

**CHEYENNE METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING MINUTES**

February 13, 2008
Conference Room 208
2101 O’Neil Avenue, Suite 205
Cheyenne, WY



Persons Attending

Tom DeHoff, Chairman	WYDOT
Andrea Allen	Proxy for Tony Laird WYDOT
Kevin McCoy	WYDOT
Tom Bonds	FHWA-WY
Nathan Beauheim	City of Cheyenne
Kate Tietjen	Proxy for Frank Cole
Donna Cartwright	From Frank Cole’s Office
Tom Mason	MPO
Nancy Olson	MPO
Sreyoshi Chakraborty	MPO
Jennifer Corso	MPO
Erin Larney	MPO
Gary Kranse	Laramie County Planning
Jeff Wiggins	Parks and Recreation
Darren Horstmeier	FE Warren AFB
Joe Dougherty	Transit
Randy Bruns	Cheyenne LEADS
Mike Abel	Public Works
Eric Stephen	Laramie County School District #1

Tom DeHoff called the meeting to order.

Approval of November 14, 2007 minutes

Minutes are moved, seconded and approved. Kevin McCoy had a question regarding clarification of a section. The corrections were noted and minutes were approved as corrected.

Update on Planning Projects

Joe Dougherty: Is in the process of finishing the TDP plan. It is a five-year Transit Development Plan. Suggestions have been made for some route changes and he thinks the changes will be implemented in late spring or early summer. There will be designated boarding areas; however, the installation of

some 300 boarding area designation signs is expected to be cumbersome. The routes are 12 – 14 miles long and there will be a designated boarding area approximately every ¼ mile.

Jeff Wiggins: Asks if there will be changes in the locations of the existing benches.

Joe Dougherty: Responds, it is possible. Currently the benches are along routes and some may need to be moved. The next meeting is scheduled for March 19th. There will be another public meeting before the plan changes are implemented. There was an 18% overall increase in rider-ship on the route system last year with a 44% increase on the West route; which has become the 2nd largest route. He feels this is a strong indication that bus pull-outs will be necessary in the Pershing Project and the West Lincolnway Projects, due to the increased boarding traffic. There are two areas where they'll be needed: if not at immediately at Westland Rd. then west of Westland Rd. at Fleischli Parkway, and at the front entrance to Little America.

East Dell Range and US 30 Corridor

Sreyoshi Chakraborty: The plan is well on its way to completion and the consultants have finished the draft plan; it is now being reviewed by the Steering Committee members.

Alternative 2 was the preferred alternative; this is the choice in which Dell Range ties into US30, west of the radio towers. There was a lot of public support for alternative 2. A draft for the Christensen Rd. extension is also part of the project. The proposed extension would cross the Union Pacific railroad tracks and intersect Pershing and Commerce Circle. Initially it will be a two lane traffic roadway but there will be the option to expand it later. The consultant did a 35% design for Christensen Rd. between Commerce Circle and Pershing and a 10% design from Pershing to US 30.

East Pershing Corridor Plan & Intersections

Nancy Olson: Ayers Associates is the consultant. The project's budget will be spread over 3 fiscal years. There was a kick-off meeting with Gene MacDonald and his group on Jan 16th. There is another meeting with Ayers scheduled for March 14th.

Tom Mason adds there will be public meetings held this spring to find out what the public believes to be wrong with the corridor and also to get their suggestions. The consultants will be visiting with the major land owners to find out how potential future land use development will affect the properties and the project.

Crow Creek Greenway

Tom Mason: Gene MacDonald of Ayers is updating the flood plain mapping for the section of Crow Creek between Westland Rd. and I-25. He is also doing the design of the greenway in the area off of Missile Drive between I-25 and Westland Rd. where the two new hotels will be built. The developer of the hotels has agreed to build the greenway in that section and Gene will be updating the FEMA mapping for that section.

Jeff Wiggins: The developers are attempting to have the hotels up and running by Frontier Days 2008.

Greenway Planning:

Jeff Wiggins: A few maps were shown. Tom Cobb, with Nolte Associates, was awarded the contract to provide a 35% plan of 3 sections. He has drawn out preliminary options for a US30 over or under pass by Holliday Park. Jeff believes Tom is intending to be providing 3 options for that area. The second location is near the Sun Valley detention ponds. The greenway will follow along the existing fence in that area and connect to a neighborhood connector at Phoenix Dr. The third segment is in south Cheyenne and will connect Cribbon with the South High School and the East and West corridors of the Safe Routes to School corridor that are along the fence line of I-80. Land from Ed Murray has been acquired and should be approved. The land donation will assist in making the grades work in that section.

Nancy Olson: The Holliday Park connector and the south Cheyenne section of greenway are both on the 6th Penny ballot.

Way Finding Plan

Sreyoshi Chakraborty: This is a signage project to assist travelers around town along the roadways. There are two phases. Phase one is a conceptual phase and phase two is the design of the signs and choosing the sign locations. The project has been contracted to Nolte Associates. The draft plan needs a few changes and will be finalized. The conceptual plan was provided for anyone who would like to view it.

Nathan Beauheim: The chamber is looking into getting a grant from Wyoming Tourism to have another 'Welcome to Cheyenne' sign made. The current plan is to use the design already in use. The sign will be for the north side of town.

Randy Bruns asks: Could the signs from the Way Finding project be incorporated into the project transit is currently working on?

Tom Mason responds: That is a possibility and it will be given some consideration. The Way Finding project is tied into the Cheyenne Area Visitors Bureau, when phase one is over phase two scope of work will be jointly funded by the Cheyenne MPO and the Visitor's Bureau. The end result will provide a specific program. Then we will have the job of finding funds to build and place the signs.

Safety Management Plan

Sreyoshi Chakraborty: October 2007 was the start of the project and Cambridge Systematics was chosen to do the plan. There are 3 major steps to the completion of the plan. A transportation safety advisory committee was formed to help guide the development of the plan. The committee met for the first time in November. A transportation safety goal was developed for the Cheyenne area as well as an overall mission for the Plan. Crash data for the past ten years were analyzed and 6 focus areas were developed. A transportation safety summit was held in January 2008. A 402 grant from the WYDOT Highway Safety Department was used to hold this event. The draft

plan is expected to be completed by early April. There is another advisory committee meeting scheduled and they will be looking at the draft plan and making any necessary recommendations. There will not be a separate public meeting. The public's input will be requested through the internet and Safety Summit.

County Road Street and Site Planning Design Standards

Tom Mason: There is a draft copy of the County Road standards that Bench Mark has prepared. It was in the review process between the Cheyenne MPO and the City/County Public Works office. Administrative changes have slowed progress but once the changes are done they will get back to the plan, possibly by the end of the year or beginning of next year.

VANGO

Nancy Olson: This project has been underway for several years. Currently insurance and legal issues are being worked out. Colorado has a governmental claims cap and they are attempting to extend the legislation in Wyoming so the participants can be considered governmental employees of the MPO, rather than volunteers, so they may enjoy the same insurance rates and provisions. A bill was put together and there is a member of the House of Representatives that has agreed to sponsor the bill. There are hopes that this van pooling program will pave the way for other van pooling programs in the state. The Department of Employment has been doing a commuter analysis for the past few years. The MPO is trying to get information on where the commuters are coming from when they come into Wyoming. Hopefully the data will be available in late March/early April to tell us where local employers are pulling their employees from.

Passenger Rail Feasibility Study

Tom Mason: WYDOT has written a scope of work and hired Trans Systems to do the study. It is one step toward a goal of developing a high speed passenger rail line from Albuquerque, New Mexico to Cheyenne and eventually to Casper. New Mexico has been very aggressive in their attempts to get this started. They have a train running currently around Albuquerque. Wyoming Department of Transportation has begun their feasibility study. Cheyenne and Casper contributed local money to help with the state wide study. However, WYDOT did not end up utilizing the money and was able to get the contract written and approved with out the local funds.

Front Range Transportation Plan

Tom Mason: The project began in 2005 when there was a Front Range Transportation Forum held. The scope of work for a Regional Transportation Plan shows what the projected population on the Colorado Front Range will be by 2030. The scope of work was prepared for a seamless front range transportation plan involving 6 MPO's along with CDOT and Colorado economic development agencies. The work plan involved a workshop to develop the scope of work held last spring. Three alternative scopes were looked at. Final scope of work objectives were to share the information together and come up with a common set of assumptions. The final scope tasks were set

out and it was decided what kind of data will be collected together and what kind of tools will be used to collect that data. Public input will also be used to come up with the final documentation. The next step is to find funding. Colorado tried to get a grant but failed. Now it is being attempted to acquire congressional appropriations funds. Once funding is secured a consultant will be hired.

Public Participation Plan

Nancy Olson: The plan was presented at a Public Hearing at the planning commission on Dec. 15th to obtain public input. Planning Commission made a recommendation to the MPO Policy Committee for adoption. There are no significant changes. The plan will go forward.

Upcoming local construction projects

Norris Viaduct

Nathan Beauheim: The design is done and currently they're waiting for Right of Way and permits from the Union Pacific and then it will be sent out to bid.

The city currently has a project out to bid to replace box culverts, where Warren crosses Crow Creek by the bus depot, with a bridge. There will also be some flood walls built and some other improvements that should make the flood plain on the south side significantly smaller. It is being paid for with federal dollars from FEMA. The Dry Creek realignment project will re-route Dry Creek from next to Sheridan over the open space between the ball fields and the golf courses. It is also being funded by FEMA. Currently they are designing the pedestrian fencing on I-180 viaduct. It is expected that the Union Pacific will be pleased with the result. They are also working on Masonway and are having utility issues. Funding was just approved for a traffic signal at Dell Range and Marble. They are getting ready to start looking at safety issues at Dell Range and Converse that may lead to looking at the entire corridor in terms of a safety perspective and they will probably lean on WYDOT and FHWA for technical expertise.

WYDOT

Tom DeHoff: AVI is working on Yellowstone Rd north of 85. Construction is expected to start this summer, if the budget allows. Just north of that area, WYDOT is doing a bridge replacement project that is being paid for by federal money and matched by the county. WYDOT is finishing up US-30 east of town. Two of three phases of the intersection project are finished. They are out to bid for I-25 North bound from college to state line for concrete pavement. It should be built this summer. I-180 roadway lighting is being replaced. The lighting on the bridges will be incorporated with the city pedestrian fencing. Grinding has been done at the last ten miles of I-80, east of town. The bridges still need to be finished this summer.

Upcoming projects: Randal Ave. interchange project: the road will be redone and construction will start in 2009. It will be a 2 year job with the southbound lane done one year and the northbound lane the next year. There will be alternate traffic routes during construction and Warren Gate 1 will be closed and under construction at the same time. The interchange will cost \$16 million. A public

meeting will coincide with the City's Pershing Blvd project meeting on March 4th at the Community House. The meetings are being done together in order to increase efficiency. It is expected the public in attendance will want to know of both projects. Another public meeting on March 6th at Buffalo Ridge school will address Summit Rd. It is an extension of Storey Blvd from Ridge Rd. to College Dr. A grading plan inspection has been done and the job will be ready to go soon. Finances are holding up the project and it is expected to move forward in 2010. Speer Interchange meetings are being held for a preliminary plan review.

Other Projects

Darren Horstmeier: Army Guard will begin construction on the Army Aviation Support Facility this spring. There have been some project delays but construction should pick up around the Central Ave/Gate 5 in April of 2008.

West Pershing and I-25/ Randal Interchange/ Warren Gate 1

Nathan Beauheim: The project is about reconstructing West Pershing between Pioneer Ave and the interstate. This is Phase 5 in the original 1988 Master Plan. The budget is currently 5 million. WYDOT is doing the design and construction due to the federal funding that is involved. The constraints are an 80ft. right of way, the trees lining the street are in the right of way, and there is currently on-street parking. The existing configuration is one lane each direction with on-street parking, there are no turn bays. There is approximately 45ft of pavement, but it has been overlaid many times. Currently the ADT is 7500-10000 depending on where on the corridor it is being counted. Some preliminary considerations: 3 vs. 5 lanes, on-street parking allowance, and the Randal/I-25 intersection. The three lane projection will have one lane of traffic in each direction with a center turn lane and most of the historic trees will be protected. On street parking is still an option with the 3 lane plan. The five lane plan would have two lanes of traffic in each direction with a center turn lane, no on-street parking and all the trees would have to be removed. The potential solution would make Randal a one way east bound between the Interstate and Cribbon. The three lane section does not seem to back-up traffic as the five lane projection will. There will need to be some improvements made to Snyder Ave, but these improvements have been planned by the City.