes.

Participants in the Schools Focus group had positive reactions to walking school buses and bike trains. If managed and coordinated by the school district, and chaperoned by adults, group active transportation could mitigate some of the immediate safety concerns that parents have in letting children cross busy streets and navigate the sometimes unintuitive bike or pedestrian network. Guidance on how to bring these ideas to reality can be found online at Bike, Walk, and Roll to School.[72]

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[70] The League of American Bicyclists, Business – Becoming a Bicycle Friendly Business. Business | League of American Bicyclists (bikeleague.org). Accessed 11/13/2023.
[71] Goodyear, Sarah. Bloomberg. "Kids Who Get Driven Everywhere Don't Know Where They're Going". https://www.bloomberg.com/news/articles/2012-05-07/kids-who-get-driven-everywhere-don-t-know-where-they-re-going. Accessed 1/15/2023
[72] UNC Highway Safety Research Center, Walk, Bike and Roll to School. Walk & Bike to School (walkbiketoschool.org). Accessed 01/31/2024.

Bike and Walk Safety Curriculum - Learning the "rules of the road" and how to safely be a cyclist and pedestrian can be part of a school's physical education curriculum. Participants in the Schools Focus Group noted that including bikes in the curriculum would help equalize children's experience as cyclists and pedestrians. Biking and pedestrian physical education classes could supplement skills for children whose parents do not have the time or experience to provide this instruction. The Safe Routes Partnership offers sample curriculum.[73]

Educational Activities

Education does not have to end at school. Local organizations offer opportunities for children and adults alike to practice their cycling skills at many levels of development and expertise.

Bike Rodeos - A bike rodeo offers participants a safe and controlled environment to demonstrate and practice skills that are necessary and beneficial to ride in the myriad of scenarios they'll encounter in the real world. A bike rodeo starts with an equipment check, teaches traffic and signaling rules, and simulates obstacles that require balance, dexterity, reaction time, and more to navigate.[74]

Figure 100. Child at a bike rodeo

Bike Skills Classes - Riders of any age can take classes from a variety of organizations, including the League of American Bicyclists.[75] Classes are offered for both riders and motorists, and taught by certified instructors. Biking classes for people that will be riding with motorized traffic should cover their rights and responsibilities while biking including following all traffic control pavement markings, signs, and signals the same as a motorist. When using pedestrian facilities or crosswalks, they should yield to pedestrians and behave as a pedestrian. Local bike shops are a great place to find skilled riders that might be willing and able to teach a skills class.

[73] Safe Routes Partnership, Bicycle and Pedestrian Curricula Guide, February 2011. Curr_Guide_2011_lo.pdf (saferoutespartnership.org). Accessed 01/31/2024.
[74] Safe Kids Worldwide. Bike Rodeo Station Guide. Bike Rodeo Station Guide | Safe Kids Worldwide. Accessed 01/31/2024.
[75] League of American Bicyclists. Find and Take a Class. Find and Take a Class | League of American Bicyclists (bikeleague.org). Accessed 01/31/2024.

8. Measuring Progress

There are several measures that can be used to track progress toward the goals of this active transportation plan. Table 18 presents some performance measures with varying levels of difficulty to assess. In addition to continuing community engagement, results from these tracking activities would guide future plan updates and refinements to ensure goals are being met and planned activities are successful.

Active Transportation Performance Measures

Performance Measure	Who Tracks It?
Miles of Facilities	City (using GIS)
Crash Data	WYDOT and City
Usage Counts	City and/or Volunteers
Kids Walking/Biking to School	Each School
Bicycle Level of Traffic Stress (BLTS)	Anyone using BLTS resource
Walk and Bike Scores	Anyone using Walk Score/Bike Score resource
Special Event Participants	Event Organizers – Report to City
Community Engagement and Surveys	City

Table 18. Active Transportation Performance Measures

Miles of Active Transportation Facilities

The most essential metric to evaluate the success of the goal to create a connected active transportation network is the mileage of facilities in the city. The city should maintain a geographic information systems (GIS) database of facilities by type. A variation on this metric includes the percentage of each classification of roadway with an active transportation facility. For example, the city could track the percentage of collector streets in Cody that include bike lanes. Another variation could be to track the percentage complete of a particular route, such as the percentage of the Cody Loop that is completed. Existing mileage by facility are provided in Table 5.

Crash Data

The “Safe Mobility for All” subgoal identifies a need to create a safe and accessible walking and biking routes to schools, parks, and businesses. The effectiveness of safety improvements across Cody’s pathway system can be measured by tracking the number of crashes involving people walking or biking and comparing to historical crash data, with particular attention to eliminating serious injury and fatal

crashes. Chapter 3 provides a Cody Area Non-Motorized Crash Summary for 2018-2022, which indicates there were two pedestrian-involved serious injury crashes and one cyclist-involved serious injury crash in that timeframe. There were no pedestrian or cyclist fatalities. The goal should be to have zero fatality or serious injury crashes for all transportation system users.

Usage Counts

Increased use of pathways can be measured by collecting counts of pedestrians, bicyclists, horseback riders, and other users on a regular basis. Identifying which pathways are highly trafficked can prioritize maintenance activities, inform resource allocation, and can identify potential gaps in the system for future implementation. Counts can be collected by volunteers, inductive loops embedded in the pavement, or infrared counters. To compare data year after year, be sure to count in the same locations and times of year. Additional information can be found at the Pedestrian and Bicycle Information Center.[76]

Kids Walking/Biking to School

Creating safe routes to schools and parks is a priority for the community, evidenced in the "Safe Mobility for All" subgoal. To help track success on creating these routes to schools, each school can track the number of kids walking or biking to school through classroom or parent surveys. The National Center for Safe Routes to School provides resources to support walking and biking to school, including a Student Travel Tally form and a Parent Survey form.[77]

Bicycle Level of Traffic Stress (BLTS)

The "Comfortable Design" subgoal indicates that the City should target the "interested but concerned" population when making active transportation design decisions. One way to measure this is by using the Bicycle level of Traffic Stress (BLTS) methodology provided by the Mineta Transportation Institute.[78] Table 19 describes the four levels of traffic stress for bicyclists and how they correspond to the types of riders described in the Introduction and the percentage of each type of rider in Cody according to the public survey.

[76] Pedestrian and Bicycle Information Center, Pedestrian & Bicycle Information Center (pedbikeinfo.org). Accessed 01/27/2024.
[77] National Center for Safe Routes to School, SRTS DataTools - Online Data Entry and Analysis System (saferoutesdata.org), 2024. Accessed 01/27/2024.
[78] Mineta Transportation Institute, *Low-Stress Bicycling and Network Connectivity*, Version 2.2, May 2022.

Bicycle Level of Traffic Stress (BLTS) Descriptions

BLTS Score	Stress Level	Type of Rider	% of people in Cody	Facility Description
BLTS 1	Little traffic stress, demanding little attention	**"All ages and abilities"** Suitable for almost all cyclists, including children	n/a	May be physically separated, bike lane next to slow traffic, shared road with very minimal traffic
BLTS 2	Little traffic stress, demanding some attention	**"Interested but concerned"** Suitable for most adults.	36%	May be physically separated, bike lane next to stream of traffic, shared road with occasional traffic
BLTS 3	More traffic stress, demanding attention	**"Enthused and Confident"** Suitable for many adults.	30%	May have dedicated lane, next to moderate speed traffic, shared in single lane with moderately low speed
BLTS 4	Anything greater than BLTS 3	**"Strong and Fearless"** Challenging for most adults	24%	Interacting with higher speed or multi-lane traffic

Table 19. Bicycle Level of Traffic Stress Descriptions

The methodology provides a series of tables to look up the characteristics of a street based upon the number of lanes, prevailing speed, traffic volume, presence of on-street parking, and width of the bicycle facility. The resulting cell reveals the level of traffic stress. (Prevailing speed data was not available; therefore, the examples below use posted speed.)

Bikes in mixed traffic

Number of lanes	ADT	Prevailing Speed (mph) 0 - 23.5	23.5-28.5	28.5-33.5	33.5-38.5	38.5-43.5	43.5-48.5	48.5+
Unlaned 2-way street (no centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 3	LTS 3
	1501-3000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	3001+	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
2-way with 1 lane per direction and centerline, or wide* 1-way, 1-lane	0-1000	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	1001-1500	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501+	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
Narrow* one-way, 1-lane	0-600	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	601-1000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1001+	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
2 thru lanes per direction	0-8000	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	8001+	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
3+ thru lanes per direction	any ADT	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4

Notes * A one-way street is "narrow" if its width is less than 30 ft with parking on both sides, less than 22 ft with parking on one side, or less than 15 ft with no parking. Otherwise, it is "wide."

Table 20. BLTS Table for Bikes in Mixed Traffic

Example BLTS for Bikes in Mixed Traffic

Yellowstone Avenue

- 30, 35, 45 mph (posted)
- 2 lanes per direction
- 18,716 AADT (2021)

BLTS = 4

Example BLTS for Bikes in Mixed Traffic

Beck Avenue

- 3o mph (posted)
- 1 lane per direction
- 8,757 AADT (2021)

BLTS = 3

Conventional bike lanes, advisory bike lanes, and shoulders not adjacent to a parking lane

Number of lanes	Bike lane width	Prevailing Speed (mph) 0-28.5	28.5-33.5	33.5-38.5	38.5-43.5	43.5-48.5	48.5+
1 thru lane per direction or contraflow lane	6+ ft	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 3
	less than 6 ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
2 thru lanes per direction	6+ ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	less than 6 ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4
3+ lanes per direction	any width	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4

Notes
1. If bike lane is frequently blocked (as may be the case in commercial areas), or if parking is allowed in an advisory lane, use mixed traffic criteria.
2. Minimum bike lane width is 4 ft next to a curb and 3.5 ft next to a road edge or discontinuous gutter seam. For narrower bike lanes, use Mixed Traffic criteria.
3. Bike lane width includes any marked buffer next to the bike lane; also, add 2 ft if road has one thru lane per direction and a central two-way turn lane.
4. Use mixed traffic criteria if it would result in lower LTS.

Table 21. BLTS Table for Standard Bike Lanes with No Parking Lane

Example BLTS for Standard Bike Lanes with No Parking

Skyline Drive

- 30 mph (posted)
- 1 lane per direction
- 4' bike lane
- 1,113 AADT (2021)

BLTS 2

Conventional bike lanes and advisory bike lanes alongside a parking lane

Number of lanes	Bike lane reach = bike + parking lane width	Prevailing Speed (mph) 0-28.5	28.5-33.5	33.5-38.5	38.5+
1 thru lane per direction or contraflow lane	15+ ft	LTS 1	LTS 2	LTS 2	LTS 3
	<15 ft	LTS 2	LTS 2	LTS 3	LTS 3
1-way multilane	15+ ft	LTS 2	LTS 3	LTS 3	LTS 3
	<15 ft	LTS 3	LTS 3	LTS 3	LTS 3
2-way, 2 lanes per direction	15+ ft	LTS 2	LTS 3	LTS 3	LTS 3
	<15 ft	LTS 3	LTS 3	LTS 3	LTS 3
other 2-way multilane	any	LTS 3	LTS 3	LTS 3	LTS 3

Notes
1. If bike lane is frequently blocked (as may be the case in commercial areas), use mixed traffic criteria.
2. Minimum bike lane reach is 12 ft. For narrower reach, use Mixed Traffic criteria.
3. Bike lane reach includes any marked buffer next to the bike lane; also, add 2 ft if road has one thru lane per direction and a central two-way turn lane.
4. Use mixed traffic criteria if it would result in lower LTS.

Table 22. BLTS Table for Standard Bike Lanes by Parking

Example BLTS for Standard Bike Lanes by Parking

Stampede Avenue

- 30 mph (posted)
- 1 lane per direction
- 4' bike lane + 8' parking lane + bonus 2' for center two-way left turn lane
- 9,731 AADT (2021)

BLTS 2

Walk and Bike Scores

One of the simplest metrics to use to evaluate walkability and bikeability is though the website maintained by Walk Score. Walk Score provides a quantitative score to represent the walkability and bikeability of a specific address. Overtime, Cody may see areas with lower scores improve as infrastructure is constructed.

90–100	**Walker's Paradise** Daily errands do not require a car
70–89	**Very Walkable** Most errands can be accomplished on foot
50–69	**Somewhat Walkable** Some errands can be accomplished on foot
25–49	**Car-Dependent** Most errands require a car
0–24	**Car-Dependent** Almost all errands require a car

Figure 101. Walk Score Ratings, Source: www.WalkScore.com

The walkability score is based upon the proximity of destinations with the most points being awarded when destinations are within a five-minute walk (approximately 0.25 miles) and lesser points given for amenities within a 30-minute walk. The Walk Score analyzes the population density, block length, and intersection density, but does not factor in presence or condition of sidewalks.

90–100	**Biker's Paradise** Daily errands can be accomplished on a bike
70–89	**Very Bikeable** Biking is convenient for most trips
50–69	**Bikeable** Some bike infrastructure
0–49	**Somewhat Bikeable** Minimal bike infrastructure

Figure 102. Bike Score Ratings, Source: www.WalkScore.com

The bikeability score is based upon the number of bike commuters along with presence of bike lanes, pathways, hills, connectivity, and destinations.[79]

In Cody, downtown is considered "Very Walkable" by this methodology due to the numerous destinations and signalized intersections along Sheridan Avenue. It is also considered "Bikeable." See Figure 103 for the walkability and bikeability scores for Downtown Cody as of 2024.

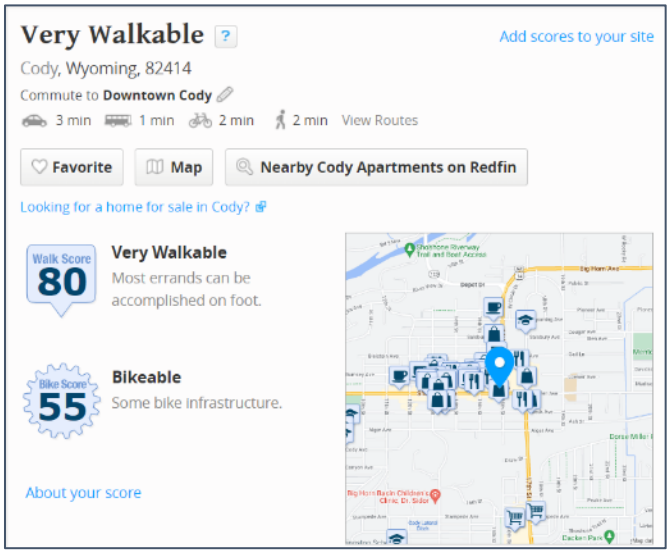

Figure 103. Downtown Cody Walk and Bike Score, Source: www.WalkScore.com

Other areas, such as Yellowstone Avenue and Big Horn Avenue are considered "Car-dependent" and "Somewhat Bikeable" due the spread-out destinations and minimal infrastructure for biking.

Special Event Participants

Level of participation in events related to active transportation can be a measure of community support and engagement. During the planning of events (such as bike rodeos, Open Street Events, Walk or Bike to School Day, or similar public events), organizers should create a method to track the number of participants and provide a report to the City.

[79] Walk Score, "Walk Score Methodology." 2024. www.walkscore.com, Accessed 01/28/2024.

Community Engagement and Surveys

The City of Cody already conducts engagement efforts and public surveys for various purposes as needed. As part of these ongoing efforts, assessment of the community's changing concerns related to active transportation should be included. As new infrastructure is completed, many people may be skeptical at first, but typically people accept and appreciate the improved active transportation infrastructure over time and request even more biking and walking accommodations. Additionally, community satisfaction surveys can provide information related to public sentiment about all public services and help prioritize public investments.

9. Key Takeaways

This plan consists of recommendations related to engineering, engagement and education, and evaluation. The breadth of ideas can be overwhelming. These key takeaways simplify the points to keep in mind as the City, County, State and residents work together to take next steps.

What Cody Wants

People in Cody want the freedom to walk and bike safely around their community for transportation, recreation, and fitness. Safety is of utmost importance for children.

Cody's character is important. People are willing to listen and learn about new ideas, but want to preserve Cody's small town, western character.

Cody residents take pride in their community. It's clear that residents already care about their community. Improved active transportation facilities lead to enhanced quality of life, and advance community pride and stewardship.

Accommodating touring cyclists provides economic benefit to the community. Cody is on the routes for multiple cross-country biking routes and businesses recognize the value of accommodating people biking.

Active Transportation Key Points

Streets reflect the values of the community. Providing safe places for people to walk and bike shows that the community values safety, health, and mobility for people of all ages and abilities.

When to mix/When to separate. Generally, active transportation users can share space with motorists when vehicular travel is 20 mph or less. People biking and walking should be separated and protected when vehicular speeds are over 20 mph.

Active transportation design is flexible. By working with the community and active transportation professionals, planning and design teams can develop solutions that work for everyone.

Determine cross sections from land use context. Streets cross sections should be determined from the context of the surrounding land use. For example, typically sidewalks should be buffered from traffic with a landscaped setback. However, in a downtown area, the sidewalks often should extend to the curb and landscaping is limited to planters.

How to Move Forward

Every plan needs a champion. Someone needs to champion the plan to ensure that the vision and goals are not forgotten. By speaking up and staying involved in governmental decision-making, TOP and other advocates will continue to make a difference in the community.

Partnerships are key. There are public and private stakeholders in every decision. Networking and collaborating lead to better results. Political, governmental, and civic leaders hold significant influence over final decisions.

Funding is available. Federal, state, and local funds are dedicated to transportation systems in annual budgeting processes, often in the form of grants. Private dollars are available through donations and private grants.

Celebrate your successes. Every new crosswalk, filled sidewalk gap, or improved pathway should be celebrated with announcements and recognition. These activities build momentum to keep moving forward.