



May 26, 2022

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City of Laramie Traffic Commission
c/o Public Works Department, Engineering Division
Via email: bwebb@cityoflaramie.org; wwinkler@cityoflaramie.org

Project No: 1239.01

RE: Change of Parking Requirements and Speed Limit

Dear Laramie Traffic Commissioners:

Timberline Business Park is dealing with a current challenge that was overlooked during the platting stage. The intent of the developer was to eliminate on-street parking. The lots were designed to be big enough to accommodate the parking needs for each of the individual lots.

During the design of the subdivision, Timberline Energy, Inc requested us, Coffey Engineering & Surveying, LLC, to ask the City Engineer if a narrower road would be acceptable. The width of Cherrywood Loop East and West was designed, approved, and constructed at a horizontal distance, between the back of curb locations, of 42 feet. The typical standard street width normally accepted by the City of Laramie for similar streets is 46 feet. The logic behind this deviation from the norm was that no on street parking would be allowed and that a narrower street would be less costly to build and maintain. Furthermore, the street was designed to accommodate a 25mph speed limit.

Unfortunately, the logic and stipulations that Timberline Energy, Inc and the City of Laramie had agreed to did not make it to the design comments for the project and consequently did not get documented in the development agreement with the City of Laramie. This is creating a problem that should have been avoided. Currently, there are large, parked vehicles and trailers on Cherrywood Loop that inhibit safe passage in both travel directions. Furthermore, these vehicles are parked for long periods of time.





It is the desire of Timberline Energy, Inc, who is still the majority landowner, to formally request that the City of Laramie designate Cherrywood Loop East and West a street that does not accommodate on-street parking. Timberline Development is prepared to absorb the cost of installation of signs or other required traffic notifications to accommodate this request. In addition, speeds through the subdivision need to be designated at 25mph.

As a Professional Civil Engineer, I feel that this request is valid for the protection of public safety. The narrower road creates an artificial barrier for traffic to maneuver, especially large truck traffic, through the subdivision roads. Furthermore, the loop road is long and narrow and designed to accommodate max speeds of no more than 25mps. We respectfully request that the traffic commission formally designate said road as that does not allow for on-street parking and a posted speed limit of 25mph.

Sincerely,

Coffey Engineering & Surveying, LLC

David R. Coffey, P.E., L.S.
CEO